

MURRIETA ROAD WAREHOUSE PROJECT

SCH NO. 2023110162

prepared for
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SIGNAGE

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Draft Environmental Impact Report

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1. Executive Summary

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the Murrieta Road Warehouse Project (proposed Project). This EIR has been prepared in conformance with State and City of Menifee environmental policy guidelines for the implementation of the California Environmental Quality Act (CEQA).

This Draft EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days in accordance with Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft EIR will be available for public review at the City of Menifee website (<https://cityofmenifee.us/325/Environmental-Notices-Documents>).

Written comments related to environmental issues in the Draft EIR should be addressed to:

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A Notice of Availability of the Draft EIR was published concurrently with distribution of this document.

1.1 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 mile 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 (APNs) 330-210-010, -011, -013, and -062, 330-560-001 through 330-560-040, 330-570-001 through 330-570-033, and 330-571-001 through 330-571-005. A Tentative Parcel Map, No. 38469 (PLN22-0180), to consolidate all the existing parcels within the Project site into one parcel was previously approved and was exempt pursuant to CEQA Guidelines Section 15315. 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 3-1, *Regional Location*, Figure 3-2, *Local Vicinity*, and Figure 3-3, *Project Aerial*, respectively.

1.2 PROJECT DESCRIPTION SUMMARY

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. Additional improvements include a parking lot and loading docks, ornamental landscaping, associated onsite infrastructure, and construction of offsite street improvements. (See Figure 3-7, *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.

Building 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.

The proposed Project includes a building setback of approximately 205 feet from the northern property line, a building setback of approximately 120 feet from the Murrieta Road right-of-way, a building setback of approximately 140 feet from the proposed driveway on the southern boundary of the site, and a building setback of approximately 127 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.

As shown in Figure 3-8, *Building 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 four 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 Docks. 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 128 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 9 ADA spaces, 80 electric vehicle capable stalls, and 20 electric vehicle charging stations.

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 3-9, *Landscape Plan*. 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 3-7, *Conceptual Site Plan*.

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 northern and southern driveways on Murrieta Road would be accessible by both passenger vehicles and trucks. The driveways along Geary Street and the northern and southern driveways on Murrieta Road would have a width of 40 feet. The middle driveway on Murrieta Road would be limited to passenger vehicles only and would have a width of 30 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 circulation to the Project site would primarily utilize Ethanac Road westbound, to Murrieta Road southbound. Truck traffic would then either access the site via the northern and southern driveways on Murrieta Road or would utilize the private truck only driveway along the south portion of the site to Geary Street northbound. All trucks traveling northbound on Geary Street would access the northern driveway, while access to the southern driveway on Geary Street would be limited to 2-axle trucks only. Truck traffic

would then exit the site northbound on Murrieta Road via the northern most driveway (with the provision of a traffic signal) and would also exit the site via Geary Street northbound for the other driveways.

Infrastructure Improvements. 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 3-10, *Utilities Plan*.

Regulated electrical, , and communication utilities would be extended to the site from existing facilities along Murrieta Road.

The Project would install onsite storm drains that would convey on-site runoff to a proposed underground storage chamber prior to discharging it for treatment at two proposed underground biotreatment modular wetland systems. After being treated, runoff would be discharged to a proposed 72-inch to 84-inch storm drain main (Line A-12) in Murrieta Road, which would connect to the existing Riverside County Flood Control channel northwest of Ethanac Road.

In addition, the Project would include an offsite underground biotreatment modular wetland system with a treatment capacity of 0.693 cubic feet per second to treat off-site runoff, to be maintained by the City of Menifee. The offsite modular wetland would be located adjacent to northeast boundary of the Project site and Murrieta Road and would capture and treat offsite flows from the proposed frontage improvements, as described below. Treated runoff would be discharged to proposed 72-inch to 84-inch storm drain (Line A-12). High flows would bypass the modular wetland linear system to an off-site curb inlet and subsequently also discharge to Line A-12.

Offsite Improvements. The Project would include approximately 4.5 acres (approximately 1.5 linear miles) of construction improvements in the form of roadway and utility improvements. The Project would pave Geary Street along the entire 990-foot western Project site boundary to a 40-foot width. In addition, the Project would improve the existing dirt road portion of Geary Street from the northwestern end of the Project site north to Ethanac Road. The roadway improvement would include paving at a width of 36 feet and would not include the construction of sidewalks or curbs. Additional flood control measures would be added to address ponding at the intersection of Floyd and Geary.

The Project would expand the existing 12-foot 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 consistent with the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. In addition, the Project would include construction of a 32-foot-wide private driveway along the entire 1,233.5-foot southern boundary of the Project site.

The Project would develop a 6-foot-wide sidewalk along the frontage on Geary Street, Murrieta Road and the new driveway south of the building.

As described above, the Project would also include the construction of an offsite biotreatment modular wetland system, to be maintained by the City of Menifee, located at the northeast end of the Project site adjacent to Murrieta Road. The proposed offsite modular wetland would treat runoff generated by the proposed frontage improvements on Geary Street, Murrieta Road, and the southern private driveway. The Project would also include the construction of a 72-inch to 84-inch storm drain main line in Murrieta Road that would connect to the biotreatment system at the northeast end of the Project site, northerly to Ethanac Rd, and would drain northwest into the Riverside County Flood Control channel.

1.3 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.

1.4 SUMMARY OF ALTERNATIVES

Section 8.0, *Alternatives*, of this EIR analyzes a range of reasonable alternatives to the proposed Project. The alternatives that are analyzed in detail in Section 8.0 are summarized below.

- **Alternative 1: No Project Alternative.** This alternative consists of the Project not being approved, and the Project site would remain in the conditions that existed at the time the Notice of Preparation was published (November 7, 2023).
- **Alternative 2: Reduced Project Alternative (30 Percent).** This Reduced Project Alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage. Specifically, the Reduced Project Alternative would result in development of one 373,275 SF speculative warehouse building with a FAR of 0.3. Development under the Reduced Project Alternative would reduce Project square footage by approximately 30 percent. The reduced square footage would allow for increased setbacks, passenger vehicle parking, truck parking, and landscape. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. Infrastructure and circulation improvements would still be required to adequately serve the development; however, stormwater facilities would be sized smaller due to the decrease in impervious areas. Development of the Reduced Project Alternative would result in approximately 795 daily trips, 46 AM trips and 62 PM trips, a decrease of approximately 30 percent compared to the proposed Project.
- **Alternative 3: Reduced Project Alternative (51 Percent).** This alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage. Specifically, the 51 percent Reduced Project Alternative would result in development of one 251,133 SF speculative warehouse building with 25,000 SF of manufacturing use and 20,000 SF of office use and a FAR of 0.2. Development under the Reduced Project Alternative would reduce Project square footage by approximately 51 percent. The reduced square footage would allow for increased setbacks, passenger vehicle parking, truck parking, and landscape. Additionally, development under this alternative would occur on the southern portion of the site, and the northern portion would be left undeveloped for future development. Areas planned for physical impact offsite would be identical to those required for

development of the proposed Project. Development of the 51 Percent Reduced Project Alternative would result in approximately 506 daily trips, 56 AM trips and 59 PM trips, a decrease of approximately 55.4 percent compared to the proposed Project.

- **Alternative 4: No Project/Built Out of Existing Zoning.** This alternative consists of development of the Project site in a manner that is consistent with the existing General Plan Land Use and zoning designation. Specifically, the No Project/Built Out of the Existing Zoning Alternative would result in development of an industrial business park with a total building area of 533,252 SF and a FAR of 0.5. This alternative assumes that all 28.27 acres of the Project site would be developed. Additional improvements would include parking lot, ornamental landscaping, associated onsite infrastructure, and construction of offsite street improvements. Infrastructure and circulation improvements would still be required to adequately serve the development. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. Development of the Reduced Project Alternative would result in approximately 1797 daily trips, 179 AM trips and 179 PM trips.

1.5 SUMMARY OF IMPACTS

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR. The Initial Study, included as Appendix A to this Draft EIR and incorporated herein by reference, found potentially significant impacts to the thresholds listed in Table 1-1 below based on available information and indicated that further study was necessary to determine whether impacts would be potentially significant. Section 7.0, *Effects Not Found Significant*, the initial study determined that the proposed Project proposed Project would not result in potentially significant impacts related to the following thresholds from CEQA Appendix G: Aesthetics, Geology and Soils, Mineral Resources, Population and Housing, and Recreation. Thus, no further assessment of those impacts was required in the Draft EIR. Therefore, the numbering of impacts shown in Table 1-1 reflects the omission of further evaluation for certain thresholds.

Relevant standard conditions of approval are identified, and mitigation measures are provided for all potentially significant impacts. The level of significance of impacts after the proposed mitigation measures are applied are identified as either significant and unavoidable, less than significant, or no impact. As identified in Table 1-1 below, the proposed Project would result in Significant and Unavoidable impacts to Greenhouse Gas Emissions and Noise. Furthermore, the following topic areas would be reduced to a less than significant impact with implementation of mitigation measures: Biological Resources, Cultural Resources, and Tribal Cultural Resources.

Table 1-1: Summary of Impacts

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 Agriculture and Forestry Resources				
Impact AG-1: Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?		Less than significant	None required	Less than significant
Impact AG-5: Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.2 Air Quality				
Impact AQ-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?		Less than significant	None required	Less than significant
Impact AQ-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard?	PPP AQ-1: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following: All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed	Less than significant	None required	Less than significant

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	<p>25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.</p> <p>The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.</p> <p>The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.</p> <p>PPP AQ-2: Rule 1113. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.</p> <p>PPP AQ-3: Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines. The Project is required to obtain a permit from SCAQMD for the proposed diesel fire pump and would be required to comply with Rule 1470, regulating the use of</p>			

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	diesel-fueled internal combustion engines. PPP AQ-4: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.			
Impact AQ-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?		Less than significant	None required	Less than significant
Impact AQ-4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	PPP AQ-4: Rule 402. As listed above.	No impact	None required	No impact
Cumulative	PPP AQ-1: Rule 403. As listed above. PPP AQ-2: Rule 1113. As listed above. PPP AQ-3: Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other	Less than significant	None required	Less than significant

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	<p>Compression Ignition Engines. As listed above. PPP AQ-4: Rule 402. As listed above.</p>			
5.3 Biological Resources				
<p>Impact BIO-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p>		Potentially significant	<p>Mitigation Measure BIO-1: Burrowing Owl Pre-construction Surveys. A 30-day preconstruction survey is required prior to the commencement of project activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site in the days or weeks preceding project activities. A qualified biologist shall conduct the survey and submit the results of the survey to the City of Menifee Planning Division prior to obtaining a grading permit.</p> <p>If burrowing owl are not detected during the preconstruction survey, no further mitigation is required. If active burrowing owl burrows are detected during the breeding season, the on-site biologist will review and establish a conservative avoidance buffer surrounding the nest based on their best professional judgment and experience and verify compliance with this buffer and will verify the nesting effort has finished. Work can resume when no other active burrowing owl nesting efforts are observed. If active burrowing owl burrows are detected outside the breeding season, then passive</p>	Less than significant

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>and/or active relocation pursuant to a Burrowing Owl Plan that shall be prepared by the Applicant and approved by the City in consultation with CDFW, or the Project Developer shall stop construction activities within the buffer zone established around the active nest and shall not resume construction activities until the nest is no longer active. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the MSHCP. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied and backfilled to ensure that animals do not reenter the holes/dens.</p> <p>If ground-disturbing activities occur but the site is left undisturbed for more than 30 days, a preconstruction survey will again be required to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above shall be required.</p>	
<p>Impact BIO-3: Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>		<p>No impact</p>	<p>None are required</p>	<p>No impact</p>

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact BIO-4: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<p>PPP BIO-1: California Fish and Game Code, Sections 3503.5, 3511, 3515. Section 3503.5 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515 states that it is unlawful to take any non-game migratory bird protected under the MBTA.</p>	<p>Potentially significant</p>	<p>Mitigation Measure BIO-2: Nesting Bird Survey. Vegetation removal is recommended to be conducted during the non-nesting season for migratory birds to avoid direct impacts. The non-nesting season is between September 1 and January 31. If vegetation removal occurs during the migratory bird nesting season, between February 1 and August 31, pre-construction nesting bird surveys shall be performed within three days prior to vegetation removal or ground disturbing activities. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If active nests are found during nesting bird surveys, they shall be flagged and a no-disturbance buffer (generally 300 feet for migratory and non-migratory songbirds and 500 feet for raptors and special status species) shall be determined by the biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, ambient noise, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an</p>	<p>Less than significant</p>

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor should be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. A biological monitor shall visit the site a minimum of once a week during ground disturbing activities to ensure all fencing is in place and no sensitive species are being impacted. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.	
Impact BIO-6: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?		Potentially Significant	Mitigation Measure BIO-1: As listed previously.	Less than significant
Cumulative	PPP BIO-1: As listed previously.	Less than significant	Mitigation Measure BIO-1: As listed previously. Mitigation Measure BIO-2: As listed previously.	Less than significant
5.4 Cultural Resources				
Impact CUL-2: Would the Project cause a substantial	Standard Condition CUL-1: Inadvertent Archeological Find.	Potentially significant	Mitigation Measure CUL-1: Cultural Resources Monitoring	Less than significant

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>adverse change in the significance of an archaeological resource pursuant to §15064.5?</p>	<p>Inadvertent Archaeological Find. If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).</p> <p>a) All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s), and the Community Development Director to discuss the significance of the find.</p> <p>b) At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the</p>		<p>Program. Monitoring during ground-disturbing activities, such as grading or trenching, by a qualified archaeologist is required to ensure that if buried features (i.e., human remains, hearths, or cultural deposits) are present, they will be handled in a timely and proper manner. The scope of the monitoring program is provided below:</p> <ul style="list-style-type: none"> • Prior to issuance of a grading permit, the applicant shall provide written verification that a certified archaeologist has been retained to implement the monitoring program. This verification shall be presented in a letter from the project archaeologist to the lead agency. • The project applicant shall provide Native American monitoring during grading. The Native American monitor shall work in concert with the archaeological monitor to observe ground disturbances and search for cultural materials. • The certified archaeologist shall attend the pregrading meeting with the contractors to explain and coordinate the 	

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	<p>Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.</p> <p>c) Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.</p> <p>d) Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.</p> <p>e) Pursuant to California Public Resources Code Section</p>		<p>requirements of the monitoring program.</p> <ul style="list-style-type: none"> • During the original cutting of previously undisturbed deposits, the archaeological monitor(s) and tribal representative shall be on-site, as determined by the consulting archaeologist, to perform periodic inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The consulting archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated. • Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed. • Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered, and features recorded using professional archaeological methods. The project archaeologist shall determine 	

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	<p>21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, and recommendations of the project archaeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council."</p> <p>Standard Condition CUL-2: Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the</p>		<p>the amount of material to be recovered for an adequate artifact sample for analysis.</p> <ul style="list-style-type: none"> • All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation. • A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include Department of Parks and Recreation Primary and Archaeological Site Forms. 	

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	<p>following procedures shall be carried out for final disposition of the discoveries:</p> <ul style="list-style-type: none"> a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department: <ul style="list-style-type: none"> i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods, and 			

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	<p>Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.</p> <p>iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for</p>			

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	<p>permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.</p> <p>Standard Condition CUL-3: Archeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.</p> <p>The Project Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading,</p>			

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	<p>trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Tribal monitor(s), shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.</p> <p>The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition.</p> <p>In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation</p>			

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	<p>with the City as provided for in California Public Resources Code Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:</p> <ul style="list-style-type: none"> a) Project grading and development scheduling; b) The Project archaeologist and the Consulting Tribe(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training 			

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	<p>must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;</p> <p>c) The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.</p> <p>Standard Condition CUL-4: Archeology Report - Phase III and IV. Archeology Report - Phase III and IV. Prior to final inspection of the first building permit associated with each phase of grading, the developer/permit holder shall prompt the Project Archaeologist to submit two (2) copies of the Phase III Data Recovery report (if conducted for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical</p>			

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s)			
Cumulative	<p>Standard Condition CUL-1: Inadvertent Archeological Find. As listed above.</p> <p>Standard Condition CUL-2: Cultural Resources Disposition. As listed above.</p> <p>Standard Condition CUL-3: Archeologist Retained. As listed above.</p> <p>Standard Condition CUL-4: Archeological Report – Phase III and IV. As listed above.</p>	Potentially significant	Mitigation Measure CUL-1: As listed above.	Less than significant
5.5 Energy				
Impact ENE-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of		Less than significant	None are required	Less than significant

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
energy resources, during project construction or operation?				
Impact ENE-2: Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	PPP E-1: CalGreen Compliance: The Project is required to comply with the CalGreen Building Code to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.	Less than significant	None are required	Less than significant
Cumulative	PPP E-1: As listed above.	Less than significant	None are required	Less than significant
5.6 Greenhouse Gas Emissions				
Impact GHG-1: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		Potentially significant	Mitigation Measure GHG-1: Prior to issuance of tenant occupancy permits, the Project applicant shall be required to install a minimum 101.3 kW DC solar photovoltaic (PV) system or offset an equivalent amount of energy demand through the purchase of renewable energy or implementation of alternative renewable measures, subject to approval by the Community Development Director or his/her designee and SCE. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to off-set	Significant and unavoidable

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>consumption. The building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage. In addition, to ensure that the Project's electrical room(s) is sufficiently sized to accommodate the potential need for additional electrical panels, either (1) a secondary electrical room shall be provided in the building, or (2) the primary electrical room shall be sized 25 percent larger than is required to satisfy the service requirements of the building or the electrical gear shall be installed with the initial construction with 25 percent excess demand capacity.</p> <p>Mitigation Measure GHG-2: Prior to issuance of tenant occupancy permits, Project operators with more than 100 employees shall prepare and submit to the Community Development Director or designee, a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single-occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit. The TDM shall include, but is not limited to the following:</p>	

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<ul style="list-style-type: none"> • Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options. • Incorporate bicycle parking and storage, and self-service bicycle repair areas. • Provide employee break areas as well as kitchen amenities for employees to prepare and/or heat meals. • Promote a ride-matching service (e.g., bulletin boards, website, smartphone application) to connect carpool participants and provide preferential parking for rideshare vehicles to support carpool/vanpool/rideshare transportation modes. • Post Riverside Transportation Authority schedules in conspicuous areas. • Reference Riverside Transportation Authority schedules when creating employees' operating schedules. <p>Mitigation Measure GHG-3: Prior to the issuance of tenant occupancy permits, the City of Menifee Building and Safety Division shall confirm that the Project does not</p>	

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>include cold storage equipment for warehousing purposes. Cold storage was not included in the analysis for the EIR and is therefore prohibited.</p> <p>Mitigation Measure GHG-4: The tenant shall provide information packet that:</p> <ul style="list-style-type: none"> • Provides information on incentive programs, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program), and other similar funding opportunities, by providing applicable literature available from the California Air Resources Board (CARB). The Moyer Program On- Road Heavy-Duty Vehicles Voucher Incentive Program (VIP) provides funding to individuals seeking to purchase new or used vehicles with 2013 or later model year engines to replace an existing vehicle that is to be scrapped. • Provides information on the United States Environmental Protection Agency’s SmartWay program and tenants shall be encouraged to use carriers that are SmartWay carriers. <p>Mitigation Measure GHG-5: Prior to issuance of Certificate of Occupancy, the Project shall be required to (1) provide twenty</p>	

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>percent (20%) of the employee parking stalls on-site as "EV ready", with all necessary conduit installed, and (2) provide five percent (5%) of the twenty percent (20%) of the employee parking stalls on-site equipped with working Level 2 Quickcharge EV charging stations installed and operational. Signage shall be installed indicating EV charging stations/stalls and specifying stalls that are reserved for clean air/EV vehicles.</p> <p>Mitigation Measure GHG-6: The development shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of tenant occupancy permits, a recyclables collection and load area shall be constructed in compliance with County standards for Recyclable Collection and Loading Areas, and the facility's operator shall be required to provide the City with a copy of the Project's recycling program. This mitigation measure applies only to tenant permits and not the building shell approvals.</p> <p>Mitigation Measure GHG-7: Prior to issuance of building permits, building plans shall identify the location of future electric truck charging stations (minimum of three) and install conduit to those spaces.</p>	

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			Mitigation Measure GHG-8: Prior to the issuance of tenant occupancy permits, the City of Menifee Building and Safety Division shall confirm that the Project does not include conveyance of natural gas utility lines and that the Project will not use natural gas cargo handling equipment and shall be electric and non-diesel powered, per contemporary industry standards and as required City of Menifee Good Neighbor Policies.	
Impact GHG-2: Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	PPP E-1: CALGreen Compliance, as listed above.	Potentially significant	Mitigation Measure GHG-1 through GHG-8: as listed above.	Significant and unavoidable
Cumulative	PPP E-1: CALGreen Compliance, as listed above.	Potentially significant	Mitigation Measure GHG-1 through GHG-8: as listed above.	Significant and unavoidable
5.7 Hazards and Hazardous Materials				
Impact HAZ-7: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?		Less than significant	None are required	Less than significant
Cumulative		Less than significant	None are required	Less than significant
5.8 Hydrology and Water Quality				
Impact HYD-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	PPP HYD-1: NPDES/SWPPP. Prior to issuance of any grading permits, the applicant shall provide the City Building and Safety Department evidence of compliance with the NPDES	Less than significant	None are required	Less than significant

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	<p>(National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of one acre or larger. The Project applicant/proponent shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.</p> <p>PPP HYD-2: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the City Building and Safety Department. The WQMP shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters</p>			
<p>Impact HYD-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the</p>	<p>PPP HYD-1: NPDES/SWPPP, as listed above.</p> <p>PPP HYD-2: WQMP, as listed above.</p>	<p>Less than significant</p>	<p>None are required</p>	<p>Less than significant</p>

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
addition of impervious surfaces, in a manner which would: (i) Result in a substantial erosion or siltation on- or off-site; (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (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				
Impact HYD-5: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	PPP HYD-1: NPDES/SWPPP , as listed above. PPP HYD-2: WQMP , as listed above.	Less than significant	None are required	Less than significant
Cumulative	PPP HYD-1: NPDES/SWPPP , as listed above. PPP HYD-2: WQMP , as listed above.	Less than significant	None are required	Less than significant
5.9 Land Use and Planning				
Impact LU-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?		Less than significant	None are required	Less than significant
Cumulative		Less than significant	None are required	Less than significant

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.10 Noise				
<p>Impact NOI-1: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	<p>PPP NOI-1: Construction Noise. The Menifee Municipal Code Section 8.01.010 permits construction activities Monday through Saturday from 6:30 a.m. to 7:00 p.m. and prohibits construction on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.</p> <p>PPP NOI-2: Off-site Construction Noise on Ethanac Road. Construction associated with off-site improvements on Ethanac Road are required to adhere to the construction noise hours permitted by Section 7.34.060 of the Perris Municipal Code which states: construction is permitted between the hours of 7:00 a.m. and 7:00 p.m., and is not permitted on Sundays or on any legal holiday, with the exception of Columbus Day and Washington's birthday.</p> <p>PDF NOI-1: Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers,</p>	<p>Potentially significant (offsite traffic noise)</p>	<p>None are feasible</p>	<p>Significant and Unavoidable (offsite traffic noise)</p>

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	<p>consistent with manufacturers' standards.</p> <p>PDF NOI-2: All stationary construction equipment shall be placed in such a manner so that the emitted noise is directed away from any sensitive receivers.</p> <p>PDF NOI-3: Construction equipment staging areas shall be located at the greatest feasible distance between the staging area and the nearest sensitive receivers.</p> <p>PDF NOI-4: The construction contractor shall limit equipment and material deliveries to the same hours specified for construction equipment (between the hours of 6:30am to 7:00pm, with no deliveries allowed on Sundays and nationally recognized holidays.</p> <p>PDF NOI-5: Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment.</p> <p>PDF NOI-6: No music or electronically reinforced speech from construction workers shall be allowed.</p>			

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact NOI-2: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?		Less than significant	None are required	Less than significant
Impact NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?		Less than significant	None are required	Less than significant
Cumulative	<p>PPP NOI-1: Construction Noise, as listed above.</p> <p>PPP NOI-2: Off-site Construction Noise on Ethanac Road, as listed above.</p> <p>PDF NOI-1, as listed above.</p> <p>PDF NOI -2, as listed above.</p> <p>PDF NOI -3, as listed above.</p> <p>PDF NOI -4, as listed above.</p> <p>PDF NOI -5, as listed above.</p> <p>PD NOI F-6, as listed above.</p>	Potentially significant (offsite traffic noise)	None are feasible	Significant and Unavoidable (offsite traffic noise)
5.11 Public Services				
Impact PS-1: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental	PPP PS-1: Development Impact Fees. The applicant shall pay all applicable development impact fees including but not limited to Development Impact Fee (DIF), Multi-Species Habitat Conservation Plan (MSHCP),	Less than significant	None are required	Less than significant

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
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: (i) Fire protection? (ii) Police protection?	Quimby (Parks and Rec), Stephen's Kangaroo Rat (KRAT), School Fees, Transportation Uniform Mitigation Fee (TUMF), Road and Bridge Benefit District (RBBD), and Area Drainage Plan (ADP).			
Cumulative	PPP PS-1: Development Impact Fees. As described above.	Less than significant	None are required	Less than significant
5.12 Transportation				
Impact TRA-1: Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	PDF TRA-1: Sidewalks. The Project would construct 6-foot-wide sidewalks along the Project's frontage on Geary Street, Murrieta Road and the new driveway south of the building.	Less than significant	None are required	Less than significant
Impact TRA-2: Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?		Less than significant	None are required	Less than significant
Impact TRA-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		Less than significant	None are required	Less than significant
Cumulative	PDF TRA-1: Sidewalks. As described above.	Less than significant	None are required	Less than significant
5.13 Tribal Cultural Resources				
Impact TCR-1: Would the Project cause a substantial	PPP TCR-1: Human Remains. Should human remains or	Potentially significant	Mitigation Measure CUL-1. As listed above.	Less than significant

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>(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)?</p> <p>(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?</p>	<p>funerary objects be discovered during Project construction, the Project would be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body (within a 100-foot buffer of the find) until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.</p> <p>Standard Condition TCR-1: Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The county Coroner must be</p>		<p>Mitigation Measure TCR-1: Native American Monitoring (Pechanga & Soboba. Tribal monitor(s) from both tribes shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseño, as well as the Pechanga Band of Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribes and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.</p>	

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	<p>notified of the find immediately. The remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC) within the period specified by law (24 hours). The NAHC will determine and notify a "most likely descendant." With the permission of the landowner or his/her authorized representative, the most likely descendent may inspect the site of the discovery. This inspection shall be completed within 48 hours of notification by the NAHC. The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.</p> <p>Standard Condition TCR-2: Non-Disclosure of Location Reburials. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption</p>			

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	set forth in California Government Code section 7927.000, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code section 7927.000.			
Cumulative	<p>PPP TCR-1: Human Remains. As listed above.</p> <p>Standard Condition TCR-1: Human Remains. As listed above.</p> <p>Standard Condition TCR-2: Non-Disclosure of Location Reburials. As listed above.</p>	Potentially significant	<p>Mitigation Measure CUL-1. As listed above</p> <p>Mitigation Measure TCR-1: Native American Monitoring (Soboba Band of Luiseño Indians and Pechanga Band of Indians). As listed above.</p>	Less than significant
5.14 Utilities and Service Systems				
Impact UT-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?		Less than significant	None are required	Less than significant
Cumulative		Less than significant	None are required	Less than significant
5.15 Wildfire				
Impact WF-2: Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to		Less than significant	None are required	Less than significant

Impact	Applicable Standard Condition, Plan, Program, or Policy (PPP), or Project Design Feature (PDF)	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				
Impact WF-3: Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?		Less than significant	None are required	Less than significant
Impact WF-4: Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?		Less than significant	None are required	Less than significant
Cumulative		Less than significant	None are required	Less than significant

2. Introduction

This Draft Environmental Impact Report (EIR) is an informational document that evaluates the environmental effects that may result from the planning, construction, and operation of the proposed Murrieta Road Warehouse Project (Project), which requires Development Plan (Plot Plan) approval.

2.1 PURPOSE OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) requires that all State and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. The CEQA Guidelines provide the following information regarding the purpose of an EIR:

- **Project Information and Environmental Effects.** An EIR is an informational document that will inform public agency decision makers and the public generally of the potential significant environmental effect(s) of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (State CEQA Guidelines Section 15121(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to enable decision makers to make an intelligent decision that takes into account environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (State CEQA Guidelines Section 15151).

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency's decision-making process.

2.2 LEGAL AUTHORITY

This Draft EIR has been prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

Pursuant to CEQA Section 21067 and State CEQA Guidelines Article 4 and Section 15367, the City of Menifee is the Lead Agency under whose authority this Draft EIR has been prepared. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action on any approvals for the Project, the City of Menifee has the obligation to: (1) ensure that this Draft EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this Draft EIR as part of its decision-making process; (3) make a statement that this Draft EIR reflects the City of Menifee's independent judgment; (4) ensure that all significant effects on the environment are eliminated or substantially lessened where feasible; and, if necessary, (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or Project alternatives identified in this Draft EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (State CEQA Guidelines Sections 15090 through 15093).

Pursuant to State CEQA Guidelines Sections 15040 through 15043, and upon completion of the CEQA review process, the City of Menifee will have the legal authority to do any of the following:

- Approve the Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Disapprove the Project, if necessary, in order to avoid one or more significant effects on the environment that would occur if the Project was approved as proposed; or
- Approve the Project even though the Project would cause a significant effect on the environment if the City of Menifee makes a fully informed and publicly disclosed decision that: (1) there is no feasible way to lessen the effect or avoid the significant effect; and (2) expected benefits from the Project will outweigh significant environmental impacts of the Project.

2.3 ENVIRONMENTAL IMPACT REPORT PROCESS

A project-level analysis has been provided pursuant to State CEQA Guidelines Section 15161. This Draft EIR meets the content requirements discussed in State CEQA Guidelines Article 9, beginning with State CEQA Guidelines Section 15120.

2.3.1 Notice of Preparation

Pursuant to the requirements of CEQA, the City of Menifee issued a Notice of Preparation (NOP) for the Project, which was distributed on November 7, 2023, for a public review period of 30 days through December 7, 2023. The purpose of the NOP was to solicit early comments from public agencies with expertise in subjects that are discussed in this Draft EIR and to solicit comments from the public regarding potential Project environmental impacts. As provided in the NOP, the City of Menifee determined through the initial review process that impacts related to the following topics are potentially significant and required a detailed level of analysis in this Draft EIR.

- | | |
|--------------------------------------|---------------------------------|
| • Agriculture and forestry resources | • Land use and planning |
| • Air quality | • Noise |
| • Biological resources | • Public services |
| • Cultural resources | • Transportation |
| • Energy | • Tribal cultural resources |
| • Greenhouse gas emissions | • Utilities and service systems |
| • Hazards and hazardous materials | • Wildfire |
| • Hydrology and water quality | |

The NOP requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the EIR. Comments received on the NOP are included in Appendix A and are summarized in Table 2-1, which also includes a reference to the Draft EIR sections in which issues raised in the comment letters are addressed.

Table 2-1: Summary of NOP Comment Letters

Comment Letter and Comment	Relevant Draft EIR Sections
State and Local Agencies	
City of Perris Development Services Department Planning Division, December 7, 2023	
<p>This comment states that the City of Perris has concerns with this project as it is out of character with the surrounding residential areas in Menifee and the City of Perris. The comment continues to state that the Green Valley Specific Plan, north of the Project site, is mostly residential developments with some commercial development. Therefore, the comment states that no industrial development in the City of Perris is allowed to utilize Ethanac Road or Goetz Road as a truck route due to the sensitivity of residential land uses along these two roadways. The comment states that the DEIR should particularly evaluate impacts on the residential land uses, land use compatibility, truck circulation, traffic impacts, and noise impacts. The City of Perris requests the following information be included as part of the DEIR and circulation of notices.</p> <p>The comment states that due to nearby sensitive uses, as described above, it is requested that property owner notification be within at least 1,800 feet of the project site. Additionally, the comment states that the Project developer should be required to prepare a Truck Circulation Plan to ensure consistency with the recently approved City of Perris Truck Route. Additionally, the comment states that to ensure consistency, the right-of-way widths, and alignments of Ethanac Road and Murrieta Road shall be coordinated with the roadway designation as classified per City of Perris' General Plan. In conclusion, the comment states that an acoustical/noise analysis should be prepared to mitigate noise impacts from the Project resulting from construction and operation in proximity to the residential development surrounding the site, and along the west side of Goetz Road and the south side of Ethanac Road.</p>	Transportation Air Quality Land Use and Planning Noise
State of CA Department of Justice, November 28, 2023	
<p>This letter provides a summary of the typical environmental concerns associated with warehouse developments. The letter then provides references containing best practices and mitigation measures for warehouses and encourages the Project to consider the information when drafting the EIR.</p>	Noise Air Quality Transportation Land Use and Planning
Riverside County Department of Waste Resources, November 28, 2023	
<p>This letter provides information pertaining to solid waste services that would serve the Project, including landfill disposal capacities. Additionally, the letter describes different measures (such as AB 75, AB 341, AB 1826, and SB 1383) that the Project should consider incorporating in order to reduce the Project's anticipated solid waste impacts.</p>	Utilities and Service Systems
Riverside County Flood Control and Water Conservation District, November 27, 2023	
<p>This comment provides a general review of the Project in respect to flood hazard, public health and safety, as well as other issues. Additionally, the letter provides general information on required permits, CEQA compliance, and other relevant information for hydrology and water quality.</p>	Hydrology and Water Quality Utilities and Service Systems
Organization Comments	
California Allied for a Responsible Economy (CARE CA), December 7, 2023	
<p>This comment requests a complete analysis of all identified impacts, imposition of feasible mitigation, and a study of a reasonable range of alternatives. The comment continues to discuss how the DEIR should properly analyze potential impacts in regard to air quality, public health, and greenhouse gas emissions. The comment states that the proposed Project is</p>	Air Quality Greenhouse Gas Emissions

Comment Letter and Comment	Relevant Draft EIR Sections
<p>required to analyze construction equipment as diesel powered cargo-equipment since the future tenant is unknown and no statutory regulations ensure future tenants would not use non-diesel equipment. Additionally, the comment states that the City is required to minimize air quality impacts to the greatest extent feasible and should have air quality analysis based on actual emissions data rather than computer generated estimates. The comment also states that the Project’s GHG emissions should be analyzed utilizing a quantitative threshold that embodies the climate change threat.</p>	
Public Comments	
Kelly DeChristopher, December 7, 2023	
<p>This comment letter expresses concerns about the proposed Project from a resident north of the Project site on Floyd Avenue. Concerns expressed in this comment letter include degradation of quality of life, 24-hour truck neighborhood traffic near residential uses, smog created from increase in transportation, flooding, and devaluation of home prices. The comment letter also expressed concerns over Geary Street being a two-lane street is problematic. Suggestions to reduce potential impacts included limiting the traffic by making it an exit only for the warehouse or to not allow truck traffic to cut through residential neighborhoods. Additional concerns involved residential homes being boxed in by future projects.</p>	<p>Transportation Air Quality Noise Hydrology Greenhouse Gas Emissions</p>
Mr. and Mrs. DeChristopher, December 6, 2023	
<p>This letter provides comments on the Project from two local residents who have lived in the City of Menifee for 23 years. The letter describes concerns over the City’s rezone of the Project site and adjacent areas to Economic Development Corridor and development of the Project adjacent to residences. The letter expresses concerns over street noise, air quality, and traffic congestion. The letter asks that the developer and or City purchase the residential properties north of the Project site near Floyd Avenue, pave Floyd Avenue and install sewer and curbs, or cul-de-sac Floyd to the east at Geary Street.</p>	<p>Transportation Noise Air Quality</p>
Chris and Virginia Vender, December 6, 2023	
<p>This letter provides comments on the Project from two homeowners on Floyd Avenue, north of the Project site. The comment states concern over the proposed building setback to the residents dropping property value. The comment states further concern over the proposed Project resulting in increased noise, traffic, and air quality emissions to the residents on Floyd Avenue. The comment states that the Floyd Avenue, a residential dirt road, cannot accommodate increased thru traffic and that if increased traffic occurs due to implementation of the Project the City should pave Floyd Avenue. The comment also states that the city should consider compensation to residents for loss of home values due to implementation of the Project.</p>	<p>Transportation Noise Air Quality</p>
Peter Harwick, November 28, 2023	
<p>This comment states that the proposed Project should be moved since there are too many problems in the current location.</p>	<p>Transportation Noise Air Quality Greenhouse Gas Emissions</p>
Adrienne Vender, November 28, 2023	
<p>This letter provides comments from a local resident/homeowner on Floyd Avenue, north of the Project site. The comment states concern over paving of Geary Street including offsite construction noise and nighttime lighting. Additionally, the comment states concern over increased queuing on Murrieta Road and Ethanac Road due to truck traffic. States concerns of</p>	<p>Noise Transportation Hydrology Air Quality</p>

Comment Letter and Comment	Relevant Draft EIR Sections
increased cut thru traffic occurring on Floyd Avenue, which is maintained by the residents not the city, due to paving and widening of Murrieta Road and Geary Street. Other concerns raised include flood control and proposed walls behind residential homes north of the project site.	Aesthetics

2.3.2 Public Scoping Meeting

Pursuant to Section 15082(c)(1) of the CEQA Guidelines, the City of Menifee hosted a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the Draft EIR for the Project. A scoping meeting was held on November 28, 2023, at City Council Chambers, 29844 Haun Rd, Menifee, CA 92586.

Attendants of the public scoping meeting were mostly residents north of the Project site adjacent to Floyd Avenue as well as residents to the southwest of McLaughlin Road and Murrieta Road. Comments received during the Scoping Meeting included issues regarding traffic congestion, air quality impacts, flooding, dust, noise, and unsafe traffic circulation conditions. Specifically, concerns raised included flooding impacts on adjacent residential properties due to an increase in impervious surfaces, increased through traffic on Floyd Avenue, and increased congestion at the intersection of Ethanac Road and Murrieta Road.

2.3.3 Draft EIR

Topics requiring a detailed level of analysis that are evaluated in this Draft EIR have been identified based upon the responses to both the NOP and a review of the Project by the City of Menifee. Pursuant to State CEQA Guidelines Section 15125.5(a) which states, “An EIR shall identify and focus on the significant effects on the environment,” the City of Menifee determined that Project impacts on the below topics would not be significant. Consequently, these topics are not analyzed in this Draft EIR, but are further discussed in Section 7, *Effects Found Not to be Significant*.

- Aesthetics
- Geology and Soils
- Mineral Resources
- Population and Housing
- Recreation

The City of Menifee has filed a Notice of Completion (NOC) with the Governor’s Office of Planning and Research State Clearinghouse, indicating that this Draft EIR has been completed and is available for review and comment. The Project requires a Development Plan Review; thus, the Project meets the definition of a project of statewide, regional, or areawide significance pursuant to Section 15206 of the CEQA Guidelines and is subject to noticing requirements accordingly. A Notice of Availability (NOA) of the Draft EIR was published concurrently with distribution of this document. The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days in accordance with State CEQA Guidelines Sections 15087 and 15105. During the 45-day review period, the Draft EIR is available for public review digitally on the City of Menifee website at:

<https://cityofmenifee.us/325/Environmental-Notices-Documents>

Or, physically at the following locations:

Menifee City Hall
 29844 Haun Road, Menifee, CA 92586
 Monday to Friday 8am to 5pm

Sun City Library
26982 Cherry Hills Road, Menifee, CA 92586
Sunday 12pm to 4pm
Mon, Wed, Fri 10am to 6pm
Tue & Thur 11 am to 7pm
Saturday 9am to 3pm

Menifee Library
28798 La Piedra Road, Menifee, CA 92584
Mon & Wed 11am to 7pm
Tue & Thur 10am to 6pm
Fri & Sat 10am to 2pm

Written comments related to environmental issues in the Draft EIR should be addressed to:

bhamilton@cityofmenifee.us
Brett Hamilton, Senior Planner
City of Menifee
29844 Haun Road, CA 92586
(951) 723-3747

2.3.4 Final EIR

Upon completion of the 45-day review period, written responses to all comments related to the environmental issues in the Draft EIR will be prepared and incorporated into a Final EIR. The written responses to comments will be made available to the public at least 10 days prior to the public hearing at which the certification of the Final EIR will be considered by the City of Menifee. These comments, and their responses, will be included in the Final EIR for consideration by the City of Menifee, as well as other responsible and trustee agencies per CEQA. The Final EIR may also contain corrections and additions to the Draft EIR and other information relevant to the environmental issues associated with the Project. Notice of the availability of the Final EIR will be sent to all who comment on the Draft EIR.

2.4 ORGANIZATION OF THIS DRAFT EIR

This Draft EIR is organized into the following Sections. To help the reader locate information of interest, a brief summary of the contents of each chapter is provided.

- **Section 1, Executive Summary:** This section provides a brief summary of the Project area, the Project, and alternatives. This section also provides a summary of the potential environmental impacts and mitigation measures, applicable Project design features, applicable regulatory requirements, and the level of significance after implementation of the mitigation measure(s). The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either *less than significant* or *significant and unavoidable*.
- **Section 2, Introduction:** This section provides an overview of the purpose and use of the EIR, the scope of this Draft EIR, a summary of the legal authority for the Draft EIR, a summary of the environmental review process, and the general format of this document.
- **Section 3, Project Description:** This section provides a detailed description of the Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4, Environmental Setting:** This section provides a discussion of the existing conditions within the Project area.

- **Section 5, Environmental Impact Analysis:** This section is divided into sub-sections for each environmental impact area. Each section includes a summary of the existing statutes, ordinances, and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the Project; applicable Project design features, standard conditions, and plans, policies, and programs that could reduce potential impacts; and feasible mitigation measures that would reduce or eliminate the significant adverse impacts identified. Impacts that cannot be mitigated to *less than significant* are identified as *significant and unavoidable*.
- **Section 6, Other CEQA Considerations:** This section summarizes the significant and unavoidable impacts that would occur from implementation of the Project and provides a summary of the environmental effects of the implementation of the Project that were found not to be significant. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the Project. In addition, this section provides a discussion of impacts found not to be significant.
- **Section 7, Effects Found Not to be Significant:** This section summarizes the potential environmental effects related to the Project that were determined not to be significant during preparation of this EIR.
- **Section 8, Alternatives:** This section describes and analyzes a reasonable range of alternatives to the Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.
- **Section 9, Report Preparation and Persons Contacted:** This section lists authors of the Draft EIR and City of Menifee staff that assisted with the preparation and review of this document. This section also lists other individuals and/or organizations that were contacted for information that is included in this Draft EIR document.
- **Appendices:** This section includes supplementary material to the Draft EIR such as comment letters received during the IS/NOP period and relevant Technical Studies. Technical Studies, as included by reference throughout the Draft EIR, include comprehensive reports with raw data and relevant figures and/or other documentation.

2.5 INCORPORATION BY REFERENCE

State CEQA Guidelines Section 15150 allows for the incorporation “by reference all or portions of another document... most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand.” The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of this Draft EIR. Where this Draft EIR incorporates a document by reference, the document is identified in the body of the Draft EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this Draft EIR.

The Project is within the geographical limits of the City of Menifee and is covered by the City of Menifee General Plan. The General Plan was approved by the City of Menifee in 2013 and provides the fundamental basis for the City of Menifee's land use and development policies. The General Plan was the subject of an environmental review under CEQA, and an EIR for the General Plan was certified by the City of Menifee in 2013 (State Clearinghouse Number (SCH) 2012071033). Accordingly, the EIR for the City of Menifee General Plan is herein incorporated by reference with State CEQA Guidelines Section 15150. The documents are available at <https://www.cityofmenifee.us/221/General-Plan>.

Additionally, the Project is covered by the City of Menifee Development Code effective January 17, 2020. The Development Code was last updated on June 23, 2023. The City of Menifee Development Code outlines regulations and ordinances defining how properties can be used, developed, and subdivided, plus the

required permits and processes. Accordingly, the Development Code is herein incorporated by reference with State CEQA Guidelines Section 15150. The code is available at:

<https://www.cityofmenifee.us/494/MunicipalDevelopment-Code-and-Design-Gui>

As described above, the Draft EIR includes a list of appendices that provide supplementary material such as comment letters received during the IS/NOP period and relevant Technical Studies. These appendices are herein incorporated by reference with State CEQA Guidelines Section 15150.

3. Project Description

“Project,” as defined by the State CEQA Guidelines, means “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)... enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700.” (14 California Code of Regulations [CCR] Section 15378(a).)

The Project analyzed in this Draft EIR would be developed in one phase and constructed over approximately 11 months. The Draft EIR analyzes buildout at a Project level of detail, based upon entitlement applications being considered by the City of Menifee, compared to the existing conditions.

3.1 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 mile 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 (APNs) 330-210-010, -011, -013, and -062, 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 3-1, *Regional Location*, Figure 3-2, *Local Vicinity*, and Figure 3-3, *Project Aerial*, respectively.

3.2 EXISTING CONDITIONS

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 3-3, *Project Aerial*, and Figure 3-4, *Existing Site Photos*.

3.2.1 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 3-5, *Existing General Plan Designation*, and 3-6, *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 residential uses in Perris to the north and the residential uses in Menifee, south of McLaughlin Road.

3.2.2 Surrounding General Plan and Zoning Designations

The surrounding land uses are described in Table 3-1 along with the General Plan Land Use and Zoning designations.

Table 3-1: Surrounding Existing Land Use and Zoning Designations

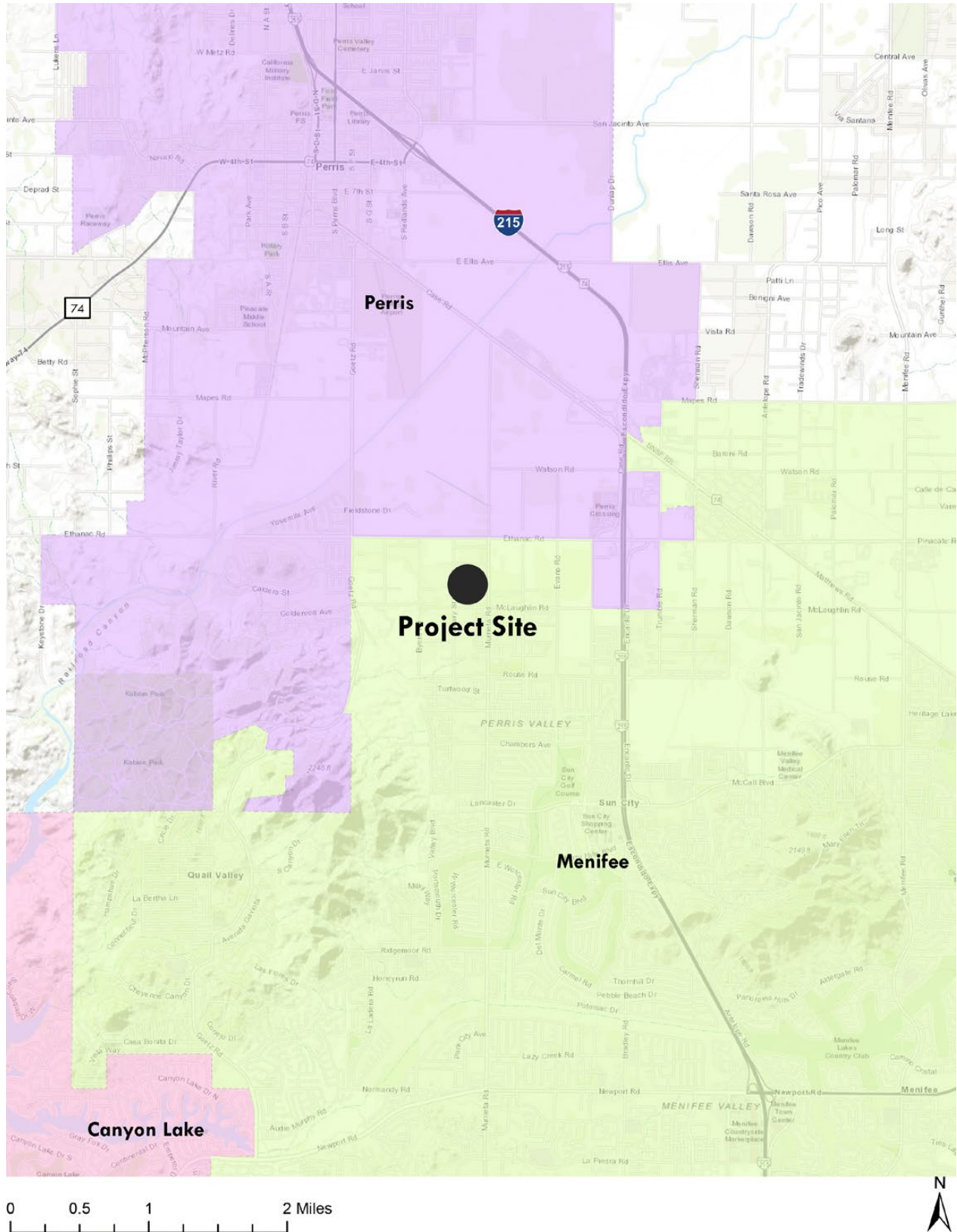
	Existing Land Use	General Plan Designation	Zoning Designation
North	Rural single-family residences followed by Ethanac Road	Economic Development Corridor (EDC)	Economic Development Corridor – Northern Gateway (EDC-NG)
West	Geary Street followed by vacant land	Economic Development Corridor (EDC)	Economic 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)

3.3 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.

Regional Location

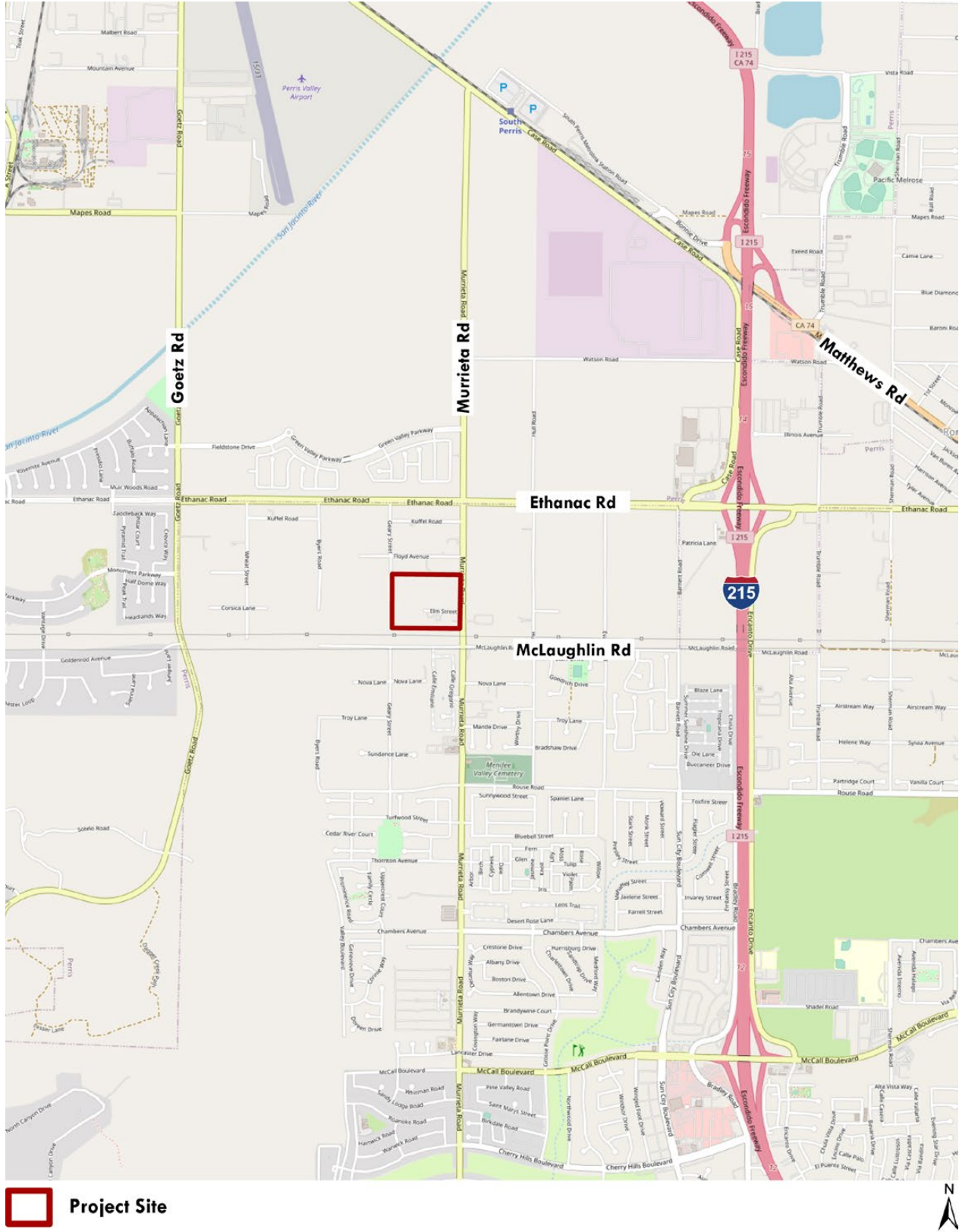


Murrieta Road Warehouse Project
City of Menifee

Figure 3-1

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Local Vicinity



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Aerial View



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Existing Site Photos



Northwest corner of the site facing southeast.



View from the southeast corner on Murrieta Rd facing northwest.

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Existing Site Photos



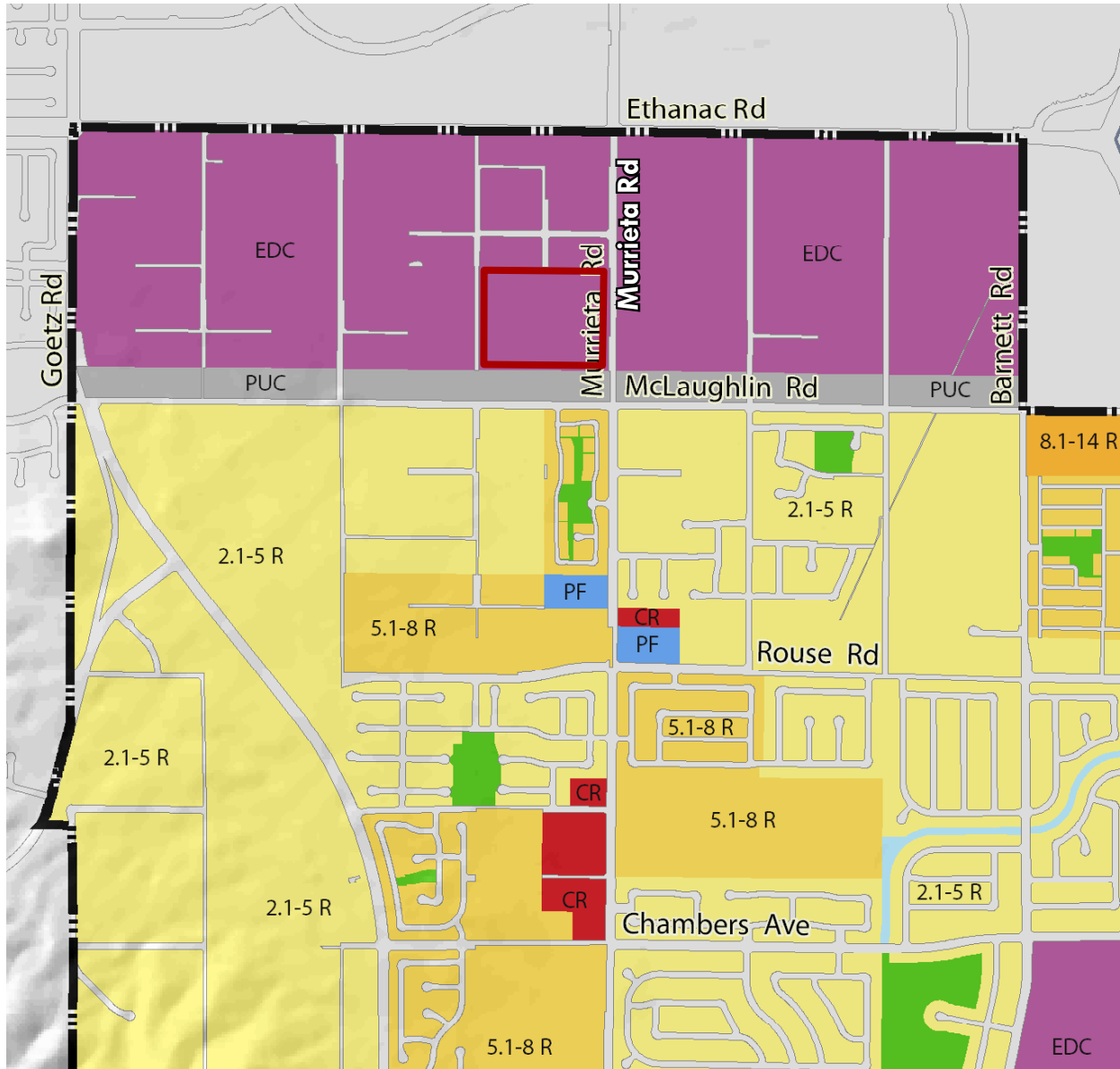
Southeast corner facing westward on Murrieta Rd.


























View from the southwest corner facing northeast.

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Existing General Plan Designation



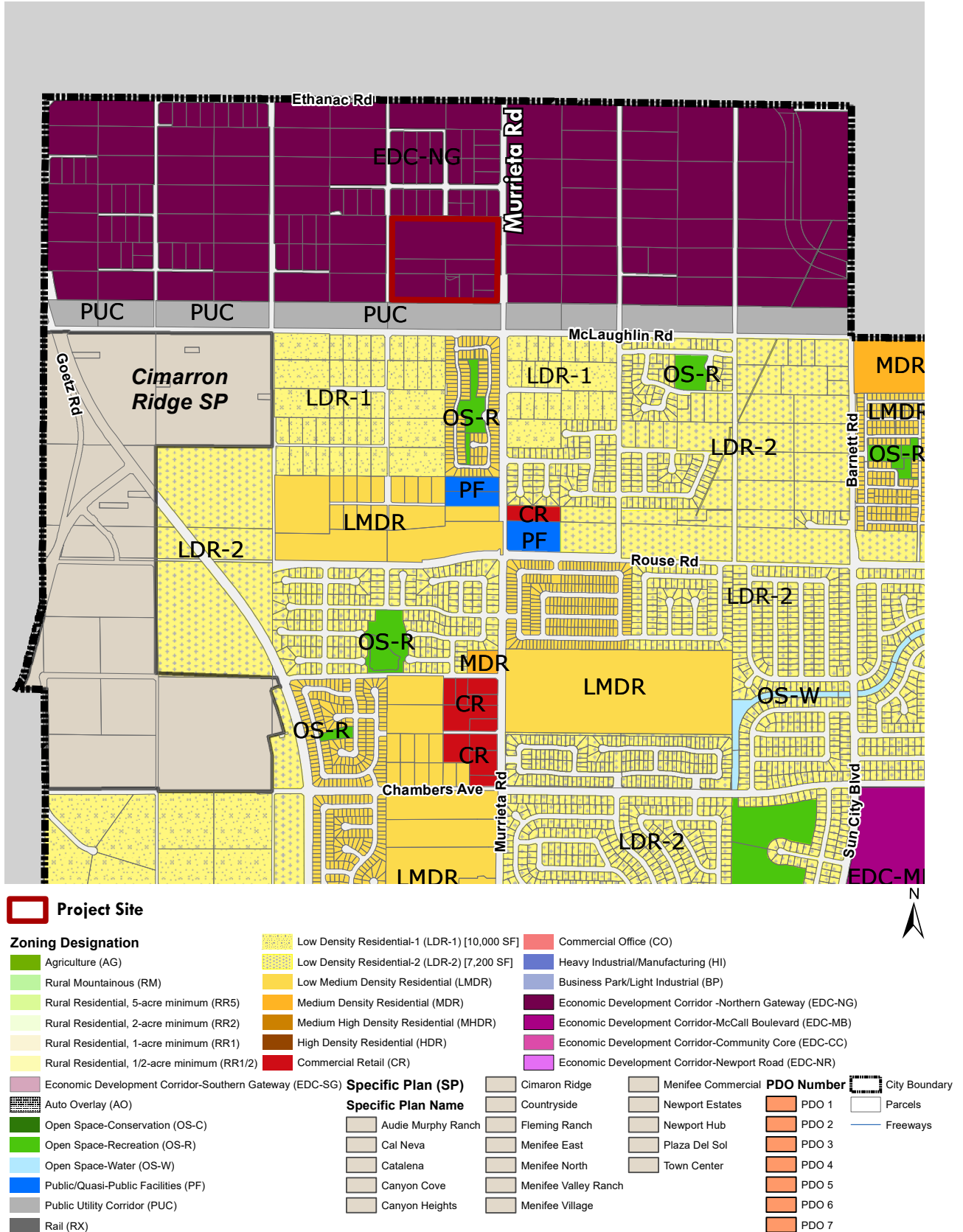
 **Project Site**

- | | | |
|--|--|---|
|  Rural Mountainous (RM) 10 ac min |  2.1-5 du/ac Residential (2.1-5R) |  Commercial Retail (CR) 0.20 - 0.35 FAR |
|  Rural Residential 5 ac min (RR5) |  5.1-8 du/ac Residential (5.1-8R) |  Commercial Office (CO) 0.25 - 1.0 FAR |
|  Rural Residential 2 ac min (RR2) |  8.1-14 du/ac Residential (8.1-14R) |  Heavy Industrial (HI) 0.15 - 0.50 FAR |
|  Rural Residential 1 ac min (RR1) |  14.1-20 du/ac Residential (14.1-20R) |  Business Park (BP) 0.25 - 0.60 FAR |
|  Rural Residential 1/2 ac min (RR1/2) |  20.1-24 du/ac Residential (20.1-24R) |  Economic Development Corridor (EDC) |
|  Agriculture (AG) |  Public Utility Corridor (PUC) | |
|  Conservation (OS-C) |  Railroad | |
|  Recreation (OS-R) |  Specific Plan (SP) | |
|  Water (OS-W) | | |
|  Public/Quasi Public Facilities (PF) | | |



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Existing Zoning Designation



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3.4 DESCRIPTION OF THE PROJECT

3.4.1 Project Overview

The applicant for the Project proposes to develop a new high cube industrial 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 3-2, *Development Summary*. Additional improvements include a parking lot and loading docks, ornamental landscaping, associated onsite infrastructure, and construction of offsite street improvements. See Figure 3-7, *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 3-2: 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

3.4.2 Project Features

Building Summary

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 3-7, *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 120 feet from the Murrieta Road right-of-way, a building setback of approximately 140 feet from the proposed driveway on the southern boundary of the site, and a building setback of approximately 127 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 3-8, *Building 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, which would be set back 265 feet from the northern property line. Approximately 128 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 9 ADA spaces, 80 electric vehicle capable stalls, and 20 electric vehicle charging stations, as shown in Table 3-3.

Table 3-3: 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 3-9, *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 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 feet high 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. In addition, there would be a 25-foot setback between the screen wall and the residences to the north of the site that would screen the truck court and loading docks from the residences, as shown in Figure 3-7, *Conceptual Site Plan*.

Access and Circulation

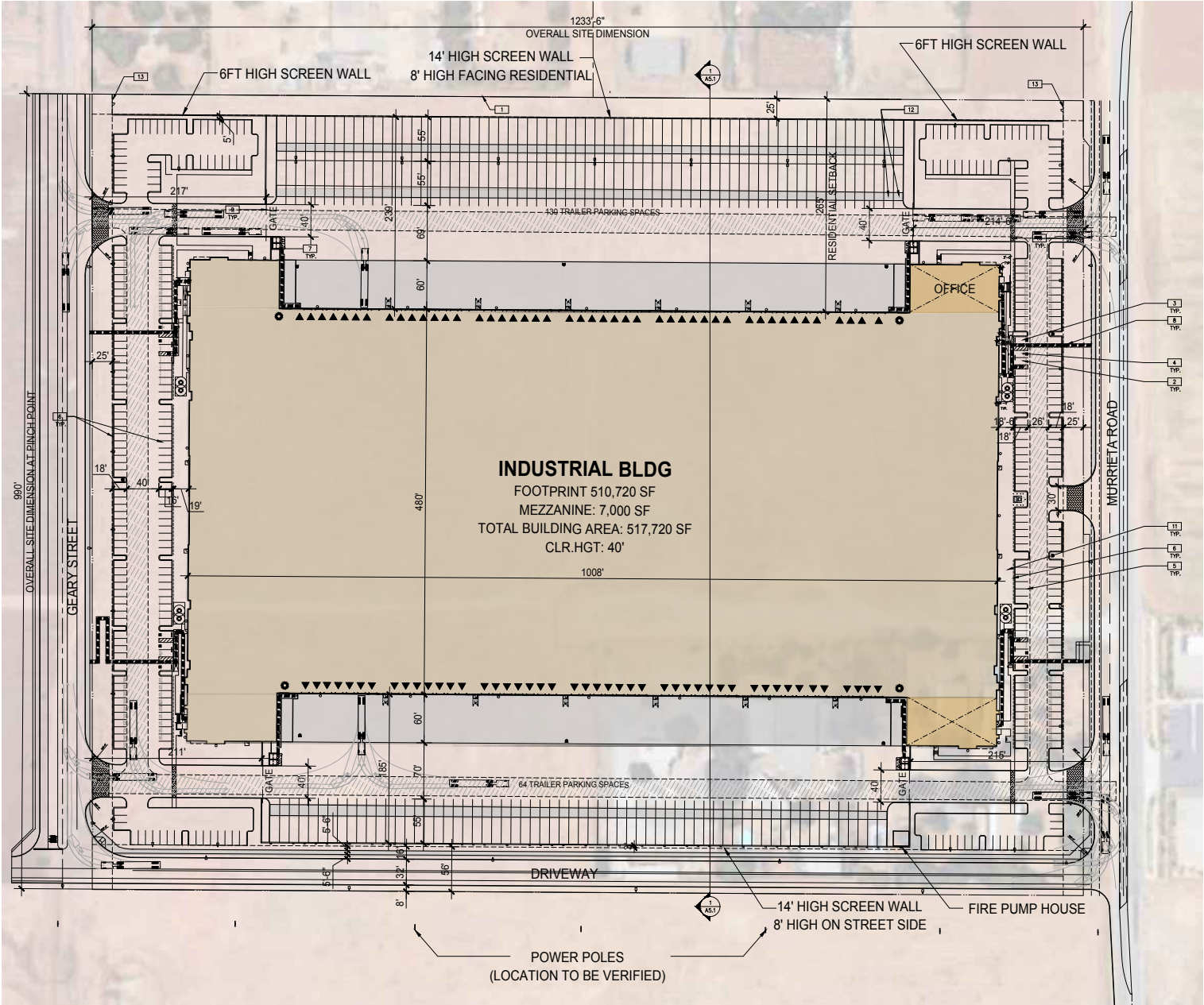
Access to the proposed Project would be provided via two driveways from Geary Street and three driveways from Murrieta Road. Both driveways on Geary Street would be accessible by both passenger vehicles and trucks. The northern and southern driveways on Murrieta Road would be accessible by both passenger vehicles and trucks. The driveways along Geary Street and the northern and southern driveways on Murrieta Road would have a width of 40 feet. The middle driveway on Murrieta Road would be limited to passenger vehicles only and would have a width of 30 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.

Trucks traveling to the Project site would primarily utilize Ethanac Road westbound, to Murrieta Road southbound. Truck traffic would then either access the site via the northern and southern driveways on Murrieta Road or would utilize the private truck only driveway along the south portion of the site to Geary

Street northbound. All trucks traveling northbound on Geary Street would have access the northern driveway, while access to the southern driveway would be limited to 2-axle trucks only. Truck traffic would then exit the site northbound on Murrieta Road via the northern most driveway with the provision of a traffic signal and would also exit the site via Geary Street northbound for the other driveways.

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Conceptual Site Plan

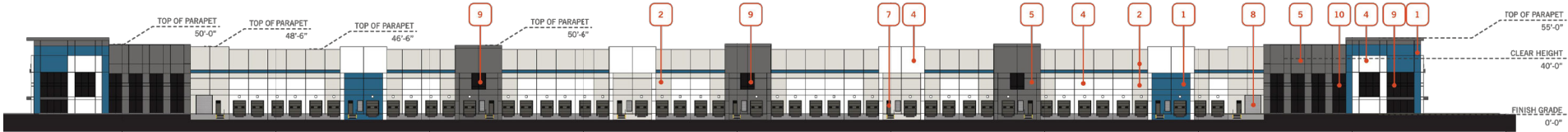


Murrieta Road Warehouse Project
City of Menifee

Figure 3-7

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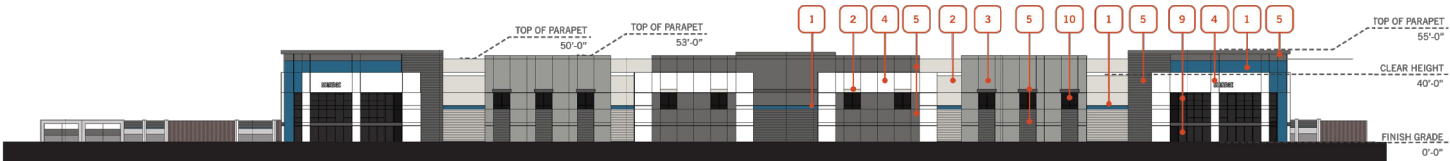
Building Elevations



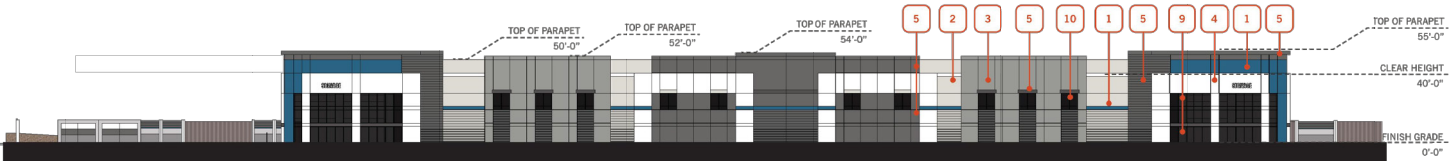
SOUTH ELEVATION 1" = 30'-0" SCALE



NORTH ELEVATION 1" = 30'-0" SCALE



WEST ELEVATION 1" = 30'-0" SCALE

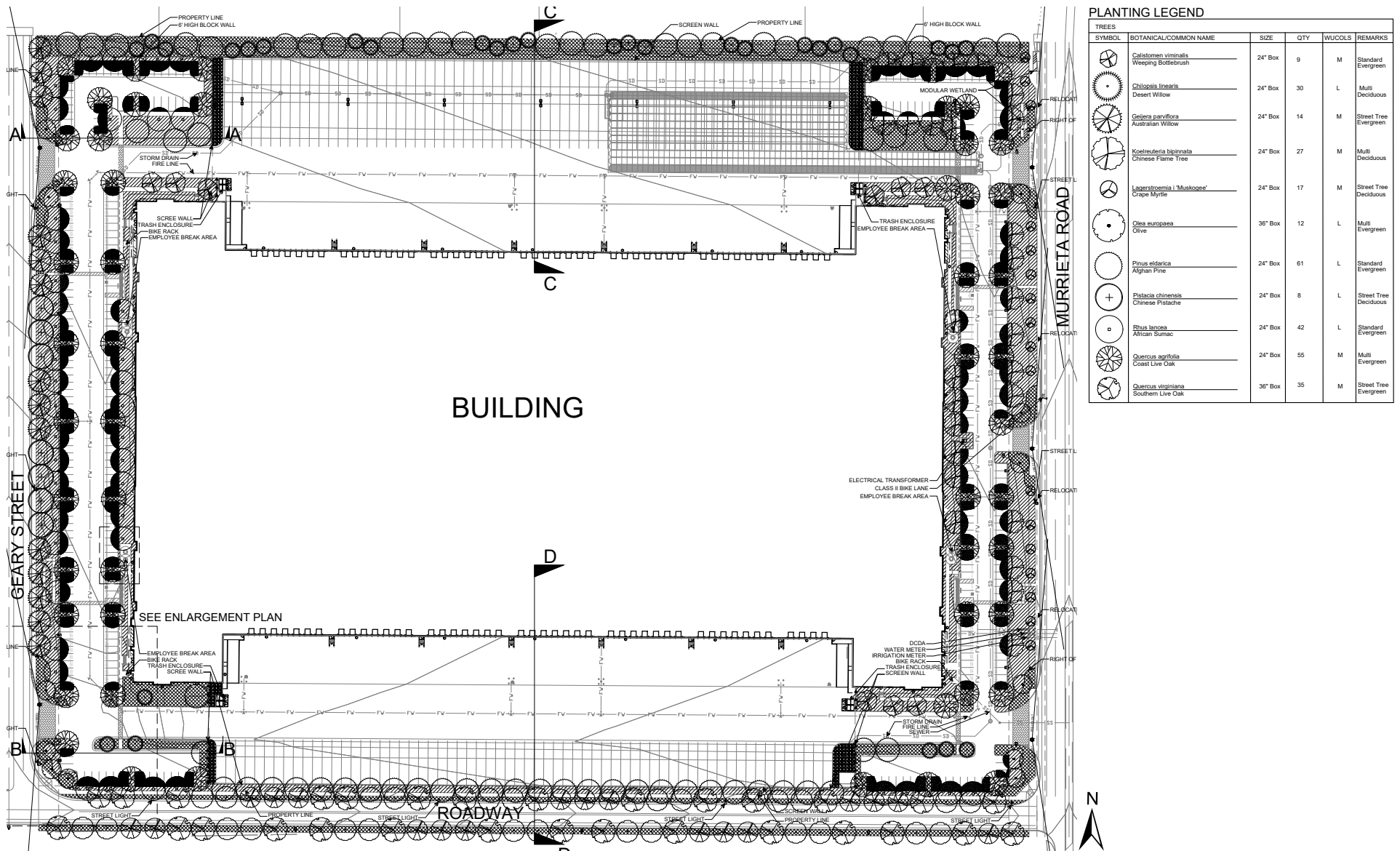


KEYNOTES

<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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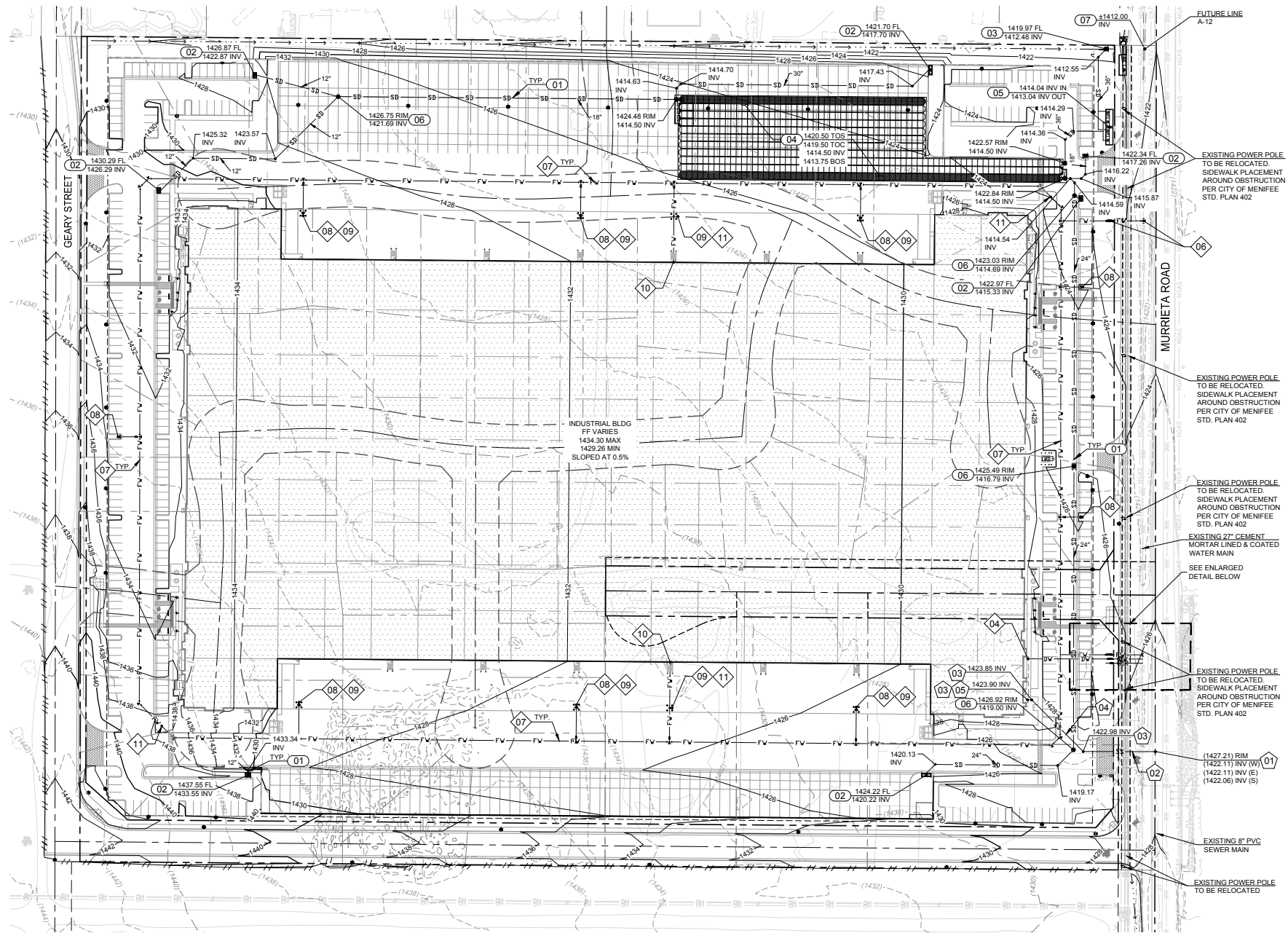
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Conceptual Landscape Plan



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Utilities Plan

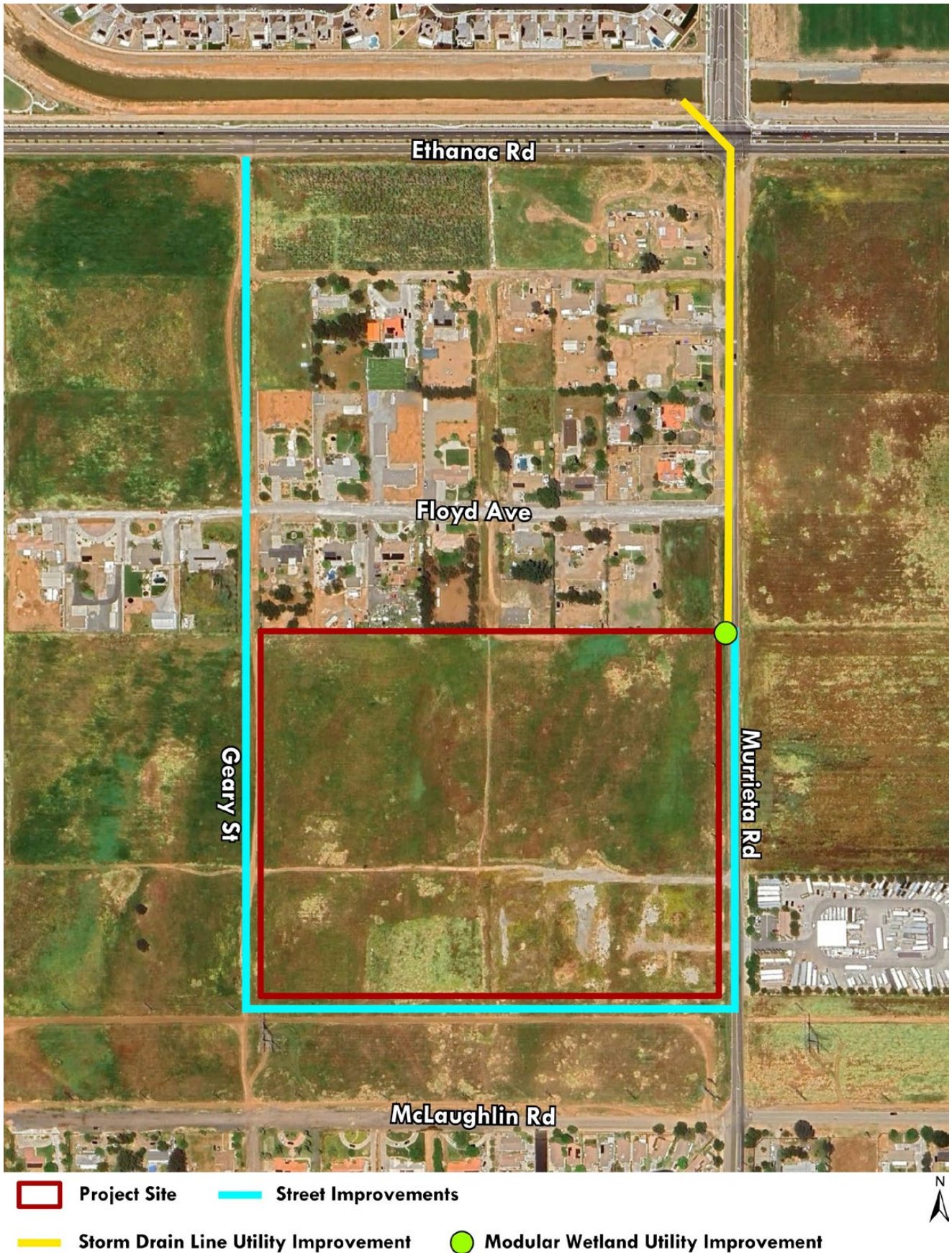


Murrieta Road Warehouse Project
City of Meniffee

Figure 3-10

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Offsite Improvements



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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 3-10, *Utilities Plan*.

Energy and Communications Utilities

Regulated electrical and communication utilities would be extended to the site from existing facilities along Murrieta Road.

Drainage

The Project would install onsite storm drains that would convey on-site runoff to a proposed underground storage chamber prior to discharging it for treatment at two proposed biotreatment modular wetland systems. After being treated, runoff would be discharged to a proposed 72-inch to 84-inch storm drain main (Line A-12) in Murrieta Road, which would connect to the existing Riverside County Flood Control channel, northwest of the intersection of Ethanac Road and Murrieta Road. The underground storage chamber would have a storage capacity of 154,076 cubic feet and the two proposed biotreatment modular wetland systems would have a treatment capacity of approximately 50,240 cubic feet.

In addition, the Project would include an offsite underground biotreatment modular wetland system with a treatment capacity of 0.693 cubic feet per second to treat off-site runoff, to be maintained by the City of Menifee. The offsite modular wetland would be located adjacent to the northeast boundary of the Project site and Murrieta Road and would capture and treat offsite flows from the proposed frontage improvements, as described below. Treated runoff would be discharged to proposed 72-inch to 84-inch storm drain. High flows would bypass the modular wetland linear system to an off-site curb inlet and subsequently also discharge to Line A-12.

Offsite Improvements

The Project would include approximately 4.5 acres (approximately 1.5 linear miles) of construction improvements in the form of roadway and utility improvements as described below and as shown in Figure 3-11, *Offsite Improvements*.

Street

The Project would pave Geary Street along the entire 990-foot western Project site boundary to a 40-foot width. In addition, the Project would improve the existing dirt road portion of Geary Street from the northwestern end of the Project site north to Ethanac Road. The roadway improvement would include paving at a width of 36-feet and would not include the construction of sidewalks or curbs.

The Project would expand the existing 12-foot 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 consistent with the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. In addition, the Project would include construction of a 32-foot-wide private driveway along the entire 1,233.5-foot southern boundary of the Project site.

The Project would develop a 6-foot-wide sidewalk along the frontage on Geary Street, Murrieta Road and the new driveway south of the building.

Utility

As described above, the Project would also include the construction of an offsite biotreatment modular wetland system, to be maintained by the City of Menifee, located at the northeast end of the Project site adjacent to Murrieta Road. The proposed offsite modular wetland would treat runoff generated by the proposed frontage improvements on Geary Street, Murrieta Road, and the southern private driveway. The Project would also include the construction of a 72-inch to 84-inch storm drain main line in Murrieta Road that would connect to the biotreatment system at the northeast end of the Project site, northerly to Ethanac Rd, and would drain northwest into the Riverside County Flood Control channel.

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.

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 building is not designed to accommodate, and will not include any, warehouse cold storage or refrigerated uses. The Project is analyzed to operate 7 days a week, 24 hours a day to account for all possible environmental impacts.

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 electric and non-diesel powered, per contemporary industry standards.

Dock door 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.

3.4.3 Project Design Features and Existing Plans, Programs, or Policies

Throughout the impact analysis in this Draft EIR, reference is made to existing Plans, Programs, or Policies (PPPs) currently in place which effectively reduce environmental impacts. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. The Project proponent has also incorporated into the Project various measures which serve to reduce potentially significant impacts. These voluntary measures are referred to as Project Design Features (PDFs) and are identified and discussed in the impact analysis. Where the application of these measures does not reduce an impact to below a level of significance, Project-specific mitigation is introduced. The City of Menifee would include these PPPs and PDFs along with Mitigation Measures and standard conditions in the Mitigation Monitoring and Reporting Program (MMRP) for the Project to ensure their implementation.

Sustainable Design Features

The Project would comply with the *California Green Building Standards Code, California Code of Regulations, Title 24, Part 11 (CALGreen Code)* policies related to sustainable design and energy conservation by incorporating the following features into Project development and/or operation.

- Installation of enhanced insulation.
- Design structure to be solar ready.
- Design electrical system to accommodate future renewable energy technologies, solar PV systems, and battery storage systems.
- Installation of energy efficient lighting, heating and ventilation systems, and appliances.
- Installation of drought-tolerant landscaping and water-efficient irrigation systems.

3.5 DISCRETIONARY APPROVALS AND PERMITS

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.
- Certification 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 for improvements to Ethanac Road.

3.6 REFERENCES

City of Menifee. (2013). *City of Menifee General Plan 2030*. Available at:

<https://www.cityofmenifee.us/221/General-Plan>

City of Menifee. (December 2013). *General Plan Land Use Element*. Available at:

https://www.cityofmenifee.us/DocumentCenter/View/14701/FINAL_Land-Use-Element_11322

City of Menifee. (2019). *City of Menifee Adopted Development Code*. Retrieved January 11, 2024, from

<https://www.cityofmenifee.us/494/MunicipalDevelopment-Code-and-Design-Gui>

4. Environmental Setting

The purpose of this section is to provide a description of the environmental setting of the Project site and surrounding area as it existed at the time of the Notice of Preparation (NOP) was published, from both a local and regional perspective. In addition to the summary below, detailed environmental setting descriptions are provided in each subsection of Section 5 of this Draft EIR.

4.1 REGIONAL SETTING

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.

4.2 LOCAL SETTING AND PROJECT LOCATION

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. A Tentative Parcel Map, No. 38469 (PLN22-0180), to consolidate all the existing parcels within the Project site into one parcel was previously approved and was exempt pursuant to CEQA Guidelines Section 15315. 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 Section 3.0 as shown in Figure 3-1, *Regional Location*, Figure 3-2, *Local Vicinity*, and Figure 3-3, *Project Aerial*, respectively.

4.3 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 in Section 3.0, 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.

4.4 SURROUNDING LAND USES AND DEVELOPMENT

The surrounding land uses are described in Table 3-1, *Surrounding Existing Land Use and Zoning Designations*, in Section 3.0, *Project Description*, along with the General Plan land use and zoning designations.

4.5 PHYSICAL ENVIRONMENTAL CONDITIONS

CEQA Guidelines Section 15125(a)(1) states that the physical environmental condition in the vicinity of the Project as it existed at the time the EIR's NOP was released for public review should normally be used as the comparative baseline for the EIR. The NOP for this EIR was released for public review on November 7, 2023. The following pages include a description of the physical environmental conditions ("existing conditions") on a regional and local basis at the approximate time the NOP was released. More information

regarding the Project site's environmental setting is provided in the specific subsections of EIR Section 5, *Environmental Analysis*.

4.5.1 Agriculture and Forestry Resources

Agricultural Resources

There were 1,572 acres of agricultural uses in Menifee in 2010, the largest concentration of which are in the northeastern part of the City abutting the south side of the community of Romoland (The Planning Center | DC & E, 2013). The Menifee General Plan EIR describes that, as of 2013, there were approximately 522 acres of designated Prime Farmland, Farmland of Statewide Importance and Unique Farmland within the City.

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 Project site has a land use designation of Economic Development Corridor (EDC) and is zoned Economic Development Corridor – Northern Gateway (EDC-NG).

Forest Resources

The Project site is located in the City of Menifee, a rapidly urbanizing region that generally contains dry, sparsely-vegetated terrain in the natural condition. While the City does not contain any forest zoning, there is some limited forest vegetation communities within City limits including: Southern Coast Live Oak Riparian Forest, Southern Cottonwood/Willow Riparian Forest, and Southern Sycamore/Alder Riparian Woodland (The Planning Center | DC & E, 2013).

4.5.2 Air Quality

The Project area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during

the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Project site is located within the Perris Valley area (SRA 24). The Perris Valley monitoring station is located approximately 3.6 miles northwest of the Project site and reports air quality statistics for O₃ for 2020 and 2021 and PM₁₀ for 2020. The Lake Elsinore monitoring station, which is located 7.9 miles southwest of the Project site in SRA 25, records air quality data for CO and NO₂ for 2020-2022 as well as O₃ for 2022 and PM₁₀ for 2021 and 2022. The Metropolitan Riverside County monitoring station, which is located 21.7 miles northwest of the Project site in SRA 23, records air quality data for PM_{2.5}. It should be noted that data from the Lake Elsinore and Metropolitan Riverside County monitoring stations was utilized in lieu of the Perris Valley monitoring station only in instances where data was not available.

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source Lead (Pb) air monitoring sites throughout the air district. The federal PM₁₀ standard had no exceedances in 2020, 2021, or 2022. The State PM₁₀ standard was exceeded 6 times in 2020, 4 times in 2021, and only 1 time in 2022. The PM_{2.5} federal standard had 5 exceedances in 2020, 13 exceedances in 2021, and no exceedances in 2022. The 1-hour ozone State standard was exceeded 34 times in 2020, 25 times in 2021, and 17 times in 2022. The 8-hour ozone State and Federal standard was exceeded 74 times in 2020, 60 times in 2021, and 37 times in 2022. In addition, the CO, SO₂, and NO₂ standards were not exceeded in this area during the 3-year period.

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. The closest sensitive receptors to the Project site are residential uses at 25955 Floyd Avenue and 25875 Floyd Avenue, located approximately 47 feet north of the Project site. All distances are measured from the Project site boundary to the outdoor living areas, such as backyards, or at the building façade, whichever is closer to the Project site.

4.5.3 Biological Resources

The 28.27-acre 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 Project site is relatively flat with elevations on the site ranging from 1,420 feet above mean sea level (AMSL) to 1,440 feet AMSL. According to the United States Department of Agriculture (USDA) Web Soil Survey, two soil classes occur on the Project site. Soils on the Project site are classified as Auld clay (AuC) and Poterville clay (PsC), with 2 to 8 percent slopes.

Vegetation Communities and Land Covers

The Project site contains three habitat types which includes approximately 25 acres of ruderal habitat, 4.68 acres of disturbed areas (including the 1.8 acres of offsite Project area), and 0.02 acre of ruderal storm

drain. The ruderal habitat found on the Project site is heavily disturbed with evidence of mowing and tilling. The ruderal habitat is dominated by non-native plant species; however, some native species are present. Plant species found in this habitat type include common wall barley (*Hordeum murinum*), cheatgrass (*Bromus tectorum*), slender oat (*Avena barbata*), ripgut brome (*Bromus diandrus*), shortpod mustard (*Hirschfeldia incana*) and prickly lettuce (*Lactuca serriola*). The disturbed habitat found within the onsite and offsite Project areas are characterized by primarily unvegetated areas disturbed by previous development, paved areas, and dirt roads. Additionally, the ruderal storm drain area is dominated by non-native plant species; however, some native species are present. Plant species found in this habitat type include common sunflower (*Helianthus annuus*), wall barley (*Hordeum murinum*), slim oats, narrow leaved plantain (*Plantago lanceolata*), and Maltese star thistle (*Centaurea melitensis*).

Special-Status Plant Species

A total of 18 plant species are listed as State and/or federally Threatened, Endangered, Rare, or Candidate species; or are 1B.1 listed plants on the CNPS Rare Plant Inventory. Table 5.3-1, *Potential Special Status Plant Species List*, in Section 5.3, *Biological Resources*, shows special-status plant species known to exist in the region. No special-status plant species were observed onsite during the field survey. Additionally, based on habitat requirements for these species and the availability, the quality of onsite habitat, and the routine onsite disturbances, it was determined that no special-status plant species have potential to occur onsite and are all presumed absent (Hernandez Environmental Services, 2023).

Special-Status Wildlife Species

Sensitive animal species include federally and State listed endangered and threatened species, candidate species for listing by USFWS or CDFW, and/or species of special concern (SSC) pursuant to CDFW. A total of 15 special-status wildlife species were identified as having a potential to occur in the vicinity of the Project site, based on the literature review, but none of the species were observed during biological surveys. Table 5.3-2, *Potential Special Status Animal Species List*, in Section 5.3, *Biological Resources*, shows special-status animal species which were previously recorded within the Menifee quadrangle and their potential to occur onsite.

Jurisdictional Waters and Wetlands

No jurisdictional drainage or wetland features were observed on the Project site during the field investigation.

Wildlife Movement

The Project site has not been identified as occurring within a wildlife corridor or linkage. Furthermore, the Project site has been heavily disturbed, consists of flat land, and is surrounded by urban development such as residential uses, industrial uses, and disturbed lands making the site isolated from regional wildlife corridors and linkages. Therefore, no wildlife movement corridors were found to be present on the Project site (Hernandez Environmental Services, 2023).

Critical Habitat

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site is not located within designated federal critical habitat (Hernandez Environmental Services, 2023).

4.5.4 Cultural Resources

Historical Resources

The Project site is located between the cities of Perris and Temecula, both of which played a pivotal role in the development of the Perris Valley in the late 1800's. Settlement in the area began with mining and homesteading in the 1880s. In the early 1880s, a 20-year-old prospector from Kentucky named Menifee Wilson discovered and claimed a gold-bearing quartz mine about eight miles south of Perris. Wilson named his claim the Menifee Quartz Lode. This gold discovery resulted in an influx of miners to the area, which became known as Menifee or Menifee Valley. In addition to mining, several farms were established in the valley areas to take advantage of the farming and ranching potential. (BFSA Environmental Services, 2023, pp 20).

As a consequence of the increased population associated with the agricultural development of the Menifee Valley, the need arose for a post office and school. The Menifee School District was formed in 1890. William W. Snoddy, the patentee of 160 acres in the valley on January 25, 1888, gave an acre and a half for a school site on March 31, 1890. The school served the local farming community and was incorporated into the county school system on April 4, 1893. (BFSA Environmental Services, 2023, pp 21).

Many farmers utilized a combination of land lease, rent, and purchase to expand the amount of cropland they could control. According to Bob Hewitt, the district conservationist at the Natural Resources Conservation Service in San Jacinto, hay and grain have remained staple crops since the 1870s or 1880s until recent housing development reduced the amount of farmland. The reason for this is that there has never been much water in the Menifee or Perris valleys, and the soil is rather poor. Overall, hay and grain were the primary crops and rainfall was the primary form of irrigation. After Colorado River water came to Menifee Valley, potatoes became a significant crop for market (BFSA Environmental Services, 2023, pp 20 and 21).

Project Site

The proposed Project is located in west-central Riverside County, within the limits of the City of Menifee. The Project site is situated on relatively flat agricultural land and the surrounding land remains as rural residences and farmland with some newer residential neighborhoods situated to the south of the Project site. Elevations on the Project site range from approximately 1,420 to 1,440 feet above mean sea level and soils consist of shallow Typic Xerorthents and Typic Haploxeralfs over Mesozoic granitic rocks (USDA and USDI 2001). Vegetation in the area of the Project site is dominated by non-native weeds and grasses that are associated with land that has been farmed for several decades.

The Cultural Resources Study included an archaeological records search from the Eastern Information Center (EIC) at the University of California Riverside (UCR) for the Project and the surrounding area within a one-mile radius. The records search identified five resources (three prehistoric and two historic) within a one-mile radius, however none of which are located within the Project's boundaries. The prehistoric resources include two bedrock milling features that have both been destroyed and one isolated core. The historic resources consist of the historic Yoder Ranch and one water conveyance system (BFSA Environmental Services, 2023). The Cultural Resources Study also identified a total of 50 cultural resources studies which have been conducted within one mile of the Project. Nine of the 50 studies intersected the Project site. However, none of the studies identified any cultural resources within the Project site and indicated there is a low-to-none likelihood that buried cultural materials will be uncovered during grading (BFSA Environmental Services, 2023).

The field survey conducted as part of the Cultural Resources Study identified zero historic era (older than 50 years) structures within the Project site or within the offsite improvement area (BFSA Environmental

Services, 2023). According to aerial imagery, both the off-site and on-site improvement areas have been largely disturbed by agricultural use since the 1960s.

Archaeological Resources

The Paleo Indian Period is associated with the terminus of the late Pleistocene (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals. (BFS Environmental Services, 2023, pp 6).

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period include mortar and pestle, dart points, and arrow points. The Project is within an area where the traditional use territories of the Gabrielino, Serrano, Luiseno, and Cahuilla meet. (BFS Environmental Services, 2023, pp 6 through 8).

Approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east. (BFS Environmental Services, 2023, pp 9).

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769. (BFS Environmental Services, 2023, pp 10).

The Cultural Resources Assessment identified five cultural resources (three prehistoric and two historic) within one mile of the Project site. The prehistoric resources include two bedrock milling features that have both been destroyed and one isolated core. The historic resources consist of the historic Yoder Ranch and one water conveyance system. None of the archaeological resources are within the Project site.

4.5.5 Energy

Energy

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Menifee. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid, among other things, to accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2022 Annual Report, the SCE electrical grid modernization effort supports implementation of California requirements to achieve carbon neutrality by 2045. The state has set Renewables Portfolio Standards that require retail sellers of electricity to provide 60 percent of power from renewable resources by 2030. The state also requires sellers of electricity to deliver 100 percent of retail sales from carbon-free sources by 2045, including interim targets of 90 percent by 2035 and 95 percent by 2040. In 2022 approximately 48 percent of power that SCE delivered to customers came from carbon-free resources (SCE, 2022).

The Project site is currently served by the electricity distribution systems that exist along Murrieta Road, adjacent to the Project site.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Menifee and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1.5 percent from 2022 to 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and fuel substitution (CGEU, 2022). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU, 2022). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 (CGEU, 2022).

The Project is within the service area of Southern California Gas Company (SoCal Gas). The project does not intend to provide Gas service to the project.

4.5.6 Greenhouse Gas Emissions

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO₂ is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). For example, SF₆ is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF₆, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO₂. Therefore, an emission of one metric ton (MT) of SF₆ could be reported as an emission of 22,800 MT of CO₂e. Large emission sources are reported in million metric tons (MMT) of CO₂e.

Carbon dioxide: Carbon dioxide (CO₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH₄) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N₂O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between

10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

There are also many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Project Site Conditions

The proposed Project is located in the northwestern portion of the City of Menifee south of the intersection at Murrieta Road and Ethanac Road. The primary GHG emissions in the City of Menifee result from on-road transportation, building energy, water use, and wastewater generation.

The Project site encompasses approximately 28.27 acres and is comprised of Assessor's Parcel Numbers (APNs) 330-210-010, -011, -013, and -062, 330-560-001 through 330-560-040, 330-570-001 through 330-570-033, and 330-571-001 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.

4.5.7 Hazards and Hazardous Materials

Environmental Site Conditions

The Project site is currently vacant and disturbed from previous agricultural activities and previous development. The site is vegetated by unplanned, non-native grasses as well as sparse shrubs. The approximately 28.27-acre Project site does not contain any existing structures or improvement on the site. The Project site is relatively flat throughout, with a slight slope in the southeasterly direction, and is in a flat

area that is not adjacent to large slopes. The surrounding land includes rural residences to the north, vacant land to the east and west, and some newer residential neighborhoods situated to the south of the Project site. The Project site is bordered by Murrieta Road to the east and by Geary Street to the west which is a dirt road. Vacant land within the vicinity of the Project is also predominantly disturbed with non-native and native grasses and shrubs.

4.5.8 Hydrology and Water Quality

Regional Hydrology

The City of Menifee is in the San Jacinto Subbasin of the Santa Ana River Watershed. The Santa Ana River Watershed includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. The watershed covers approximately 2,800 square miles, with about 700 miles of rivers and major tributaries (City of Menifee, 2013).

Watershed

Watersheds are defined as areas of land where the water that is under it, or that drains off it, flows to the same place. The Santa Ana Regional Water Quality Control Board (RWQCB) identifies watersheds and various groupings and subdivisions (e.g., watershed management areas, watersheds, hydrologic areas, and hydrologic subareas) in the Santa Ana RWQCB Basin Plan. The proposed Project site is located within the Santa Ana River Watershed.

The San Jacinto Basin is drained by the San Jacinto River and is recharged by surface runoff from adjacent mountains and hills, by rainfall directly on the valley floor and by return flow from water applied from overlying uses. The San Jacinto Basin serves as a natural storage reservoir and filtering system for wells constructed therein. In addition, the San Jacinto Basin has a Groundwater Replenishment Program which uses untreated imported water to recharge the San Jacinto Basin.

The City of Menifee has adopted the EPA's National Pollutant Discharge Elimination System (NPDES) regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the City a MS4 Permit (Order No. R8-2010-0033, NPDES Permit No. CAS610833), which establishes pollution prevention requirements for planned developments.

Groundwater Basin

Groundwater is the supply of fresh water found beneath the Earth's surface, which is a major source of drinking water in southern California and within the City of Menifee. A groundwater basin is an area underlain by permeable materials capable of storing a substantial amount of water. Groundwater basins are three-dimensional and include both the surface extent and all subsurface fresh water-yielding material.

The proposed Project is located within the San Jacinto Groundwater Basin, which has an estimated groundwater storage capacity of 3,070,000 af. Natural recharge to the basin is primarily from percolation of flow in the San Jacinto River and its tributary streams.

Surface Water Quality

The Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas. The proposed Project site drains into the public storm drain network, and eventually discharges into the San Jacinto River. The Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained (or

maintained) to protect the designated beneficial uses, and describes implementation programs to protect waters in the region.

Existing Drainage

The Project site is approximately 28.27 acres, and generally located south of Floyd Avenue, east of Geary Street, west of Murrieta Road, and north of McLaughlin Road. The site is vacant and disturbed from previous agricultural activities and previous development, as described in Section 3.0, *Project Description*.

Topographically, the proposed Project site is relatively flat, with elevations ranging from just over 1,440 feet above mean sea level (AMSL) in the southwestern corner of the site to just under 1,420 feet in the northeastern corner of the site. The Project site naturally drains to the northeast, with slopes generally ranging from 1 percent to 3 percent throughout. From the northeast corner of the site, stormwater then flows offsite into the existing roadside drainage ditch along Murrieta Road. Runoff finally drains into an open channel north of the site, down Murrieta Road, into the concrete flood control channel northwest of the intersection of Murrieta Road and Ethanac Road, and eventually discharges into the San Jacinto River.

Flood Zone

A majority of the Project site is within “Zone X, Area of Minimal Flood Hazard” as determined by the FIRM. These areas are determined to be outside the 0.2% annual chance of floodplain. The northeast corner of the Project site is within “Zone X, Other Flood Areas,” which are defined as areas of 0.2 percent annual chance of flood; areas of 1 percent annual chance of flood with average depth of less than one foot or with drainage areas of less than one square mile; and areas protected by levees from 1 percent annual chance of flood. Overall, Zone X is outside the Special Flood Hazard Areas (SFHAs), which are subject to inundation by the 1 percent chance flood (FEMA, 2014).

4.5.9 Land Use and Planning

The Project site is located in the northern portion of the City of Menifee, within Riverside County. The Project site encompasses approximately 28.27 acres and is identified by Assessor’s Parcel Numbers (APNs): 330-210-010, -011, -013, and -062, 330-560-001 through 330-560-040, 330-570-001 through 330-570-033, and 330-571-001 through 330-571-005. The Project site is currently vacant but disturbed from previous agricultural activities and residential uses, and is vegetated by unplanned, non-native grasses as well as sparse shrubs. 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 in Section 3.0, Figures 3-5, *Existing General Plan Designation*, and 3-6, *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 residential uses in Perris to the north and the residential uses in Menifee, south of McLaughlin Road.

The surrounding uses, described below, are dominated by vacant land, agricultural uses and single-family residences.

- **North:** Single-family residences.
- **West:** Geary Street followed by vacant land.
- **South:** Southern California Edison easement followed by McLaughlin Road.
- **East:** Murrieta Road followed by vacant land and a modular office building dealer lot.

4.5.10 Noise

Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken at various locations, which are shown in Figure 5.10-1, *Noise Measurement Locations*, in Section 5.10, *Noise*. The noise level measurements were positioned as close to the Project site as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the Project site are dominated by the transportation-related noise associated with surface streets. A description of these locations and the existing noise levels are provided in Table 5.10-1, *24-Hour Ambient Noise Level Measurements*, in Section 5.10, *Noise*.

Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Project site, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

Existing Airport Noise

Noise sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include residences, schools, hospitals, and recreation areas. The noise contour boundaries used to determine the potential aircraft-related noise impacts at the Project site are found on Exhibit 3-C of the Perris Valley Airport Land Use Compatibility Plan. As shown in Figure 5.10-2, *Perris Valley Airport Noise Contours*, in Section 5.10, *Noise*, the Project site is located outside the 55 dBA CNEL noise level contour boundaries and warehousing land use is considered clearly acceptable.

Sensitive Receivers

The noise sensitive receptors that are in the vicinity of the Project site are described below and shown in Figure 5.10-3, *Sensitive Receiver Locations*, in Section 5.10, *Noise*. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location.

- R1 Location R1 represents existing noise sensitive residence at 25705 Floyd Avenue, approximately 63 feet northwest of the Project site. R1 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2 Location R2 represents the existing noise sensitive residence at 25875 Floyd Avenue, approximately 47 feet north of the Project site. R2 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R3 Location R3 represents the existing noise sensitive residence at 25955 Floyd Avenue, approximately 47 feet north of the Project site. R3 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

- R4 Location R4 represents the existing noise sensitive residence at 25910 Camino Juarez, approximately 371 feet south of the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
- R5 Location R5 represents the existing noise sensitive residence at 25707 McLaughlin Road, approximately 428 feet southwest of the Project site. R5 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

4.5.11 Public Services

Fire Protection Services

The Riverside County Fire Department (RCFD) provides fire prevention, suppression, and paramedic services to the City of Menifee, including to the Project site. The RCFD provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. The RCFD provides for the management of community safety services such as fire prevention, building construction plans and permits, household hazardous waste, and local oversight and collection program for hazardous materials.

The City of Menifee is served by the Menifee Fire Department, otherwise known as the Office of the Fire Marshal, and is under contract and jointly operated by the RCFD and Cal Fire. The Office of the Fire Marshall includes four fire stations, two of which are within approximately five miles of the Project site. At minimum, each station is equipped with a Type 1 fire engine staffed with a three-person engine company (City of Menifee, 2013). The characteristics of the two stations are listed in Table 5.11-1, *Menifee Fire Stations in Project Vicinity*, in Section 5.11, *Public Services*.

In 2020, the average response time in the City was approximately 4.8 minutes (City of Menifee, n.d.). This response time is faster than the National Fire Protection Association's recommended first-response arrival time of 6 minutes or less, at least 90 percent of the time (City of Menifee, 2013). Under the Automatic Aid Agreement, neighboring fire stations within the RCFD may also assist in responding to emergency calls in Menifee. Depending on the severity of the incident, other local, state, and federal agencies may assist the RCFD in providing emergency resources such as equipment or personnel. According to the City of Menifee Annual Comprehensive Financial Report the total calls for service in 2023 for the OFM was 13,578 (City of Menifee, 2023). Additionally, Station 7, which would have primary responsibility for servicing the Project site receives approximately 7,193 calls per year.

Police Services

The Menifee Police Department was established in July 2020 and provides law enforcement services to the City of Menifee, including the Project site. At the time of establishment, the station was staffed with over 60 officers and 17 professional staff. As of March 2024, there are 93 officers and 27 professional staff. The Menifee Police Department patrol unit is in charge of providing first level police services. The patrol unit consists of four patrol teams assigned over six beats. The Menifee Police Station is located at 29714 Haun Road, Menifee, CA 92586, approximately 5.7 roadway miles southeast of the Project site. The total calls for service in the 2023 fiscal year for the Menifee Police Department was 73,192 (City of Menifee, 2023).

4.5.12 Transportation

Existing Roadway Network

The existing roadway network in the vicinity of the Project site includes the following:

- **Interstate 215.** Interstate 215 (I-215) provides regional access to the Project site and is located approximately 0.9 mile east of the Project site and accessible via Ethanac Road interchange. At this location, the interstate consists of three lanes in each direction. From Ethanac Road, I-215 connects to I-15 approximately 13.5 miles to the south and State Route (SR) 60 approximately 20.0 miles to the north.
- **State Route 74.** State Route 74 (SR 74) provides regional access and is located approximately 3.2 miles to the northeast. In this location, the highway consists of two lanes in each direction. SR 74 connects to I-215 and SR-79.
- **Ethanac Road.** Ethanac Road is classified as an Expressway according to the City of Menifee General Plan Circulation Element. Ethanac Road is currently comprised of two lanes in each direction. Ethanac Road includes a Class II Bike Lane and a pedestrian path.
- **Murrieta Road.** Murrieta Road is classified as a secondary road according to City of Menifee General Plan. Murrieta Road features two lanes in each direction and is east of the Project site. Murrieta Road does not currently include a bike lane. Murrieta Road is designated as Community On-Street Bike Lanes (Class II) in the City's General Plan.
- **Geary Street.** Geary Street is classified as a Collector/Rural Collector/Local Street according to City of Menifee General Plan. Geary Street is currently an unpaved road west of the Project site.

Traffic Study Area

The study area provided below includes those intersections to which the Project would add 50 or more peak hour trips (Appendix K, *Traffic Impact Analysis*). The traffic study area includes signalized intersections and two-way stop controlled (TWSC) intersections. The following intersections were included in the traffic analysis:

- Geary St/Ethanac Road
- Geary St/Project Driveway 1
- Geary St/Project Driveway 2
- Murrieta Rd/Ethanac Road
- Murrieta Rd/Project Driveway 3
- Murrieta Rd/Project Driveway 4
- Murrieta Rd/Project Driveway 5
- Case Rd-Barnett Rd/Ethanac Road
- I-215 SB Ramps/Ethanac Road
- I-215 NB Ramps/Ethanac Road

Existing Level of Service

As shown in Table 5.12-1, *Existing Peak Hour Levels of Service*, in Section 5.12, *Transportation*, no existing intersections currently operate at an unsatisfactory LOS during the AM & PM peak hour under Existing Conditions.

Existing Truck Routes

Ethanac Road to the north, Menifee Road to the east, and McCall Boulevard (east of I-215) to the southeast are the General Plan Circulation Element truck routes in the vicinity of the Project site.

Existing Site Access

Regional access to the Project site is provided via I-215, located approximately 0.9 mile to the east, and State Route 74 (SR-74), located approximately 3.2 miles to the northwest. Local access to the site is provided from Murrieta Road, a designated secondary road, and Geary Street, a designated Collector/Rural Collector/Local Street.

Existing Transit Service

Public transportation services within the City are provided by the Riverside Transit Agency (RTA). The nearest RTA bus stop to the Project site is located near the Murrieta Road and McCall Boulevard intersection, approximately 1.5 miles southeast of the Project site. Murrieta Road, east of the Project site, and Ethanac Road, north of the Project site, are identified as potential future on-road transit service areas in the City's General Plan.

The Metrolink-91 Perris Valley Line has a stop 0.9-mile northeast of the Project site, on Case Road near Perris Crossing, within the City of Perris. The Perris South Metrolink Station is also located approximately 1.8 miles to the northeast within the City of Perris.

Existing Bicycle and Pedestrian Facilities

The nearest bicycle facility to the Project site is a Class II bike lane on Ethanac Road, located approximately 0.2 mile north. The City's General Plan Circulation Element identifies Murrieta Road east of the Project site as a proposed Class II bike lane.

Existing Vehicle Miles Traveled

The Project site is currently vacant and undeveloped. The Project site does not generate regular vehicle trips that would result in VMT from the site. The Project site is located in a low VMT area, which is defined as a traffic analysis zone (TAZ) with a total daily VMT/Service Population (SP) (employment plus population) that is less than the County of Riverside General Plan Buildout VMT per service population. The County of Riverside General Plan Buildout VMT/SP is 35.68. The Project Baseline (2018) VMT/SP is 25.94.

4.5.13 Tribal Cultural Resources

Native American Tribes

The Project is within an area historically inhabited by the Cahuilla, the Gabrielino, and the Luiseno people. As part of preparation of the Cultural Resources Assessment (Appendix D), Brian F. Smith and Associates (BFSA) conducted research using several resources to identify potential TCRs within the Project site. The assessment included a records search at the Eastern Information Center (EIC) at the University of California, Riverside (UCR), background and literature research, a search of the Sacred Lands File (SLF) by the NAHC, outreach efforts with Native American tribal representatives, an examination of geological maps, and an intensive-level pedestrian survey of the Project site. The search results identified five cultural resources (three prehistoric and two historic) within one mile of the property, none of which are within the property boundaries. The prehistoric resources include two bedrock milling features that have both been destroyed and one

isolated core. The historic resources consist of the historic Yoder Ranch and one water conveyance system (BFSA Environmental Services, 2023).

Site Conditions

As discussed in Section 5.4, *Cultural Resources*, the Project site is currently vacant but has been previously disturbed by cultivation, residential use, or development along Geary Road. The Project site previously contained four modular residential structures on the east side of the property, however, these structures were removed as of October 2022. Additionally, it was determined that the site is not listed on the NAHC Sacred Lands File.

4.5.1.4 Utilities and Service Systems

Water Supply and Demand

The Project site is located within the water service area of the Eastern Municipal Water District (EMWD), which provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. EMWD's water system includes 2,421 miles of transmission and distribution water mains, 4 operating regional water reclamation facilities, and 2 water filtration facilities (EMWD, 2021).

EMWD's Urban Water Management Plan (UWMP) is a tool that provides a summary of anticipated water supplies and demands for the next 20 years for the region that EMWD services including most of the City of Menifee, other cities, and unincorporated areas in Riverside County. EMWD has a diverse portfolio of local and imported water supplies to deliver treated water to its customers. Local supplies include recycled water, potable groundwater, and desalinated groundwater. Imported water supplies are received from the Metropolitan Water District of Southern California.

Water Infrastructure

Within the immediate vicinity of the Project site, an existing 27-inch domestic water line is located in Murrieta Road.

Wastewater

EMWD provides wastewater treatment and recycled water services throughout its service area, which includes the Project site. Sewage from the northern portion of the City of Menifee is conveyed to the Perris Valley Regional Water Reclamation Facility (RWRF), which has a treatment capacity of 22 million gallons per day (gpd), with a typical daily flow of 15.5 million gpd (EMWD, 2021). Thus, the remaining daily capacity of the Perris Valley RWRF is approximately 6.5 million gpd.

Wastewater Infrastructure

An existing 8-inch diameter sewer line lies in Murrieta Road, adjacent to the Project site.

Stormwater

The Project site is currently vacant and undeveloped. As described in the Hydrology Report (Appendix I), minimal impervious surfaces exist on site. Topographically, the site is relatively flat, with elevations ranging from 1,420 to 1,440 feet. The site naturally drains to the northeast, and eventually flows off-site into the existing roadside drainage ditch along Murrieta Road. Runoff ultimately drains into an open channel north of the site and is discharged into the San Jacinto River.

Stormwater Infrastructure

The Riverside County Flood Control channel is currently located north of the Project site, to the north of Ethanac Road.

Dry Utilities

Electricity

Electricity is provided to the Project site by Southern California Edison (SCE). SCE provides electric power to more than 15 million people within its 50,000 square mile service area. Based on SCE's 2021 Power Content Label Mix, SCE derives electricity from varied energy resources including: natural gas, solar power generation, wind farms, nuclear power plants, hydroelectric generators, and geothermal power plants. SCE also purchases power from open market transactions, which do not have identifiable sources (California Energy Commission, 2024).

Electric Infrastructure

Existing overhead utility lines are located along Murrieta Road. In addition, there are also existing transmission lines south of the Project site within the Southern California Edison utility corridor.

Natural Gas

The proposed Project is within the service area of Southern California Gas Company. However, there are no plans for Southern California Gas Company to serve the proposed Project.

Natural Gas Infrastructure

Existing natural gas mainlines lie within Murrieta Road.

Telecommunications

Telecommunications would be provided to the proposed Project by a privately owned telecommunication company.

Telecommunications Infrastructure

Existing overhead utility lines are located along the western side of Murrieta Road.

4.5.15 Wildfire

Fire Agencies

Several fire agencies provide fire protection services within the Project area, including both wildland fire and structural fire response. The City of Menifee contracts for fire services with Cal Fire and Riverside County Fire (RCFD) providing a full range of fire protection services and would provide fire protection services to the Project site and local vicinity. The City of Menifee is served by four fire stations, two of which are within approximately five miles of the Project site.

Wildland Fire Hazards

According to the CAL Fire Hazard Severity Zone Map, the Project site is categorized as a State Responsibility Area (SRA) and is within a High Fire Hazard Severity Zone (CAL FIRE, 2024). The Project site is not located within a Local Responsibility Area or a Very High Fire Hazard Severity Zone. As indicated in the General

Plan Safety Element, the City of Menifee has areas of moderate-, high- and very high- fire hazard severity areas (City of Menifee, 2013). Areas south and southwest of the Project site, are located within a State Responsibility Area (SRA) and are designated as Moderate to Very High FHSZ (CAL FIRE, 2024). However, surrounding areas to the north and to the east are not within a Fire Hazard Severity Zone.

Topography and Vegetation

The Project site is currently vacant and disturbed from previous agricultural activities and previous development. The site is vegetated by unplanned, non-native grasses as well as sparse shrubs. The approximately 28.27-acre Project site does not contain any existing structures or improvement on the site. The Project site is relatively flat throughout, with a slight slope in the southeasterly direction, and is in a flat area that is not adjacent to large slopes. The surrounding land includes rural residences to the north, vacant land to the east and west, and some newer residential neighborhoods situated to the south of the Project site. The Project site is bordered by Murrieta Road to the east and by Geary Street to the west which is a dirt road. Vacant land within the vicinity of the Project is also predominantly disturbed with non-native and native grasses and shrubs.

No significant slopes occur onsite or in the immediate vicinity. Elevations on the site range from 1,420 feet above mean sea level (AMSL) in the northeastern corner of the site to 1,440 feet AMSL in the southwestern corner of the site. The nearest slopes are located approximately 1 mile southwest of the Project site at the base of the Roy W. Kabian Memorial Park across Goetz Road.

Prevailing Winds

The predominant wind direction at the Project site area is south and west (NOAA, 2024). This suggests that a fire burning in the foothills southeast of the Project site would be unlikely to be blown across the site during normal prevailing wind conditions.

Large Fire History

According to CAL FIRE, relatively few wildfires have occurred within the region surrounding the Project site over the past five years:

In June 2023, the Garbani Fire Incident burned approximately 43 acres near Garbani Road and Evans Road approximately 6 miles south of the Project site within the City of Menifee. Involved agencies included Riverside County Fire Department. No damages or injuries were reported.

In June 2019, the Nuevo Fire Incident burned approximately 20 acres at the intersection of Nuevo Road and Menifee Road, northeast of the City of Menifee. This fire occurred approximately 5.5 miles northeast of the Project site. Involved agencies included CAL FIRE and the Riverside County Fire Department. No damages or injuries were reported.

4.6 REFERENCES

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5. Environmental Impact Analysis

This chapter examines the environmental setting of the Project, analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter is divided into subsections for each environmental issue area that was determined to need further study in the Draft EIR through the Notice of Preparation (NOP) review and comment process (see Appendix A). Environmental topic areas discussed in this Draft EIR include the following:

- | | |
|--|------------------------------------|
| 5.1 Agriculture and Forestry Resources | 5.9 Land Use and Planning |
| 5.2 Air Quality | 5.10 Noise |
| 5.3 Biological Resources | 5.11 Public Services |
| 5.4 Cultural Resources | 5.12 Transportation |
| 5.5 Energy | 5.13 Tribal Cultural Resources |
| 5.6 Greenhouse Gas Emissions | 5.14 Utilities and Service Systems |
| 5.7 Hazards and Hazardous Materials | 5.15 Wildfire |
| 5.8 Hydrology and Water Quality | |

The following environmental issue areas, as described in Chapter 2.0 *Introduction* and Chapter 7.0 *Effects Found Not Significant*, were fully analyzed within the Initial Study, included as Appendix A: Aesthetics, Geology and Soils, Recreation, Population and Housing, and Mineral Resources. It was determined by the lead agency that these environmental topic areas would have no potential to impact the environment and are accordingly addressed in Section 7.0.

This Draft EIR evaluates the direct and indirect impacts resulting from the planning, construction, and operations of the Project. Under CEQA, EIRs are intended to focus their discussion on significant impacts and may limit discussion of other impacts to a brief explanation of why the impacts are not significant. The City's mandatory findings of significance are addressed within the cumulative impact discussion under each environmental topic section, as described below. Additionally, Section 6.0, *Other CEQA Considerations*, which includes discussion of significant irreversible environmental changes, growth-inducing impacts, and mandatory findings of significance.

FORMAT OF ENVIRONMENTAL TOPIC SECTIONS

Each environmental topic section generally includes the following main subsections:

- **Introduction.** This describes the purpose of analysis for the environmental topic and referenced documents used to complete the analysis. This subsection may define terms used.
- **Regulatory Setting.** This subsection describes applicable federal, State, and local plans, policies, and regulations that the Project must address and may affect its implementation.
- **Environmental Setting.** This subsection describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- **Thresholds of Significance.** This subsection sets forth the thresholds of significance (significance criteria) used to determine whether impacts are "significant." The thresholds of significance used to assess the significant of impacts are based on those provided in Appendix G of the CEQA Guidelines.
- **Methodology.** This subsection provides a description of the methods used to analyze the impact and determine whether it would be significant or less than significant.
- **Environmental Impacts.** This subsection provides an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
 - A statement of the CEQA threshold being analyzed,

- The Draft EIR's conclusion as to the significance of the impact.
- An impact assessment that evaluates the changes to the physical environment that would result from the Project.
- An identification of significance comparing identified impacts of the Project to the significance threshold with implementation of existing regulations, prior to implementation of any required mitigation.
- **Cumulative Impacts.** This subsection describes the potential cumulative impacts that would occur from the Project's environmental effects in combination with other cumulative projects (See Table 5-1).
- **Existing Regulations and Regulatory Requirements.** A list of applicable laws and regulations that would reduce potentially significant impacts.
- **Level of Significance Before Mitigation.** A determination of the significance of the impacts after the application of applicable existing regulations and regulatory requirements.
- **Mitigation Measures.** For each impact determined to be potentially significant after the application of applicable laws and regulations, feasible mitigation measure(s) to be implemented are provided. Mitigation measures include enforceable actions to:
 - Avoid a significant impact;
 - Minimize the severity of a significant impact;
 - Rectify an impact by repairing, rehabilitating, or restoring the effected physical environment;
 - Reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the Project; and/or
 - Compensating for the impact by replacing or providing substitute resources or environmental conditions.
- **Level of Significance After Mitigation.** This section provides the determination of the impact's level of significance after the application of regulations, regulatory requirements, and mitigation measures.

CUMULATIVE IMPACTS

Cumulative impacts refer to the combined effect of the proposed Project's impacts with the impacts of other past, present, and reasonably foreseeable probable future projects. Both CEQA and the CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in the CEQA Guidelines Section 15130(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 for the effects attributable to the project alone." The CEQA Guidelines direct that the discussion should be guided by practicality and reasonableness and focus on the cumulative impacts that would result from the combination of the proposed project and other projects, rather than the attributes of other projects which do not contribute to cumulative impacts.

According to Section 15355 of the CEQA Guidelines, 'cumulative impacts' refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

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

Therefore, the cumulative discussion in this Draft EIR focuses on whether the impacts of the proposed Project are cumulatively considerable within the context of impacts caused by other past, present, and reasonably foreseeable future projects. Additionally, pursuant to the CEQA Guidelines Section 15130(a)(1), an EIR should not discuss cumulative impacts that do not result at least in part from the project being evaluated in the EIR. Thus, cumulative impact analysis is not provided for any environmental issue where the proposed Project would have no environmental impact. Analysis of cumulative impacts is, however, provided for all Project impacts that are evaluated within this Draft EIR.

CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of the following, or a reasonable combination of the two:

- A list of past, present, and probable future projects producing related or cumulative impacts, including those projects outside the control of the lead agency; or
- A summary of projections contained in an adopted local, regional, or statewide plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.

The cumulative analysis for air quality, greenhouse gas emissions, and transportation relies on projections contained in adopted local, regional, or statewide plans or related planning documents, such as Southern California Regional Transportation Plan, Southern California Association of Governments (SCAG) growth projections, and the Riverside County Transportation Model (RIVCOM). The cumulative analyses for other environmental issues use the list of projects approach.

Different types of cumulative impacts occur over different geographic areas. For example, the geographic scope of the cumulative air quality analysis, where cumulative impacts occur over a large area, is different from the geographic scope considered for cumulative analysis of aesthetic resources, for which cumulative impacts are limited to project area’s viewsheds. Thus, in assessing aesthetic resources impacts, only development within and immediately adjacent to the Project area that would contribute to a cumulative visual effect is analyzed, whereas cumulative transportation impacts are based upon annual growth projections and the other proposed and/or foreseeable development within the traffic study area of roadways and intersections. Because the geographic scope and other parameters of each cumulative analysis discussion can vary, the cumulative geographic scope, and the cumulative projects included in the geographic scope (when the list of projects approach is used), are described for each environmental topic. Table 5-1 provides a list of the 56 projects considered in this cumulative environmental analysis, which was compiled per information provided by each agency, and Figure 5-1 shows the locations.

Table 5-1: Cumulative Projects List

No.	Project	Land Use	Size
1 ¹	Marijuana Manufacturing and Cultivation	Manufacturing	30 TSF
2 ¹	IDI Site 2	High-Cube Transload and Short-Term Warehouse	3,448.734 TSF
3 ¹	Marijuana Manufacturing 12	Manufacturing	12 TSF
4 ¹	Walgreens	Pharmacy/Drugstore without Drive-Through Window	16 TSF
5 ¹	Green Valley Specific Plan	Single Family Detached Housing and Multifamily Housing	Single Family: 623 DU Multiple Family 842 DU
6 ¹	Motte Town Center	Shopping Center	484.300 TSF
7 ¹	Mapes Commerce Center	Light industrial and warehouse	650.280 TSF
8	Valley Blvd. Residential	Single Family Detached Housing	68.000 DU

No.	Project	Land Use	Size
9	Cimarron Ridge	Single Family Detached Housing	756 DU
10	TTM 38128	Single Family Detached Housing	96 DU
11	Corsica Business Park	Fulfillment Center	276.682 TSF
12	Goetz & Ethanac Commercial	Convenience Store/Gas Station,	7.25 TSF 1 TUN
13	Capstone Industrial	Fulfillment Center	700.037 TSF
14	Northern Gateway Commerce Center	Warehouse	1286.607 TSF
15	Ethanac Square	Convenience Store/Gas Station, Automated Car Wash, and Truck Stop	5.88 TSF 4 VFP
16	Ethanac Industrial	Fulfillment Center	264.71 TSF
17	McLaughlin Village	Multifamily Housing	126 DU
18	Motte Business Center	High-Cube Fulfillment Center Warehouse	1138.638 TSF
19	Menifee Commerce Center (Core 5)	Fulfillment Center	1640.13 TSF
20	Stonegate (Enclave)	Single Family Detached Housing	177 DU
21	Wheat Warehouse	Warehouse	87.676 TSF
22	Vista Ridge	Single Family Detached Housing	30 DU
23	Coronado Condos	Single Family Detached Housing	7 DU
24	TR/PP Di Capri	Single Family Detached Housing	61 DU
25	Ethanac and Evans Warehouse	Warehouse	137.896 TSF
26	Menifee Logistics	Fulfillment Center	411.829 TSF
27	Ethanac and Barnett Warehouse	Fulfillment Center	250 TSF
28	Paragon Framing	General Office Building and Mini- Warehouse	10.454 TSF
29	Legado	Single Family Detached Housing	1022 TSF
30	Trumble and Watson Warehouse	Fulfillment Center	327.631 TSF
31	McCall-Encanto Gas Station	Convenience Store/Gas Station and Fast-Food Restaurant with Drive- Through Window	22.68 TSF
32	On-Deck	Hotel	120 Rooms
33	Mapes and Sherman Warehouse	Fulfillment Center	277.578 TSF
34	United Carports Warehouse	Warehouse	58.643 TSF
35 ¹	Marijuana Manufacturing 50 TSF	Manufacturing	50 TSF
36 ¹	IDI Site 1	High-Cube Transload and Short-Term Warehouse	784 TSF
37	Quail Hills	Single Family Detached Housing	145 DU
38	Woodside Homes (Skyview)	Single Family Detached Housing	246 DU
39	Kingdom Hall	Church	3.312 TSF
40	McLaughlin San Jacinto Warehouses	Warehouse	491.467 TSF
41	Double Butte	General Light Industrial	6 EMP
42	Kensington Apartments	Senior Adult Housing - Multifamily	221 DU
43	Villago Villas	Single Family Detached Housing	24 DU

No.	Project	Land Use	Size
44	McCall Plaza	Automated Car Wash, Convenience Store/Gas Station, Fast Casual Restaurant, and Strip Retail Plaza	12.48 TSF
45	Cypress and Sands Apartments	Multifamily Housing	136 DU
46	Beyond Menifee	Single Family Detached Housing	240 DU
47	Underwood (KB Homes)	Single Family Detached Housing	543 DU
48	Nova Battery Storage	General Light Industrial	3.1 EMP
49	MR-27 LLC (Rancon)	Single Family Detached Housing and Single-Family Attached Housing	172 DU
50	Motte Country Plaza	Convenience Store/Gas Station, Automated Car Wash, and Fast-Food Restaurant with Drive-Through Window	9.588 TSF
51	Menifee North Specific Plan (SP260) Amendment and TR 38132 and 38133	Single Family Detached Housing	314 DU
52 ¹	Case Road Mixed Use (Richland) Warehouse	Fulfillment Center, Mini-Warehouse, Hotel, and Strip Retail Plaza	480 TSF
53 ¹	Truck Stop	Truck Stop	7 VFP
54 ¹	Hillwood Warehouse	Fulfillment Center	410.65 TSF
55 ¹	South Perris Industrial Phase 3	Industrial Park	2840.838 TSF
56 ¹	Ellis Logistics Center	General Light Industrial	643.419 TSF

TSF = Thousand Square Feet

DU = Dwelling Unit

EMP = Employees

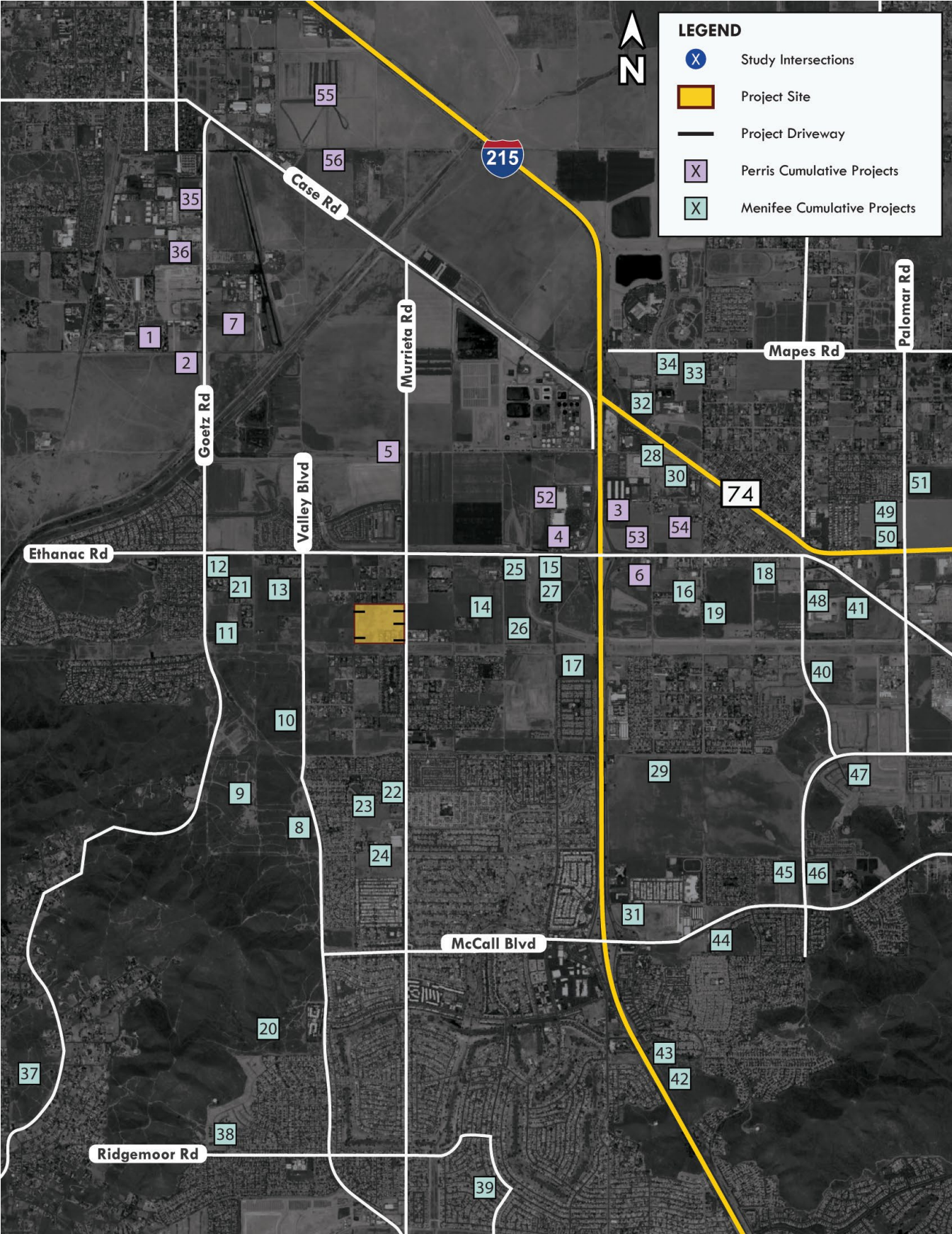
VFP = Vehicle Fueling Positions

TUN = Car Wash Tunnels

City of Perris¹

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Cumulative Projects



Murrieta Road Warehouse Project
City of Menifee

Figure 5-1

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IMPACT SIGNIFICANCE CLASSIFICATIONS

The below classifications are used throughout the impact analysis in this Draft EIR to describe the level of significance of environmental impacts. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines.

- **No Impact.** The Project would not change the environment.
- **Less Than Significant.** The Project would not cause any substantial, adverse change in the environment.
- **Less Than Significant with Mitigation Incorporated.** The Draft EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and Unavoidable.** The Project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

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5.1 Agriculture and Forestry Resources

5.1.1 INTRODUCTION

This section describes the agricultural and forestry resource conditions in the Project region and potential impacts on agricultural and forestry resources from Project implementation. The analysis in this section is based, in part, on the following documents and resources:

- California Department of Conservation Farmland Mapping and Monitoring Program
- *City of Menifee General Plan 2030*, adopted 2013
- *City of Menifee General Plan 2030 Environmental Impact Report*, certified December 2013

5.1.2 REGULATORY SETTING

5.1.2.1 Federal Regulations

Forest and Timberland

The U.S. Forest Service (USFS) defines a forested area as "forest land" if it is at least one acre in size and at least 10 percent occupied by forest trees of any size or formerly having had such tree cover and not currently developed for non-forest use. Non-forest uses may include cropland, pasturelands, residential areas, and other land uses. Forest land includes transition zones which are those "areas located between heavily forested and non-forested lands that are at least 10 percent stocked with forest trees, and forest areas adjacent to urban and built-up lands." The majority of federal forest land is managed as the National Forest System, which includes timberland.

"Timberland" is land owned by the federal government and designated by the State Board of Forestry and Fire Protection 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. Sections 51112 or 51113 (h) of the California Public Resources Code defines "Timberland Production Zone" (TPZ) is land used for growing and harvesting timber and compatible uses.

5.1.2.2 State Regulations

Farmland Mapping and Monitoring Program

The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of important farmland. It divides the State's farmland into different categories based on soil quality and existing agriculture, which are used to identify productive farmland and to analyze impacts on farmland. The various types of farmland identified by FMMP include Prime Farmland, Farmland of Statewide Importance, Unique Farmland, farmland of local importance, and grazing land. The highest rated important farmland is Prime Farmland.

Williamson Act Contracts

The California Land Conservation Act (Williamson Act) was passed in 1965 to protect specific parcels of land in agricultural and open space use. Landowners enter into 10-year contracts with local governments and in return receive lower property tax assessments. Williamson Act Contracts are self-renewing; the contracts automatically renew each year for an additional year. This continues indefinitely unless the County

or the landowner files a Notice of Non-Renewal which then terminates the contract at the end of its term (9 years). When a Non-Renewal is filed by the landowner, the property tax assessment gradually reverts back to being computed upon full market value.

Timberland

Section 12220(g) of the California Public Resources Code defines forest land 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.

5.1.2.3 Local and Regional Regulations

Menifee General Plan

The City of Menifee General Plan Open Space and Conservation Element contains the following policies related to agriculture and forestry resources that are applicable to the Project (City of Menifee, 2013):

Goal OSC-6 High value agricultural lands available for long-term agricultural production in limited areas of the City.

Policy OSC 6.1 Protect both existing farms and sensitive uses around them as agricultural acres transition to more developed land uses.

5.1.3 ENVIRONMENTAL SETTING

5.1.3.1 Agricultural Resources

Regional

Natural resources in Riverside County and City of Menifee include agricultural and grazing lands. In 2020, there were 214,915 acres of agricultural use, excluding ranching, in the County. In 2015, the County had approximately 132,183 acres of Prime Farmland, 42,096 acres of Farmland of Statewide Importance, and 37,726 acres of Unique Farmland (Riverside County Planning Department, 2015).

Local

There were 1,572 acres of agricultural uses in Menifee in 2010, the largest concentration of which are in the northeastern part of the City abutting the south side of the community of Romoland (The Planning Center | DC & E, 2013). The Menifee General Plan EIR describes that, as of 2013, there were approximately 522 acres of designated Prime Farmland, Farmland of Statewide Importance and Unique Farmland within the City. The Menifee General Plan EIR projects continued population growth, and thus clarifies that the City aims to develop land in an economically productive way that would serve the growing population such as mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. As a result, buildout of the General Plan would convert 522 acres of existing State-designated farmland to urban development, converting all existing Prime Farmland, Farmland of Statewide Importance, and Unique Farmland within the City to non-agricultural uses (The Planning Center | DC & E, 2013).

Project Site

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 Project site has a land use designation of Economic Development Corridor (EDC) and is zoned Economic Development Corridor – Northern Gateway (EDC-NG).

5.1.3.2 Forest Resources

The Project site is located in the City of Menifee, a rapidly urbanizing region that generally contains dry, sparsely-vegetated terrain in the natural condition. While the City does not contain any forest zoning, there is some limited forest vegetation communities within City limits including: Southern Coast Live Oak Riparian Forest, Southern Cottonwood/Willow Riparian Forest, and Southern Sycamore/Alder Riparian Woodland (The Planning Center | DC & E, 2013).

5.1.4 THRESHOLDS OF SIGNIFICANCE

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- AG-1 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.
- AG-2 Conflict with existing zoning for agricultural use, or a Williamson Act contract.
- AG-3 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)).
- AG-4 Result in the loss of forest land or conversion of forest land to non-forest use.
- AG-5 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?

The Initial Study (Appendix A) established that the proposed Project would not result in impacts related to AG-2, AG-3, and AG-4; therefore, no further assessment of these thresholds is required in this Draft EIR.

5.1.5 METHODOLOGY

Agricultural resources were assessed based on the California Department of Conservation's FMMP, which is a biennial report and mapping resource on the conversion of farmland and grazing land. Using this source, the proposed Project was analyzed for potential conversion of important farmland, conflicts with zoning designations, conversion of Williamson Act contract lands, and changes resulting from the proposed Project that could remove existing farmland from agricultural production.

Forest resources were assessed based on the City of Menifee General Plan EIR and evaluation of the existing quantity of trees on or adjacent to the Project site. Using these sources, the proposed Project was analyzed for the potential conversion of forest land, conflicts with zoning designations for forest or timberland, and changes resulting from the proposed Project that could remove existing forest land or convert forest land to non-forest uses.

5.1.6 ENVIRONMENTAL IMPACTS

IMPACT AG-1: THE PROJECT WOULD NOT 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.

Less than Significant.

The State of California Department of Conservation's FMMP 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, or Unique Farmland.

The Project site is identified by the State of California Department of Conservation's FMMP as "Farmland of Local Importance" on the western half and "Other Land" on the eastern half (Department of Conservation, 2023). The site is currently vacant. The northern portion of the site has historically been used for agricultural uses. The proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; however, the Project would be converting Farmland of Local Importance to non-agricultural uses. Therefore, impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be less than significant.

IMPACT AG-5: THE PROJECT WOULD NOT 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.

Less than Significant.

The Project site is currently vacant and is not designated as forest land by the General Plan. Thus, the proposed Project would not convert forest land to non-forest uses. In addition, the State of California Department of Conservation's FMMP designates the Project site as "Farmland of Local Importance" on the western half and "Other Land" on the eastern half (Department of Conservation, 2023). However, California Public Resources Code § 21060.1 defines "Agricultural land" as "prime farmland, farmland of statewide importance, or unique farmland" as defined by the United States Department of Agriculture land inventory and monitoring criteria. As such, "Farmland of Local Importance," and "Other Land" is not considered agricultural land as defined by PRC § 21060.1. Therefore, the Project would not result in the conversion of farmland to non-agricultural use despite its designation.

Additionally, the Project would be consistent with the site's zoning designation of Economic Development Corridor – Northern Gateway (EDC-NG) which is intended for a business park area with more intensive industrial uses, not agricultural uses. While there are surrounding areas to the east of the Project site that are designated as "Prime Farmland" by the FMMP, the General Plan EIR has zoned those sites as Economic Development Corridor – Northern Gateway (EDC-NG) and has identified and planned for the conversion of farmland accordingly. Thus, the buildout of the Project would not influence the conversion of farmland to non-

agricultural uses that has not already been planned to be converted. Also, the surrounding areas to the north and south are already developed with urban uses other than agricultural purposes. As a result, the Project would not indirectly cause changes in the environment that would convert other farmland to nonagricultural use. Therefore, impacts related to the conversion of farmland would be less than significant.

The Project site is located in a somewhat urbanized area of the City as described previously. There is no forest land in the vicinity of the Project site. Therefore, development of the proposed Project would not cause loss of forest land on or off-site or convert forest land to non-forest use. No impacts related to forest land or timberlands would occur.

5.1.7 CUMULATIVE IMPACTS

Agricultural Resources

The cumulative study area for agricultural resources for this Draft EIR is the County of Riverside, as these resources are regularly assessed on the countywide level as part of the State's FMMP. Throughout the County, numerous development projects exist that would result in the additional conversion of agricultural land, including Prime Farmland and Farmland of Statewide Importance, to nonagricultural uses. Agricultural use in the County has declined over the last several decades as the result of urban expansion and economic conditions. Consequently, the County and some incorporated cities within the County, have set forth goals and policies to protect agriculture within their individual General Plans. However, the County and incorporated cities within the County continue to plan for growth, including in the vicinity of the City of Menifee. Continued conversion of agricultural lands to urban uses would substantially reduce overall agricultural productivity in the City and the region. According to the City of Menifee General Plan EIR, the majority of the agricultural land in the City would be converted to non-agricultural uses. However, the overall decrease in farmland within the City was identified and planned for previously in the General Plan EIR. The Project would result only in the loss of "Farmland of Local Importance," which is not considered agricultural land as defined by PRC § 21060.1. As such, implementation of the Project would not contribute to the reduction of agricultural uses and farmland within the region and would not cumulatively contribute to the loss of agricultural resources. Given that the proposed conversion is consistent with the projected decline in agricultural uses by the General Plan EIR, the Project would not result in cumulatively considerable impacts to agricultural resources. Cumulative impacts would be less than significant.

Forest Resources

The cumulative study area for forestry resources is the County of Riverside as these resources are regularly assessed and mapped at the county-wide level. There are no forest resources or woodland vegetation within the immediate vicinity of the Project site and limited forest communities within the County. As discussed, Project implementation would not directly impact forest land, timberland, or timberland zoned Timberland Production. Therefore, the Project would not cumulatively contribute to forest resource impacts. Thus, cumulative impacts related to forest resources would not occur.

5.1.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

None.

Plans, Programs, or Policies

None.

5.1.9 PROJECT DESIGN FEATURES

None.

5.1.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact AG-1 and AG-5 would be less than significant.

5.1.11 MITIGATION MEASURES

None.

5.1.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact AG-1 and AG-5 would be less than significant.

5.1.13 REFERENCES

City of Menifee. (2013). *General Plan 2030, Open Space and Conservation Element*. Retrieved from City of Menifee: <https://www.cityofmenifee.us/221/General-Plan>

Department of Conservation. (2023, February). *California Important Farmland Finder*. Retrieved from California Department of Conservation: <https://maps.conservation.ca.gov/DLRP/CIFF/>

Riverside County Planning Department. (2015, December). *General Plan and Zoning*. Retrieved from Riverside County Planning Department: <https://planning.rctlma.org/general-plan-and-zoning/riverside-county-general-plan>

The Planning Center | DC & E. (2013, September). *General Plan Environmental Impact Report*. Retrieved from City of Menifee: <https://www.cityofmenifee.us/262/Environmental-Impact-Report>

5.2 Air Quality

5.2.1 INTRODUCTION

This section provides an overview of the existing air quality within the Project site and surrounding region, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the proposed Project. Mitigation measures are recommended as necessary to reduce significant air quality impacts. This analysis is based on the following City documents and reports prepared by Urban Crossroads and are included as appendices, specifically, Appendices B and G, to this Draft EIR:

- *City of Menifee General Plan 2030*, adopted 2013
- *City of Menifee General Plan 2030 Environmental Impact Report*, certified December 2013
- City of Menifee Municipal Code
- *Murrieta Road Warehouse Air Quality Impact Analysis*, prepared by Urban Crossroads, February 2024 (Appendix B)
- *Murrieta Road Warehouse Health Risk Assessment*, prepared by Urban Crossroads, February 2024 (Appendix G)

5.2.2 REGULATORY SETTING

5.2.2.1 Federal Regulation

United States Environmental Protection Agency

Criteria Air Pollutants

At the federal level, the United States Environmental Protection Agency (USEPA) has been charged with implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments to the CAA were made by Congress in 1990.

The CAA requires the USEPA to establish National Ambient Air Quality Standards (NAAQS). The USEPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead. Table 5.2-1 shows the NAAQS for these pollutants. The CAA also requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP). The CAA Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. The USEPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. If the USEPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

The USEPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. The USEPA's primary role at the state level is to oversee state air quality programs. The USEPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

Hazardous Air Pollutants

The USEPA has programs for identifying and regulating hazardous air pollutants (HAPs). Title III of the CAA Amendments directed the USEPA to promulgate national emissions standards for HAPs (NESHAP). The NESHAP may differ for major sources than for area sources of HAPs. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (tpy) of any HAP or more than 25 tpy of any combination of HAPs; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the USEPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring maximum achievable control technology (MACT). For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the USEPA promulgated health-risk-based emissions standards that were deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

Table 5.2-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO _x react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO_x)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO₂)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM₁₀)	24 hours	50 µg/m ³	150 µg/m ³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m ³	---		
Fine Particulate Matter (PM_{2.5})	24 hours	---	35 µg/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO _x , sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³		
Lead (Pb)	30 Day Average	1.5 µg/m ³	---	Disturbs gastrointestinal system, and causes anemia, kidney	Present source: lead smelters, battery manufacturing and

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
	Calendar Quarter	---	1.5 µg/m ³	disease, and neuromuscular and neurological dysfunction (in severe cases).	recycling facilities. Past source: combustion of leaded gasoline.
	Rolling 3-Month Average	---	0.15 µg/m ³		
Hydrogen Sulfide	1 hour	0.03 ppm	...	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
Sulfates (SO₄)	24 hour	25 µg/m ³	...	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	...	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See PM _{2.5} .

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter.

The CAA Amendments also required the USEPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions of, at a minimum, benzene, and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 required the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

5.2.2.2 State Regulations

California Air Resources Board

Criteria Air Pollutants

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of State and local air pollution control programs in California and for implementation of the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, requires CARB to establish the California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. Applicable CAAQS are shown in Table 5.2-1.

The CCAA requires all local air districts in the State to endeavor to achieve and maintain the CAAQS by the earliest practical date. The act specifies that local air districts shall focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides districts with the authority to regulate indirect sources.

Among CARB's other responsibilities are overseeing compliance by local air districts with California and federal laws, approving local air quality plans, submitting SIPs to the USEPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Diesel Regulations

The CARB and the Ports of Los Angeles and Long Beach have adopted several iterations of regulations for diesel trucks that are aimed at reducing diesel particulate matter (DPM). More specifically, the CARB Drayage Truck Regulation, the CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach “Clean Truck Program” (CTP) require accelerated implementation of “clean trucks” into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements.

Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to these regulatory requirements. Diesel emissions identified in this analysis therefore overstate future DPM emissions because not all these regulatory requirements are reflected in the modeling.

Toxic Air Contaminants

Air quality regulations also focus on toxic air contaminants (TACs). In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria air pollutants, for which acceptable levels of exposure can be determined and for which the ambient standards have been established. Instead, the USEPA and CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the MACT or best available control technology (BACT) for toxics and to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by the districts, establish the regulatory framework for TACs.

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Chapter 1047, Statutes of 1983]) (Health and Safety Code Section 39650 et seq.) and the Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) (AB 2588 [Chapter 1252, Statutes of 1987]) (Health and Safety Code Section 44300 et seq.). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted the USEPA’s list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an airborne toxics control measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

The Air Toxics Hot Spots Information and Assessment Act requires existing facilities emitting toxic substances above a specified level to prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (Handbook), which provides guidance concerning land use compatibility with TAC sources. Although it is not a law or adopted policy, the Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm’s way. Based on CARB’s Community Health Air Pollution Information System (CHAPIS), no major TAC sources are located in proximity to the Project area. In addition, CARB has promulgated the following specific rules to limit TAC emissions:

- **CARB Rule 2485** (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

- **CARB Rule 2480** (13 CCR Chapter 10 Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **CARB Rule 2477** (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to develop fuel economy standards for the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce fuel use and emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). CARB, EPA, and the U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy standards for model 2017-2025 vehicles, which are incorporated into the “Low Emission Vehicle” (LEV) Regulations.

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,
- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CALGreen) was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. CALGreen is updated on a regular basis, with the most recently approved update consisting of the 2022 California Green Building Code Standards that became effective January 1, 2023.

The 2022 CALGreen standards that reduce air quality emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors’ entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of

raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.

- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CALGreen Building Standards Code has been adopted by the City of Menifee Municipal Code in Chapter 8.06.

5.2.2.3 Regional Regulations

South Coast Air Quality Management District

Criteria Air Pollutants

The South Coast Air Quality Management District (SCAQMD) attains and maintains air quality conditions in the Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SCAQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, CAA Amendments, and CCAA. Air quality plans applicable to the proposed Project are discussed below.

Air Quality Management Plan

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and State CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin.

The 2012 AQMP was adopted by the SCAQMD Governing Board on December 12, 2012. The purpose of the 2012 AQMP for the Basin is to set forth a comprehensive and integrated program that will lead the region into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the Basin's commitment towards meeting the federal 8-hour ozone standards. The AQMP would also serve to satisfy recent USEPA requirements for a new attainment demonstration of the revoked 1-hour ozone standard, as well as a vehicle miles travelled (VMT) emissions offset demonstration. The 2012 AQMP, as approved by CARB, serves as the official SIP submittal for the federal 2006 24-hour $PM_{2.5}$ standard. In addition, the AQMP updates specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP. The 2012 AQMP set forth programs which require integrated planning efforts and the cooperation of all levels of government: local, regional, State, and federal.

In March 2017 AQMD finalized the 2016 AQMP, which continued to evaluate integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporated scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories. The RTP/SCS provides a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and Federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and use resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions.

The 2022 AQMP was adopted by the SCAQMD Governing Board on December 2, 2022. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 federal 8-hour ozone standard. SCAQMD proposes a total

of 49 control measures for the 2022 AQMP, including control measures focused on widespread deployment of zero emission and low NOx technologies through a combination of regulatory approaches and incentives.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations. Specific rules applicable to the proposed Project include the following:

Rule 203 – Permit to Operate. A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202. The equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Rule 403 – Fugitive Dust. SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM₁₀ generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.

- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

Rule 481 – Spray Coating. This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with SCAQMD Rule 1108.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1143 – Paint Thinners and Solvents. This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

Rule 2305 – Warehouse Indirect Source Rule. On May 7, 2021, the SCAQMD Governing Board approved Rule 2305. The stated purpose of the Indirect Source Rule “is to reduce local and regional emissions of nitrogen oxides and particulate matter, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses in order to assist in meeting state and federal air quality standards for ozone and fine particulate matter.” The rule applies to owners and operators of new and existing warehouses located in the South Coast Air Basin “with greater than or equal to 100,000 square feet of indoor space in a single building that may be used for warehousing activities by one or more warehouse operators.” The rule imposes a “Warehouse Points Compliance Obligation” (WPCO) on warehouse operators. Operators would be allowed to satisfy the WPCO by accumulating “Warehouse Actions and Investments to Reduce Emissions Points” (WAIRE Points) in a given 12-month period. WAIRE Points will be awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the SCAQMD.

5.2.2.4 Local Regulations

City of Menifee General Plan

The City of Menifee General Plan contains the following policies related to air quality that are applicable to the Project (City of Menifee, 2013):

Safety Element

Goal S-5 **A community that has reduced the potential for hazardous materials contamination.**

Policy S-5.6 Require all new industrial development projects and significant rehabilitation or expansion projects to reduce industrial truck idling by enforcing California's five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on-site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks. Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.

Goal S-7 **A community that has protected its sensitive structures, functions, and populations from the risks associated with climate change.**

Policy S-7.1 Continue to require environmental analysis for proposed projects which may produce harmful levels of greenhouse gas.

Policy S-7.4 Promote alternative forms of energy production such as solar or wind power.

Policy S-7.5 Promote the use of climate ready architecture designed to maintain adequate indoor climate with minimal energy use.

Policy S-7.9 Promote drought resistant landscaping to continue reducing water consumption and potential fuel sources.

Open Space and Conservation Element

Goal OSC-9 **Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.**

Policy OSC-9.1 Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.

Policy OSC-9.3 Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.

Policy OSC-9.4 Support the Riverside County Regional Air Quality Task Force, the Southern California Association of Government's Regional Transportation Plan/Sustainable Communities Strategy, and the South Coast Air Quality Management District's Air Quality Management Plan to reduce air pollution at the regional level.

Policy OSC-9.5 Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.

Circulation Element

Goal C-1 **A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.**

Policy C-1.5 Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.

City of Menifee Industrial Good Neighbor Policies

The purpose of the Good Neighbor Policies (Policies) is to provide local government and developers with ways to address environmental and neighborhood compatibility issues associated with permitting warehouse,

logistics and distribution facilities. The City of Menifee Industrial Good Neighbor Policies contains the following policies related to air quality that are applicable to the Project (City of Menifee, 2022):

General Performance Standards

- Policy 1** Truck traffic shall generally be routed to impact the least amount of sensitive receptors, (e.g., access locations, use of traffic control features, signage).
- Policy 2** To the maximum extent feasible, buildings shall be designed so that truck driveways and loading docks are oriented away from sensitive receptors to minimize impacts.
- Policy 5** Facilities shall be designed to provide adequate on-site parking and queuing for trucks/trailers away from sensitive receptors.
- Policy 6** Check-in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width of 12 feet) are permitted to achieve the required on-site truck queuing. The general queuing and spill-over of trucks onto surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public road right-of-way or adjacent to sensitive receptors.

Signage and Information

- Policy 1** Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.
- Policy 2** Anti-idling signs are required to be posted at warehouses to stipulate a 3-minute idling restriction.
- Policy 4** During construction, signs are required to be in public view with contact information for a designated representative of the building occupant and an SCAQMD representative who is designated to receive complaints about excessive dust, fumes, or odors on this site.

Site Design, Access, and Layout

- Policy 1** Buildings shall be set back a minimum of one foot for every one foot of building height, but no less than 25 feet, when adjacent to a sensitive receptor.
- Policy 2** Dock high doors shall be a minimum of 250' from the property line of adjacent sensitive receptors.

Air Quality

- Policy 1** In compliance with CEQA, conduct SCAQMD URBEMIS and EMFAC computer models to identify the significance of air quality impacts on sensitive receptors.
- a) Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project-specific and cumulative impact analysis.
 - b) Require "Health Risk Assessments" for industrial uses within 1,000 feet of sensitive receptors.
- Policy 2** Minimize the air quality impacts of trucks on sensitive receptors.
- a) Design facilities with queuing of trucks on-site and away from sensitive receptors.

- b) Prevent the queuing of trucks on street or elsewhere outside the facility.
- c) The installation of onsite electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use and require transport refrigeration units (TRUs) are proposed to be used.

Policy 3 Require Transportation Demand Management measures for industrial uses with over one hundred employees to reduce work related vehicle trips.

Policy 4 Use of electric power hand tools, forklifts, aerial lifts, material lifts, hoists, pressure washers, plate compacters, and air compressors, when feasible.

Policy 5 For buildings with 50 or more dock high doors, site plans are required to identify a planned location for future electric truck charging stations and install conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.

Policy 6 The following environmentally responsible construction practices are required:

- a) Use of the most readily available technology (CARD Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).
- b) Designate an area of the construction site where electric powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.
- c) The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.
- d) Streets adjacent to the development site shall be swept on a regular basis as determined by the City inspector to remove any construction related debris and dirt.
- e) Construction equipment maintenance records and data sheets, which includes equipment design specification and equipment emissions control tier classification, as well as any other records necessary to verify compliance with items listed above, shall be kept on-site and furnished by the City upon request.

5.2.3 ENVIRONMENTAL SETTING

5.2.3.1 Climate and Meteorology

The Project area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

5.2.3.2 Criteria Air Pollutants

The California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA) currently focus on the following air pollutants as indicators of ambient air quality: ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM₁₀), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM_{2.5}), and lead. These pollutants are referred to as "criteria air pollutants" because they are the most prevalent air pollutants known to be injurious to human health. Extensive health-effects criteria documents regarding the effects of these pollutants on human health and welfare have been prepared over the years.¹ Standards have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal Clean Air Act (CAA). California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (referred to as State Ambient Air Quality Standards, or State standards) and has adopted air quality standards for some pollutants for which there is no corresponding national standard, such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

¹ Additional sources of information on the health effects of criteria pollutants can be found at CARB and USEPA's websites at <http://www.arb.ca.gov/research/health/health.htm> and <http://www.epa.gov/air/airpollutants.html>, respectively.

Ozone

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air; but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs), and oxides of nitrogen (NO_x). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the USEPA and is based on its own exempt list. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth ("rainout"), or absorption by water molecules in clouds that later fall to earth with rain ("washout").

Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide

NO₂ is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO₂. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO₂. The combined emissions of NO and NO₂ are referred to as NO_x, which are reported as equivalent NO₂. Aside from its contribution to ozone formation, NO₂ can increase the risk of acute and chronic respiratory disease and reduce visibility. NO₂ may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide

SO₂ is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO₂ oxidizes in the atmosphere, it forms sulfur trioxide (SO₃). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO₂ aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. Long-term SO₂ exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter

PM₁₀ and PM_{2.5} consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM₁₀ and PM_{2.5} represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Particulate matter can also damage materials and reduce visibility. One common source of PM_{2.5} is diesel exhaust emissions.

PM₁₀ consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO₂ and ROG. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM₁₀ and PM_{2.5} are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning. PM_{2.5} can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH₃), NO_x, and SO_x.

Lead

Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates.

5.2.3.3 Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (DPM). DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data is available for DPM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk

in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

5.2.3.4 CO Hotspots

An adverse CO concentration, known as a “hot spot” is an exceedance of the State one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, and CO concentrations in the Project vicinity have steadily declined (Urban Crossroads, 2024).

5.2.3.5 Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person’s reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

5.2.3.6 Existing Conditions

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Project site is located within the Perris Valley area (SRA 24). The Perris Valley monitoring station is located approximately 3.6 miles northwest of the Project site and reports air quality statistics for O₃ for 2020 and 2021 and PM₁₀ for 2020. The Lake Elsinore monitoring station, which is located 7.9 miles southwest of the Project site in SRA 25, records air quality data for CO and NO₂ for 2020-2022 as well as O₃ for 2022 and PM₁₀ for 2021 and 2022. The Metropolitan Riverside County monitoring station, which is located 21.7 miles northwest of the Project site in SRA 23, records air quality data for PM_{2.5}. It should be noted that data from the Lake Elsinore and Metropolitan Riverside County monitoring stations was utilized in lieu of the Perris Valley monitoring station only in instances where data was not available.

Both CARB and the USEPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source Lead (Pb) air monitoring sites throughout the air district. As indicated in the monitoring results included in Table 5.2-2, the federal PM₁₀ standard had no exceedances in 2020, 2021, or 2022. The State PM₁₀ standard was exceeded 3 times in 2020, 4 times in 2021, and only 1 time in 2022. The PM_{2.5} federal standard had 2 exceedances in 2020, 13 exceedances in 2021, and no exceedances in 2022. The 1-hour

ozone State standard was exceeded 34 times in 2020, 25 times in 2021, and 17 times in 2022. The 8-hour ozone State and federal standard was exceeded 74 times in 2020, 60 times in 2021, and 37 times in 2022. In addition, the CO, and NO₂ standards were not exceeded in this area during the 3-year period. See Table 5.2-3, for attainment designations for the SCAB.

Table 5.2-2: Air Quality Monitoring Summary 2020-2022

Pollutant	Standard	2020	2021	2022
Ozone (O₃)				
Maximum Federal 1-Hour Concentration (ppm)	-	0.125	0.117	0.121
Maximum Federal 8-Hour Concentration (ppm)	-	0.106	0.094	0.091
Number of Days Exceeding Sate 1-Hour Standard	> 0.09 ppm	34	25	17
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	74	60	37
Carbon Monoxide (CO)				
Maximum Federal 1-Hour Concentration	> 35 ppm	0.9	0.9	0.9
Maximum Federal 8-Hour Concentration	> 20 ppm	0.7	0.8	0.6
Nitrogen Dioxide (NO₂)				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.044	0.044	0.037
Annual Federal Standard Design Value	-	0.009	0.007	0.007
Coarse Particulates (PM₁₀)				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 150 µg/m ³	64	89	91
Annual Federal Arithmetic Mean (µg/m ³)	-	29.7	21.4	19.8
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m ³	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m ³	3	4	1
Fine Particulates (PM_{2.5})				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 35 µg/m ³	50.70	77.60	32.10
Annual Federal Arithmetic Mean (µg/m ³)	> 12 µg/m ³	12.41	14.28	11.49
Number of Samples Exceeding Federal 24-Hour Standard	> 35 µg/m ³	2	13	0

Source: Air Quality Impact Analysis, 2024 (Appendix B).

µg/m³ = micrograms per cubic meter

ppm = parts per million

Data for O₃, CO, NO₂, PM₁₀, and PM_{2.5} was obtained from SCAQMD Air Quality Data Tables.

Table 5.2-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin (SCAB)

Criteria Pollutant	State Designation	Federal Designation
O ₃ – 1-hour standard	Nonattainment	--
O ₃ – 8-hour standard	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment

Criteria Pollutant	State Designation	Federal Designation
NO ₂	Attainment	Unclassifiable/Attainment
SO ₂	Attainment	Unclassifiable/Attainment
Pb ²	Attainment	Unclassifiable/Attainment

Source: Air Quality Impact Analysis, 2024 (Appendix B).

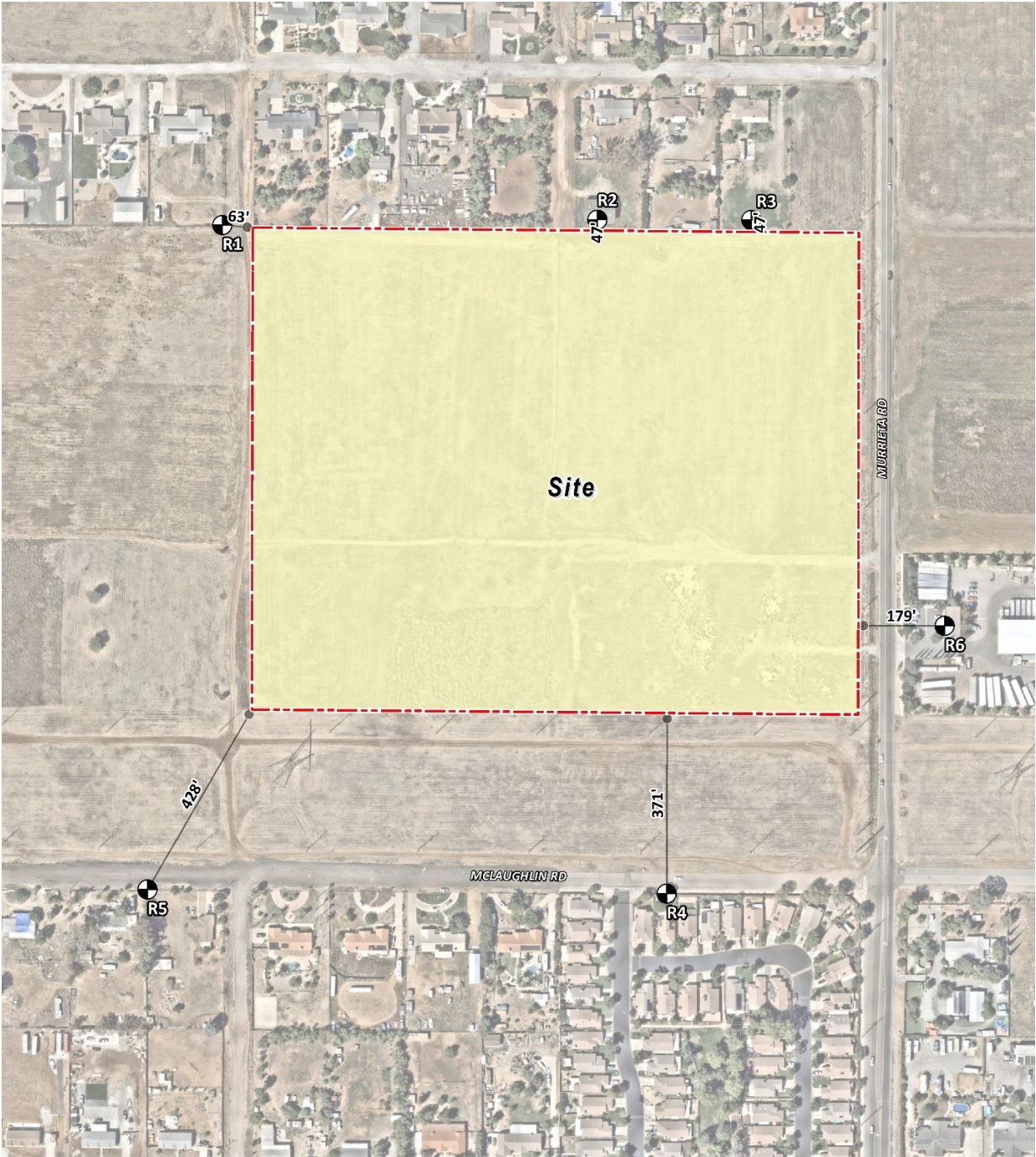
The 28.27-acre Project site is currently vacant but disturbed from previous agricultural activities and previous development. The site is vegetated by unplanned, non-native grasses as well as sparse shrubs.

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. The closest sensitive receptors to the Project site are residential uses located approximately 47 feet north of the Project site, as shown in Figure 5.2-1, *Sensitive Receptor Locations*.

² The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.

Sensitive Receptor Locations



LEGEND:
N
● Receptor Locations
— Distance from receptor to Project site boundary (in feet)

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5.2.4 THRESHOLDS OF SIGNIFICANCE

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.
- AQ-2 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.
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations.
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The Initial Study (Appendix A) established that the proposed Project would result in less than significant impacts related to AQ-4; therefore, no further assessment of this threshold is required in this Draft EIR.

Regional Significance Thresholds

The SCAQMD's most recent regional significance thresholds from March 2023 for regulated pollutants are listed in Table 5.2-4. The SCAQMD's CEQA air quality methodology provides that any projects that result in daily emissions that exceed any of the thresholds in Table 5.2-4 would be considered to have both an individually (project-level) and cumulatively significant air quality impact.

Table 5.2-4: SCAQMD Regional Air Quality Thresholds

Pollutant	Construction	Operations
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: Air Quality Impact Analysis, 2024 (Appendix B).

Local Significance Thresholds

SCAQMD has also developed localized significance thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of that pollutant for each of the 38 source receptor areas (SRAs) in the Basin. The localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by SCAQMD, were developed for use on projects that are less than or equal to 5-acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. SCAQMD recommends that proposed projects larger than five acres in area undergo air dispersion modeling to determine localized air quality.

For the proposed Project, the appropriate SRA for the LST is the Perris Valley area (SRA 24). However, because the Project site is greater than 5 acres in size, air dispersion modeling was performed for this

analysis consistent with the LST Methodology in order to determine whether Project emissions have the potential to result in exceedances of the NAAQS/CAAQS at nearby receptors as described in the Air Quality Analysis.

In order to estimate localized pollutant concentrations resulting from Project construction, the SCAQMD-approved American Meteorological Society/EPA Regulatory Model (AERMOD) dispersion model was utilized using the following variables:

Emissions Considered

Based on SCAQMD's *LST Methodology*, emissions for concern during construction activities are on-site NO_x, CO, PM_{2.5}, and PM₁₀. The *LST Methodology* clearly states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." As such, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered.

Dispersion Modeling

In order to estimate localized pollutant concentrations resulting from Project construction, the SCAQMD-approved American Meteorological Society/EPA Regulatory Model (AERMOD) dispersion model was utilized. The modeling approach utilized is discussed as follows:

Sources

In order to model worst-case conditions, the highest daily peak on-site emissions resulting from overlapping construction activity were modeled.

A ground level release height and a 1 meter (approximately 3.28 feet) initial vertical dimension (sigma z) were utilized for fugitive dust emissions of PM₁₀ and PM_{2.5} consistent with SCAQMD's LST guidance.

In order to account for equipment exhaust emissions from NO₂, CO, PM₁₀, and PM_{2.5} a release height of 5.0 meters was utilized consistent with SCAQMD's LST guidance.

Meteorological Data and Model Options

In order to account for meteorological conditions at the Project site, meteorological data from the SCAQMD's Perris monitoring station was utilized, as this is the nearest station to the Project site for which meteorological data is available. Additionally, a receptor height of 2 meters and regulatory default options were utilized consistent with SCAQMD's LST guidance.

Receptors

As previously stated, LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities.

Consistent with the LST Methodology, the nearest land use to the Project site where an individual could remain for 24 hours has been used to determine construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5}, since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time. The closest sensitive receptors to the Project site are residential uses at 25955 Floyd Avenue and 25875 Floyd Avenue, located approximately 47 feet north of the Project site. Table 5.2-5 lists the thresholds that are used to evaluate LST emissions.

Table 5.2-5: SCAQMD Localized Significance Thresholds

Pollutant	Ambient Air Quality Thresholds
NO₂	
1-hour average	0.18 ppm (State)
annual arithmetic mean	0.03 ppm (State) and 0.0534 ppm (federal)
PM₁₀	
24-hour average	10.4 µg/m ³ (construction)c & 2.5 µg/m ³ (operation)
annual average	1.0 µg/m ³
PM_{2.5}	
24-hour average	10.4 µg/m ³ (construction) & 2.5 µg/m ³ (operation)
CO	
1-hour average	20 ppm (State) and 35 ppm (federal)
8-hour average	9.0 ppm (State/federal)

Source: South Coast Air Quality Management District Ambient Air Quality Standards for Criteria Pollutants (2023).

CO = carbon monoxide

PM₁₀ = particulate matter less than 10 microns in size

NO₂ = nitrongen dioxide

PM_{2.5} = particulate matter less than 2.5 microns in size

5.2.5 METHODOLOGY

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the proposed Project, based on the maximum development assumptions that are outlined in Section 3.0, *Project Description*.

Air pollutant emissions associated with the proposed Project would result from construction equipment usage and from construction-related traffic. Additionally, emissions would be generated from operations of the future warehouses and from traffic volumes generated by this new use. The net increase in emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

AQMP Consistency

SCAQMD’s CEQA Handbook suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as the proposed General Plan land use and zoning designation changes) would be consistent or in conflict with the AQMP:

1. The project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
2. The project would not generate population and employment growth that would be inconsistent with SCAG’s growth forecasts.

Consistency Criterion No. 1 refers to the California Ambient Air Quality Standards (CAAQS). An impact would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD’s localized and regional significance thresholds.

Consistency Criterion No. 2 refers to the SCAG’s growth forecast and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG’s growth projections, which

are based, in part, on the general plans of cities and counties located within the SCAG region, and, in part, on SCAG's three Land Development Categories. Therefore, if the level of housing or employment related to the proposed Project are consistent with the applicable assumptions used in the development of the AQMP, the Project would not jeopardize attainment of the air quality levels identified in the AQMP.

Construction

Short-term construction-generated emissions of criteria air pollutants and ozone precursors from development of the Project were assessed in accordance with methods recommended by SCAQMD. The Project's regional emissions were modeled using the California Emissions Estimator Model (CalEEMod), as recommended by SCAQMD. CalEEMod was used to determine whether short-term construction-related emissions of criteria air pollutants associated with the proposed Project would exceed applicable regional thresholds and where mitigation would be required. The modeling was based on Project-specific data and predicted short-term construction-generated emissions associated with the Project and were compared with applicable SCAQMD regional thresholds for determination of significance.

In addition, to determine whether or not construction activities associated with development of the Project would create significant adverse localized air quality impacts on nearby sensitive receptors, air dispersion modeling was performed for this analysis consistent with the LST Methodology given that the Project site is greater than 5 acres in size. In order to estimate localized pollutant concentrations resulting from Project construction, the SCAQMD-approved American Meteorological Society/EPA Regulatory Model (AERMOD) dispersion model was utilized using the variables including sources, meteorological data and receptors. The daily total onsite combustion, mobile, and fugitive dust emissions associated with construction were included in the air dispersion model and evaluated against SCAQMD's LSTs.

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled according to the size and type of the land uses proposed. Mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the proposed Project. Trip generation rates are described in the Vehicle Miles Traveled Analysis (Appendix L) prepared for the proposed Project. Predicted long-term operational emissions were compared with applicable SCAQMD thresholds for determination of significance.

Trip Length

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2), 14.2 miles for 3-axle (MHDT) trucks, and 39.9 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. The trip length function for the industrial uses has been revised to 34.51 miles with an assumption of 100% primary trips.

Onsite Equipment Emissions

It is anticipated that the Project would utilize a 300-horsepower diesel-powered fire pump. For analytical purposes, it is anticipated that the emergency diesel generator would result in a maximum operating time of up to one hour per day, 1 day per week for up to 50 hours per year.

5.2.6 ENVIRONMENTAL IMPACTS

IMPACT AQ-1: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN.

Less than Significant Impact. The SCAQMD's 2022 AQMP is the applicable air quality plan for the proposed Project site. Pursuant to Criterion No.1, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations; as described previously, an impact related to Consistency Criterion No. 1 would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's localized and regional significance thresholds. As detailed below in Impact AQ-2, the Project would result in regional operational-source emissions that would not exceed the SCAQMD thresholds of significance. Therefore, the Project would not result in an increase in the frequency or severity of existing air quality violations and would not contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Therefore, the proposed Project would not result in an impact related to Consistency Criterion No. 1.

Regarding Consistency Criterion No. 2, the SCAQMD's 2022 AQMP is the applicable air quality plan for the proposed Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG form the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The proposed Project would be consistent with the City of Menifee General Plan land use designation of Economic Development Corridor (EDC), which allows a floor-area-ratio (FAR) of up to 1.0. The Project would be developed to a FAR of 0.48 which is within the allowed development intensity pursuant to the EDC-NG designation. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Menifee General Plan is considered to be consistent with the AQMP. Therefore, the Project is consistent with the SCAQMD 2022 AQMP and would not result in an impact related to Criterion No.2.

Overall, the Project would not result in an inconsistency with SCAG's regional growth forecast or result in increased regional air quality emissions that would exceed thresholds. Therefore, the proposed Project would not result in a conflict with, and would not obstruct, implementation of the AQMP and impacts would be less than significant.

IMPACT AQ-2: THE PROJECT WOULD NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD.

Construction

Less than Significant Impact. Construction activities associated with the Project would result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Pollutant emissions associated with construction would be generated from the following construction activities: (1) site preparation, grading, and excavation; (2) construction workers traveling to and from the Project site; (3) delivery and hauling of construction supplies to, and debris from, the Project site; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings; and (6) paving. These construction activities would temporarily create

emissions of dust, fumes, equipment exhaust, and other air contaminants. In addition, emissions would result from the import of approximately 30,000 cubic yards of soil during the grading phase.

Construction emissions are short-term and temporary. The maximum daily construction emissions for the proposed Project were estimated using CalEEMod; and the modeling includes compliance with SCAQMD Rules 403 and 1113 (described above), which are included as PPP AQ-1 and PPP AQ-2 and would reduce air contaminants during construction (Urban Crossroads, 2024). Table 5.2-6 provides the maximum daily emissions of criteria air pollutants from construction of the Project. As shown, emissions resulting from Project construction would not exceed the thresholds established by the SCAQMD and impacts would be less than significant.

Table 5.2-6: Maximum Peak Construction Emissions

Year	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2025	46.60	21.80	50.20	0.06	4.58	1.28
Winter						
2024	1.48	29.60	39.70	0.12	6.03	2.86
2025	1.33	12.90	29.50	0.04	3.62	0.96
Maximum Daily Emissions	46.60	29.60	50.20	0.12	6.03	2.86
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Air Quality Impact Analysis, 2024 (Appendix B).

Operation

Less than Significant Impact. Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as landscaping, applications of architectural coatings, and consumer products. Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Area source emissions would occur from operation of a 300-horsepower diesel fire pump, which would be regulated and require a permit from SCAQMD (PPP AQ-4). As shown in Table 5.2-7, the Project’s net operational activities would not exceed the numerical thresholds of significance established by the SCAQMD for emissions of any criteria pollutants and impacts would be less than significant.

Table 5.2-7: Summary of Peak Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	4.37	23.90	61.60	0.33	19.00	4.79
Area Source	16.60	0.20	23.2	<0.005	0.04	0.03
Energy Source	0	0	0	0	0	0
On-Site Equipment	0.00	0.00	0.00	0.00	0.00	0.00
Emergency Fire Pump	0.98	2.75	2.51	<0.005	0.14	0.14
Total Maximum Daily Emissions	21.95	26.85	87.31	0.33	19.18	4.96
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Winter						
Mobile Source	4.19	25.10	50.80	0.32	19.00	5.18
Area Source	12.80	0	0	0	0	0
Energy Source	0	0	0	0	0	0
On-Site Equipment	0.00	0.00	0.00	0.00	0.00	0.00
Emergency Fire Pump	0.98	2.75	53.30	0.32	0.14	0.14
Total Maximum Daily Emissions	17.97	27.85	104.10	0.64	19.14	5.32
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Air Quality Impact Analysis, 2024 (Appendix B).

Health Impacts of Emissions. The potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level. The SCAQMD and the San Joaquin Valley Unified Air Pollution Control District (SJVAPD), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and not likely to yield substantive information that promotes informed decision making. The SJVAPD, in its amicus curiae brief for the recent California Supreme Court decision in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, explained that “it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task.” The SJVAPD described a project-specific health impact analysis as “not practicable and not likely to yield valid information” because “currently available modeling tools are not well suited for this task.” The SJVAPD further noted that “the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional” cumulative impacts.

Most local agencies, including the City of Menifee, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project. The use of national or “generic” data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the Project’s air emissions without undue speculation. Instead, readers are directed to the Project’s air quality impact analysis above, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project’s construction and long-term operation.

As further discussed in Impact AQ-3, in response to *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, SCAQMD discusses that it may be infeasible to quantify health risks associated with criteria air pollutant emissions from projects similar to the proposed Project due to many factors. In contrast, for extremely large regional projects (unlike the proposed Project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs./day of NO_x and 89,180 lbs./day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O₃.

The proposed Project does not generate anywhere near 6,620 lbs/day of NO_x or 89,190 lbs/day of VOC emissions. As shown previously on Tables 5.2-6 and 5.2-7, the Project would generate up to 29.6 lbs/day

of NO_x during construction and net 28.6 lbs/day of NO_x during operations (0.45% and 0.44% of 6,620 lbs/day, respectively). The VOC emissions would be a maximum of 46.60 lbs/day during construction and net 22.18 lbs/day of during operations (0.05% and 0.025% of 89,190 lbs/day, respectively). Therefore, the emissions are not sufficiently high enough to use a regional modeling program to correlate health effects from criteria pollutants on a basin-wide level.

Notwithstanding, this EIR does analyze localized operational impacts associated with the Project’s emissions below under Impact AQ-3 and concludes that such impacts would be less than significant. The SCAQMD’s Localized Significance Thresholds (“LST”) represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard with implementation of mitigation. LST’s are developed based on the ambient concentrations of each particular pollutant for each source receptor area and the distance to the nearest sensitive receptor. Therefore, the Project would not generate emissions on a localized scale that are expected to result in an exceedance of applicable standards, which are intended to be protective of public health. As discussed above, the Project’s regional emissions would be less than the SCAQMD’s regional thresholds. As discussed above, given the regional nature of such emissions and numerous unpredictable factors, an analysis that correlates health with regional emissions is not possible. It should also be noted that the EIR does identify health concerns related to criteria pollutant emissions. Table 5.2-1 includes a list of criteria pollutants and summarizes common sources and effects. Thus, the EIR’s analysis is reasonable and intended to foster informed decision making and the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant.

IMPACT AQ-3: THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

CO Hotspots

Less than Significant Impact. An adverse CO concentration, known as a “hot spot,” would occur if an exceedance of the State’s one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. The 2003 AQMP estimated traffic volumes that could generate CO concentrations to result in a “hot spot.” As shown on Table 5.2-8, the busiest intersection, at Wilshire Boulevard and Veteran Avenue, has a daily traffic volume of approximately 100,000 vph and AM/PM traffic volumes of 8,062 vph and 7,719 vph respectively. Further, the 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm which indicates that if the daily traffic volume increased four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).

Table 5.2-8: Traffic Volumes for Intersections Evaluated in 2003 AQMP

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (a.m./p.m.)	Westbound (a.m./p.m.)	Southbound (a.m./p.m.)	Northbound (a.m./p.m.)	Total (a.m./p.m.)
Wilshire Blvd-Veteran Ave	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset Blvd-Highland Ave	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega Blvd-Century Blvd	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach Blvd-Imperial Hwy	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Source: Air Quality Impact Analysis, 2024 (Appendix B).

Operation of the proposed Project at buildout during AM peak hour would result in a total of 65 new trips through area intersections and a total of 88 new trips in the PM peak hour through area intersections. These trips would be distributed throughout the vicinity of the Project would not result in daily traffic volumes of 400,000 vehicles per day or more. As such, Project-related traffic volumes, in combination with the regional

intersections with the highest traffic volumes, are significantly less than the traffic volumes identified in the 2003 AQMP that would be considered high enough to generate a CO “hot spot”. Therefore, impacts related to CO “hot spots” from operation of the proposed Project would be less than significant.

Localized Construction Air Quality Impacts

Less than Significant Impact. As discussed previously, the daily construction emissions generated onsite by the proposed Project are evaluated against SCAQMD’s LST thresholds, which would consist of the most stringent applicable NAAQS and CAAQS at the maximally exposed receptor location for construction activities, to determine whether the emissions would cause or contribute to adverse localized air quality impacts.

The appropriate SRA for the LST analysis is the Perris Valley (SRA 24). The closest sensitive receptors to the Project site are residential uses at 25955 Floyd Avenue and 25875 Floyd Avenue, located approximately 47 feet north of the Project site.

As shown in Table 5.2-9, emissions during the peak construction activity would not exceed the SCAQMD’s localized significance thresholds at the nearest sensitive receptor location. In addition, all other modeled sensitive receptor locations in the study area would experience a smaller concentration than the maximally exposed receptor location and therefore a smaller impact. As such, the Project’s localized impacts during construction activities would be less than significant.

Table 5.2-9: Localized Significance Construction-Source Peak Emissions

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.05	0.03	1.83E-02	2.86	1.37
Background Concentration ^A	0.9	0.8	0.044		
Total Concentration	0.95	0.83	0.06	2.86	1.37
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Exceeds Threshold?	NO	NO	NO	NO	NO

Source: Air Quality Impact Analysis, February 2024. (Appendix B)

Localized Operational Air Quality Impacts

Less than Significant Impact. In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, California Supreme Court held that an EIR’s air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in Appendix 10.1 of the *Brief of Amicus Curiae* by the SCAQMD in the Friant Ranch case (April 6, 2015), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The *Brief* states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)). Even where a health risk assessment can

be prepared, however, the resulting maximum health risk value is only a calculation of risk-it does not necessarily mean anyone will contract cancer as a result of the Project. The *Brief* also cites the author of the CARB methodology, which reported that a PM_{2.5} methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify O₃-related health impacts caused by NO_x or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The *Brief* concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects, the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs./day of NO_x and 89,180 lbs./day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O₃.

The proposed Project would not generate anywhere near 6,620 lbs/day of NO_x or 89,190 lbs/day of VOC emissions. As shown previously on Tables 5.2-6 and 5.2-7:

- The Project would generate up to 29.6 lbs/day of NO_x during construction and net 28.6 lbs/day of NO_x during operations (0.45% and 0.44% of 6,620 lbs/day, respectively).
- The VOC emissions would be a maximum of 46.60 lbs/day during construction and net 22.18 lbs/day of during operations (0.05% and 0.025% of 89,190 lbs/day).

To be conservative, emissions including all on-site Project-related stationary (area) sources and on-site Project-related mobile emissions were modeled. Further, to account for on-site mobile emissions, a trip length of 0.75 miles was utilized for both trucks and passenger cars. As shown on Table 5.2-10, emissions during peak operational activity of the Project would not exceed the SCAQMD’s localized significance thresholds for any criteria pollutant at the nearest sensitive receptor.

Table 5.2-10: Localized Significance Operation-Source Peak Emissions

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	2.72E-02	1.27E-02	3.01E-03	0.26	0.11
Background Concentration ^A	0.9	0.8	0.044		
Total Concentration	0.93	0.81	0.05	0.26	0.11
SCAQMD Localized Significance Threshold ^B	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

Source: Air Quality Impact Analysis, February 2024. (Appendix B)

Further, the emissions are not sufficiently high to use a regional modeling program to correlate health effects on a basin-wide level. Notwithstanding, this evaluation does evaluate each of the Project’s development scenarios localized impacts to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the onsite emissions to the SCAQMD’s applicable LST thresholds. In addition, a Construction and Operational Health Risk Assessment was prepared, which is discussed below. As such, the proposed Project would not result in emissions that exceeded the SCAQMD’s LSTs. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or State ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5}.

Diesel Mobile Source Health Risk

A Construction and Operational Health Risk Assessment (HRA), included as Appendix G, was prepared to evaluate the health risk impacts as a result of exposure to DPM as a result of heavy-duty diesel trucks traveling to and from the site, maneuvering onsite, and entering and leaving the site during construction and operation of the proposed building.

The location of truck activity during construction and operational activities is shown on Figures 5.2-2 through 5.2-4. Onsite truck idling was estimated to occur as trucks enter and travel through the facility. Although the proposed uses are required to comply with CARB's idling limit of 5 minutes, SCAQMD recommends that the onsite idling emissions should be estimated for 15 minutes of truck idling, which takes into account onsite idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

SCAQMD recommends using a risk level of 10 in one million as the cancer risk threshold. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time. For non-cancer health effects, risks are expressed with a "Hazard Index." If a Hazard Index is less than 1.0, then non-cancer health effects are not expected. A Hazard Index above 1.0 indicates that a non-cancer health effect is possible.

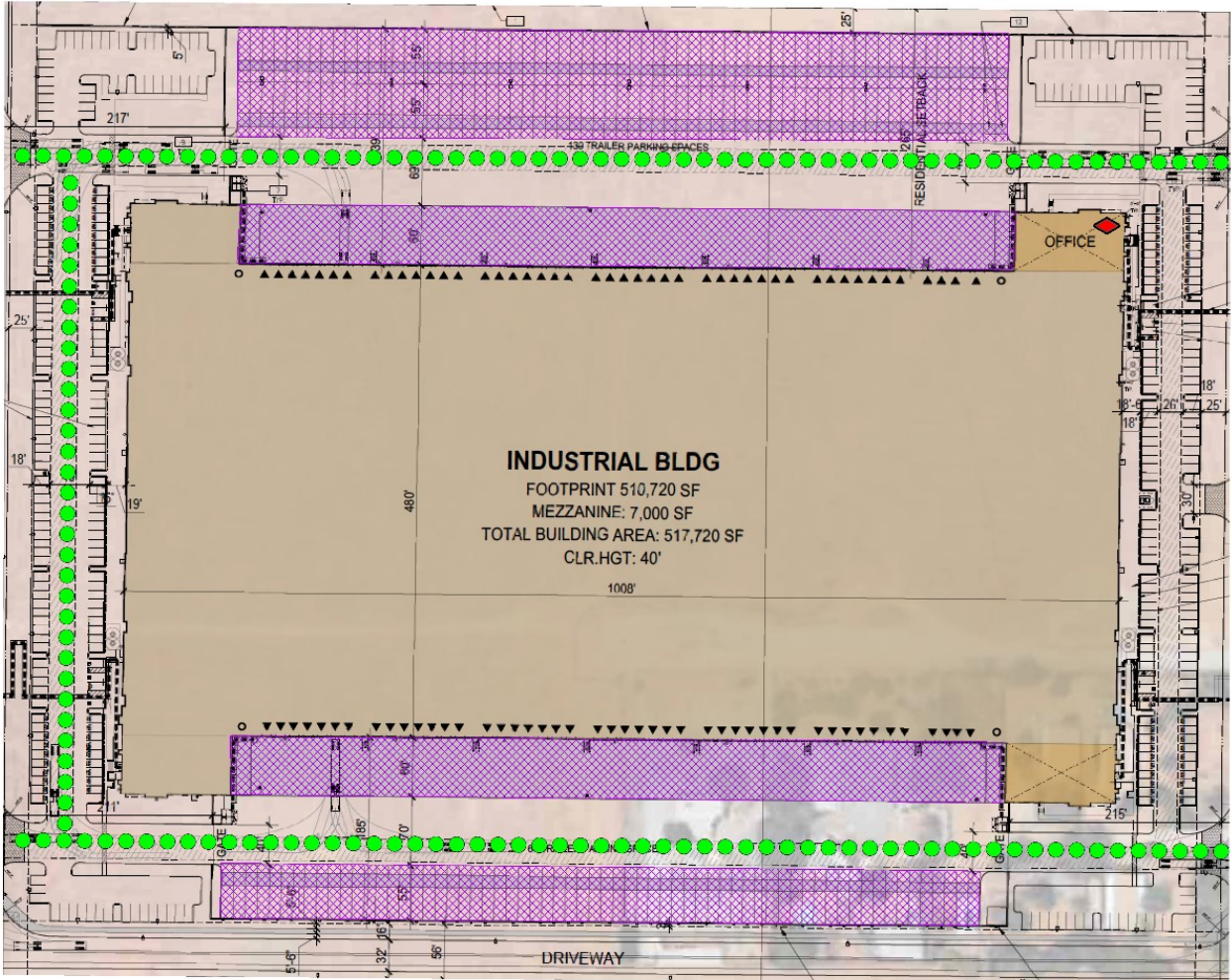
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Construction Emissions Sources



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Onsite Emission Sources



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Project Off-site Truck Emissions Sources



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Construction Impacts

The land use with the greatest potential exposure to Project construction-source DPM emissions is Location R3 which is located approximately 47 feet north of the Project site at an existing residence located at 25955 Floyd Avenue. R3 is placed in the private outdoor living area (backyard) facing the Project site. As shown in Table 5.2-11, the maximum individual cancer risk (MICR) attributable to Project construction-source DPM emissions is estimated at 0.77 in one million, which is less than the SCAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. Location R3 is the nearest receptor to the Project site and would experience the highest concentrations of DPM during Project construction due to meteorological conditions at the site. Because all other modeled receptors would experience lower concentrations of DPM during Project construction, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MICR identified. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. As such, construction of the Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

Table 5.2-11: Summary of Construction Cancer and Non-Cancer Risks

Time Period	Location	Maximum Lifetime Cancer Risk (per million)	Significance Threshold (per million)	Exceeds Significance Threshold?
1.00 Year Exposure	Maximum Exposed Sensitive Receptor (Location R3)	0.77	10	No
Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold?
Annual Average	Maximum Exposed Sensitive Receptor (Location R3)	<0.01	1.0	No

Source: Health Risk Assessment, February 2024 (Appendix B)

Operational Impacts

This analysis considers two scenarios that differ in the truck routing on local roadways, consistent with the Murrieta Road Warehouse Project Traffic Impact Analysis, included as Appendix K (*EPD Solutions, 2024*). Under Scenario 1, all inbound trucks would access the Project site via Murrieta Road, while all outbound trucks would utilize Geary Street. Under Scenario 2, all inbound trucks and 35% of outbound trucks would utilize Murrieta Road, while 65% of outbound trucks would utilize Geary Street. The total daily truck trips, and thus emissions, would be identical for both scenarios.

Residential Exposure

As described in the Operational Health Risk Assessment (Appendix G), the residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R3 which is located approximately 47 feet north of the Project site at an existing residence located at 25955 Floyd Avenue. R3 is placed in the private outdoor living area (backyard) facing the Project site (*Urban Crossroads, 2024*). At this location, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 3.02 in one million under Scenario 1 and 3.04 in one million under Scenario 2, neither of

which would exceed the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤ 0.01 under both scenarios, which would not exceed the applicable significance threshold of 1.0.

Location R3 is the nearest receptor to the Project site and would experience the highest concentrations of DPM from Project operation due to its location and meteorological conditions at the Project site. Because all other modeled receptors would be exposed to lower concentrations of DPM, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MICR. As such, the Project would not cause a significant human health or cancer risk to nearby residences.

Worker Exposure

The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R6, which represents the potential worker receptor located approximately 179 feet east of the Project site. The maximally exposed individual worker (MEIW) is the worker receptor location that would experience the highest modeled concentrations of DPM, and thus the highest risk. At the MEIW, the maximum incremental cancer risk impact is 0.11 in one million under both Scenario 1 and Scenario 2, both of which are less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be ≤ 0.01 under both scenarios, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors would be exposed to lower concentrations of DPM, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers.

School Child Exposure

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more robust than, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above.

There are no schools within $\frac{1}{4}$ mile of the Project site. The nearest school is Hans Middle School, which is located approximately 9,600 feet southeast of the Project site. Because there is no reasonable potential that TAC emissions would cause significant health impacts at distances of more than $\frac{1}{4}$ mile from the air pollution source, there would be no significant impacts that would occur to any schools in the vicinity of the Project.

As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project operational activity. As such, operation of the Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

5.2.7 CUMULATIVE IMPACTS

As described in Impact AQ-1 above, the SCAQMD 2022 AQMP evaluates regional conditions within the Basin and sets regional emission significance thresholds for both construction and operation of development projects that apply to project-specific impacts and cumulatively-considerable impacts. Therefore, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impact AQ-2 above, emissions from construction would not exceed regional or localized air quality thresholds. As a result, emissions from construction of the proposed Project would not be cumulatively considerable, and cumulative air quality impacts would be less than significant. Additionally, emissions from Project operation would not exceed SCAQMD's thresholds for any criteria pollutant at the regional or local

level after implementation of existing regulations. Therefore, operational source emissions would not be cumulatively considerable and would be less than significant.

As discussed in Impact AQ-3, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction or operation activity. Therefore, impacts on human health risks would not be cumulatively considerable and would be less than significant.

5.2.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES.

Existing Regulations

State

- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Regional

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1186: Street Sweeping
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD Rule 2305: Indirect Source Rule

Plans, Programs, or Policies

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

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

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

PPP AQ-3: Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines. The Project is required to obtain a permit from SCAQMD for the proposed diesel fire pump and would be required to comply with Rule 1470, regulating the use of diesel-fueled internal combustion engines.

PPP AQ-4: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such

quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

5.2.9 PROJECT DESIGN FEATURES

None.

5.2.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of existing regulations, Impacts AQ-1, AQ-2, and AQ-3 would be less than significant.

5.2.11 MITIGATION MEASURES

None.

5.2.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulations, Impacts AQ-1, AQ-2, and AQ-3 would be less than significant.

5.2.13 REFERENCES

Air Resources Board. (2005). *Air Quality and Land Use Handbook: A Community Health Perspective*.

City of Menifee. (2013). *General Plan 2030*. Retrieved from City of Menifee: <https://www.cityofmenifee.us/221/General-Plan>

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South Coast Air Quality Management District. (2008). *Final Localized Significance Threshold Methodology*.

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5.3 Biological Resources

5.3.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to biological resources. The information and analysis herein rely on the following technical reports and documents regarding the biological resources and conditions of the Project site.

- *General Biological Assessment for the Menifee Ares Industrial Development*, prepared by Hernandez Environmental Services, October 2023 (Appendix C)
- *City of Menifee General Plan 2030*, adopted 2013
- *City of Menifee General Plan 2030 Environmental Impact Report*, certified December 2013
- City of Menifee Development Code

5.3.2 REGULATORY SETTING

5.3.2.1 Federal Regulations

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 defines an endangered species as “any species which is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species which is likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range.” Under provisions of Section 9(a)(1)(B) of the FESA, unless properly permitted, it is unlawful to “take” any endangered or threatened listed species. “Take” is defined in Section 3(18) of FESA as: “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Further, the United States Fish and Wildlife Service (USFWS), through regulation, has interpreted the terms “harm” and “harass” to include certain types of habitat modification as forms of “take.” These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action which could affect a federally listed plant or animal species, the property owner and agency are required to consult with USFWS pursuant to Section 7 of the FESA if there is a federal nexus, or consult with USFWS and potentially obtain a permit pursuant to Section 10 of the FESA in the absence of a federal nexus. Section 9(a)(2)(b) of the FESA addresses the protections afforded to listed plants.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) protects individuals as well as any part, nest, or eggs of any bird listed as migratory. In practice, federal permits issued for activities that potentially impact migratory birds typically have conditions that require pre-disturbance surveys for nesting birds. In the event nesting is observed, a buffer area with a specified radius must be established, within which no disturbance or intrusion is allowed until the young have fledged and left the nest, or it has been determined that the nest has failed. If not otherwise specified in the permit, the size of the buffer area varies with species and local circumstances (e.g., presence of busy roads, intervening topography, etc.), and is based on the professional judgment of a monitoring biologist. A list of migratory bird species protected under the MBTA is published by USFWS.

5.3.2.2 State Regulations

California Endangered Species Act

Under the California's Endangered Species Act (CESA) (Fish and Game Code § 2050 et seq.), California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Informally listed species are not protected per se but warrant consideration in the preparation of biological resource assessments. For some species, the California Natural Diversity Database (CNDDDB) is only concerned with specific portions of the life history, such as roosts, rookeries, or nest areas. The California Department of Fish and Wildlife (CDFW) administers CESA and enforces relevant statutes from the California Fish and Game Code and Title 14 of the California Code of Regulations (CCR).

California Rare Plant Ranks (CRPR)

The California Native Plant Society (CNPS) maintains a list of special-status plant species based on collected scientific information. Although CNPS's designations have no legal status or protection under federal or State endangered species legislation (CNPS 2015), three designations meet the criteria of Section 15380 of the CEQA Guidelines—CRPR 1A, plants presumed extinct; CRPR 1B, plants rare, threatened, or endangered in California and elsewhere; and CRPR 2, plants rare, threatened, or endangered in California, but more numerous elsewhere.

California Fish and Game Code, Sections 3503.5, 3511, 3515

Section 3503.5 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515 states that it is unlawful to take any non-game migratory bird protected under the MBTA.

Native Plant Protection Act of 1977

This act (Fish and Game Code § 1900 et seq.) directed CDFW to “preserve, protect and enhance rare and endangered plants in this State.” It gave the California Fish and Game Commission the power to designate native plants as “endangered” or “rare” and protect endangered and rare plants from take. CESA, which came later, entered all “rare” animals as “threatened” species, but not rare plants. Thus, there are three listings for plants in California: rare, threatened, and endangered. Because rare plants are not included in CESA, mitigation measures for impacts to rare plants are specified in a formal agreement between CDFW and the project proponent.

5.3.2.3 Local and Regional Regulations

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The Western Riverside County MSHCP was adopted by Riverside County on June 17, 2003. The MSHCP is a comprehensive, multijurisdictional Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of FESA, as well as a Natural Community Conservation Plan (NCCP) pursuant to the California Fish and Game Code. As long as compliance with the policies and requirements of the MSHCP is maintained, participants in the MSHCP, which include Riverside County and 18 cities, are allowed to authorize incidental take of covered

plant and wildlife species. The MSHCP defines two distinct consistency processes for development projects based on their location within the MSHCP's coverage area, with separate processes for projects located outside of Criteria Areas and those within a Criteria Area.

The Project site is located within the Western Riverside County MSHCP Menifee Valley Area Plan. The Project site is not located within a Criteria Cell or Cell Group, within plan-defined areas requiring surveys for criteria area species. The Project site is also not located within plan-defined areas requiring surveys for amphibian species, or mammalian species. The Project site is also not located within or adjacent to the Western Riverside County MSHCP Conservation Area. However, the Project site is within the Western Riverside County MSHCP burrowing owl (*Athene cunicularia*) survey area as well the Western Riverside County MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) pursuant to Section 6.1.3 of the MSHCP.

City of Menifee General Plan

The City of Menifee General Plan contains the following policies related to biological resources that are applicable to the Project.

- Goal OSC-8** Protected biological resources, especially sensitive and special status wildlife species and their natural habitats.
- Policy 8.1** Work to implement the Western Riverside County Multiple Species Habitat Conservation Plan in coordination with the Regional Conservation Authority.
- Policy 8.2** Support local and regional efforts to evaluate, acquire, and protect natural habitats for sensitive, threatened, and endangered species occurring in and around the city.
- Policy 8.3** Partner with non-profit agencies at the local, regional, state, and federal level to fulfill the obligations of the MSHCP to preserve and protect significant biological resources.
- Policy 8.4** Identify and inventory existing natural resources in the City of Menifee.
- Policy 8.5** Recognize the impacts new development will have on the city's natural resources and identify ways to reduce these impacts.
- Policy 8.6** Pursue opportunities to help the public understand and appreciate Menifee's biological resources.
- Policy 8.7** Manage the recreational use of the city's unimproved open space areas for compatibility with sensitive biological resources as well as MSHCP Conservation Areas.
- Policy 8.8** Implement and follow MSHCP goals and policies when making discretionary actions pursuant to Section 13 of the Implementing Agreement.

City of Menifee Development Code

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

5.3.3 ENVIRONMENTAL SETTING

The 28.27-acre 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 Project site is relatively flat with elevations on the site ranging from 1,420 feet above mean sea level (AMSL) to 1,440 feet AMSL. According to the United States Department of Agriculture (USDA) Web Soil Survey, two soil classes occur on the Project site. Soils on the Project site are classified as Auld clay (AuC) and Poterville clay (PsC), with 2 to 8 percent slopes.

The Project site is bound by Murrieta Road to the east and Geary Street to the west. The Project site is also bordered by single family rural residences to the north and by a utility easement to the south. The majority of the surrounding land remains as rural residences and vacant land with some newer residential neighborhoods situated to the south of the subject property. Additionally, the offsite improvement area consists of 1.8 acres of dirt road. The offsite improvement area is also relatively flat and is surrounded by rural single-family residences and vacant land to the east and west.

5.3.3.1 Vegetation Communities

The Project site contains three habitat types which includes approximately 25 acres of ruderal habitat, 4.68 acres of disturbed areas (including the 1.8 acres of offsite Project area), and 0.02 acre of ruderal storm drain. The ruderal habitat found on the Project site is heavily disturbed with evidence of mowing and tilling. The ruderal habitat is dominated by non-native plant species; however, some native species are present. Plant species found in this habitat type include common wall barley (*Hordeum murinum*), cheatgrass (*Bromus tectorum*), slender oat (*Avena barbata*), ripgut brome (*Bromus diandrus*), shortpod mustard (*Hirschfeldia incana*) and prickly lettuce (*Lactuca serriola*). The disturbed habitat found within the onsite and offsite Project areas are characterized by primarily unvegetated areas disturbed by previous development, paved areas, and dirt roads. Additionally, the ruderal storm drain area is dominated by non-native plant species; however, some native species are present. Plant species found in this habitat type include common sunflower (*Helianthus annuus*), wall barley (*Hordeum murinum*), slim oats, narrow leaved plantain (*Plantago lanceolata*), and Maltese star thistle (*Centaurea melitensis*).

5.3.3.2 Special-Status Plant Species

A total of 18 plant species are listed as State and/or federally Threatened, Endangered, Rare, or Candidate species; or are 1B.1 listed plants on the CNPS Rare Plant Inventory. Table 5.3-1 shows special-status plant species known to exist in the region. No special-status plant species were observed onsite during the field survey. Additionally, based on habitat requirements for these species and the availability, the quality of onsite habitat, and the routine onsite disturbances, it was determined that no special-status plant species have potential to occur onsite and are all presumed absent (Hernandez 2023).

Table 5.3-1: Potential Special Status Plant Species List

Species Name	Common Name	Status	Habitat	Potential to Occur
Abronia villosa	Abronia villosa	1B.1	Chaparral Coastal scrub Desert dunes	No suitable habitat is present on site. This species is not present.
Allium marvinii	Yucaipa onion	1B.2	Chaparral	No suitable habitat is present on site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Allium munzii	Munz's onion	1B.1, Federal threatened, and CA threatened	Chaparral Cismontane woodland Coastal scrub Pinon & juniper woodlands Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
Almutaster pauciflorus	alkali marsh aster	2B.2	Meadow & seep	No suitable habitat is present on site. This species is not present.
Ambrosia pumila	San Diego ambrosia	1B.1 and Federal threatened	Chaparral Coastal scrub Valley & foothill grassland	Marginally suitable habitat is present on site. However, the species was not observed during focused surveys. This species is not present.
Arctostaphylos rainbowensis	Rainbow manzanita	1B.1	Chaparral Ultramafic	No suitable habitat is present on site. This species is not present.
Astragalus pachypus var. jaegeri	Jaeger's milkvetch	1B.1	Chaparral Cismontane woodland Coastal scrub Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
Atriplex coronata var. notator	San Jacinto Valley crowscale	1B.1 and Federal endangered	Alkali playa Valley & foothill grassland Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
Atriplex parishii	Parish's brittlescale	1B.1	Alkali playa Chenopod scrub Meadow & seep Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
Atriplex serenana var. davidsonii	Davidson's saltscale	1B.2	Coastal bluff scrub Coastal scrub	No suitable habitat is present on site. This species is not present.
Ayenia compacta	California ayenia	2B.3	Desert wash Mojavean desert scrub Sonoran desert scrub	No suitable habitat is present on site. This species is not present.
Brodiaea filifolia	thread-leaved brodiaea	1B.1, Federal endangered, and CA endangered	Chaparral Cismontane woodland Coastal scrub Valley & foothill grassland Vernal pool Wetland	No suitable habitat is present on site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Brodiaea santarosae</i>	Santa Rosa Basalt brodiaea	1B.2	Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Calochortus plummerae</i>	Plummer's mariposa-lily	4.2	Chaparral Cismontane woodland Coastal scrub Lower montane coniferous forest Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Calochortus weedii</i> var. <i>intermedius</i>	Intermediate mariposa-lily	1B.2	Chaparral Coastal scrub Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Caulanthus simulans</i>	Payson's jewelflower	4.2	Chaparral Coastal scrub	No suitable habitat is present on site. This species is not present.
<i>Centromadia pungens</i> ssp. <i>laevis</i>	smooth tarplant	1B.1	Alkali playa Chenopod scrub Meadow & seep Riparian woodland Valley & foothill grassland Wetland	No suitable habitat is present on site. This species is not present.
<i>Chorizanthe parryi</i> var. <i>parryi</i>	Parry's spineflower	1B.1	Chaparral Cismontane woodland Coastal scrub Valley & foothill grassland	Marginally suitable habitat is present on site. However, the species was not observed during focused surveys. This species is not present.
<i>Chorizanthe polygonoides</i> var. <i>longispina</i>	long-spined spineflower	1B.2	Chaparral Coastal scrub Meadow & seep Ultramafic Valley & foothill grassland Vernal pool	No suitable habitat is present on site. This species is not present.
<i>Clinopodium chandleri</i>	San Miguel savory	1B.2	Chaparral Cismontane woodland Coastal scrub Riparian woodland Ultramafic Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Cryptantha wigginsii</i>	Wiggins' cryptantha	1B.2	Coastal scrub	No suitable habitat is present on site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Dodecahema leptoceras	slender-horned spineflower	1B.1, Federal endangered, and CA endangered	Chaparral Cismontane woodland Coastal scrub	No suitable habitat is present on site. This species is not present.
Dudleya multicaulis	many-stemmed dudleya	1B.2	Chaparral Coastal scrub Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
Eryngium aristulatum var. parishii	San Diego button-celery	1B.1, Federal endangered and CA endangered	Coastal scrub Valley & foothill grassland Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
Geothallus tuberosus	Campbell's liverwort	1B.1	Coastal scrub Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
Harpagonella palmeri	Palmer's grapplinghook	4.2	Chaparral Coastal scrub Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
Hesperocyparis forbesii	Tecate cypress	1B.1	Chaparral Closedcone Coniferous forest	No suitable habitat is present on site. This species is not present.
Juncus luciensis	Santa Lucia dwarf rush	1B.2	Chaparral Great Basin scrub Lower montane coniferous forest Meadow & seep Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	1B.1	Alkali playa Marsh & swamp Salt marsh Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
Lepidium virginicum var. robinsonii	Robinson's pepper-grass	4.3	Chaparral Coastal scrub	No suitable habitat is present on site. This species is not present.
Lilium parryi	lemon lily	1B.2	Lower montane coniferous forest Meadow & seep Riparian forest Upper montane coniferous forest Wetland	No suitable habitat is present on site. This species is not present.
Limnanthes alba ssp. parishii	Parish's meadowfoam	1B.2 and CA endangered	Lower montane coniferous forest Meadow & seep Vernal pool Wetland	No suitable habitat is present on site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Monardella hypoleuca</i> ssp. <i>intermedia</i>	Intermediate monardella	1B.3	Chaparral Cismontane woodland Lower montane coniferous forest	No suitable habitat is present on site. This species is not present.
<i>Myosurus minimus</i> ssp. <i>apus</i>	little mousetail	3.1	Valley & foothill grassland Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
<i>Nama stenocarpa</i>	mud nama	2B.2	Marsh & swamp Wetland	No suitable habitat is present on site. This species is not present.
<i>Navarretia fossalis</i>	Spreading navarretia	1B.1 and Federal threatened	Alkali playa Chenopod scrub Marsh & swamp Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
<i>Navarretia prostrata</i>	prostrate vernal pool navarretia	1B.2	Coastal scrub Meadow & seep Valley & foothill grassland Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
<i>Orcuttia californica</i>	California Orcutt grass	1B.1, Federal threatened, and CA threatened	Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
<i>Pseudognaphalium leucocephalum</i>	white rabbitobacco	2B.2	Chaparral Cismontane woodland Coastal scrub Riparian woodland	No suitable habitat is present on site. This species is not present.
<i>Scutellaria bolanderi</i> ssp. <i>austromontana</i>	southern mountains skullcap	1B.2	Chaparral Cismontane woodland Lower montane coniferous forest	No suitable habitat is present on site. This species is not present.
<i>Sibaropsis hammittii</i>	Hammitt's claycress	1B.2	Chaparral Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Sidalcea neomexicana</i>	salt spring checkerbloom	2B.2	Alkali playa Chaparral Coastal scrub Lower montane coniferous forest Mojavean desert scrub Wetland	No suitable habitat is present on site. This species is not present.
Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	None	Riparian forest	Not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Southern Cottonwood Willow Riparian Forest	Southern Cottonwood Willow Riparian Forest	None	Riparian forest	Not present.
Southern Interior Basalt Flow Vernal Pool	Southern Interior Basalt Flow Vernal Pool	None	Vernal pool Wetland	Not present.
Southern Riparian Scrub	Southern Riparian Scrub	None	Riparian scrub	Not present.
Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	None	Riparian woodland	Not present.
Sphaerocarpos drewiae	bottle liverwort	1B.1	Chaparral Coastal scrub	No suitable habitat is present on site. This species is not present.

Source: General Biological Assessment (Appendix C)

U.S. Fish and Wildlife Service (Fed)- Federal: END-Federal Endangered, THR- Federal threatened; California Department of Fish and Wildlife (CA)- California: END-California Endangered, THR-California Threatened, Candidate-Candidate for listing under the California Endangered Species Act, FP-California Fully Protected, SSC- Species of Special Concern, WL- Watch List; California Native Plant Society (CNPS) *California Rare Plant Rank*: 1B- Plants Rare, Threatened, or Endangered in California or Elsewhere, 2B-Plants Rare, Threatened, or Endangered in California, but more common elsewhere, 3- Plants about which more information is needed- a review list, 4- Plants of Limited Distribution- a watch list; CNPS Threat Ranks: 0.1-seriously threatened in California, 0.2-moderately threatened in California, 0.3- not very threatened in California

5.3.3.3 Special-Status Wildlife Species

Sensitive animal species include federally and State listed endangered and threatened species, candidate species for listing by USFWS or CDFW, and/or species of special concern (SSC) pursuant to CDFW. A total of 15 special-status wildlife species were identified as having a potential to occur in the vicinity of the Project site, based on the literature review, but none of the species were observed during biological surveys. Table 5.3-2 shows special-status animal species which were previously recorded within the Menifee quadrangle and their potential to occur onsite.

Table 5.3-2: Potential Special Status Animal Species List

Species Name	Common Name	Status	Habitat	Potential to Occur
Accipiter cooperii	Cooper's hawk	CDFW_WL- Watch List IUCN_LC- Least Concern	Cismontane woodland Riparian forest Riparian woodland Upper montane coniferous forest	No suitable habitat occurs on the Project site. This species is not present.
Agelaius tricolor	tricolored blackbird	State-Threatened BLM_S-Sensitive CDFW_SSC- Species of Special Concern IUCN_EN- Endangered NABCI_RWL-Red Watch List USFWS_BCC-Birds of Conservation Concern	Freshwater marsh Marsh & swamp Swamp Wetland	No suitable habitat occurs on the Project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Aimophila ruficeps canescens</i>	southern California rufous-crowned sparrow	CDFW_WL-Watch List	Chaparral Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.
<i>Anaxyrus californicus</i>	arroyo toad	CDFW_SSC-Species of Special Concern IUCN_EN-Endangered	Desert wash Riparian scrub Riparian woodland South coast flowing waters South coast standing waters	No suitable habitat occurs on the Project site. This species is not present.
<i>Anniella stebbinsi</i>	Southern California legless lizard	CDFW_SSC-Species of Special Concern USFS_S-Sensitive	Broadleaved upland forest Chaparral Coastal dunes Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.
<i>Aquila chrysaetos</i>	golden eagle	BLM_S-Sensitive CDF_S-Sensitive CDFW_FP-Fully Protected CDFW_WL-Watch List IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	Broadleaved upland forest Cismontane woodland Coastal prairie Great Basin grassland Great Basin scrub Lower montane coniferous forest Pinon & juniper woodlands Upper montane coniferous forest Valley & foothill grassland	No suitable habitat occurs on the Project site. This species is not present.
<i>Arizona elegans occidentalis</i>	California glossy snake	CDFW_SSC-Species of Special Concern	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California.	No suitable habitat occurs on the Project site. This species is not present.
<i>Artemisiospiza belli belli</i>	Bell's sage sparrow	CDFW_WL-Watch List USFWS_BCC-Birds Of Conservation Concern	Chaparral Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.
<i>Asio otus</i>	long-eared owl	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Cismontane woodland Great Basin scrub Riparian forest Riparian woodland Upper montane coniferous forest	No suitable habitat occurs on the Project site. This species is not present.
<i>Aspidoscelis hyperythra</i>	orangethroated whiptail	CDFW_WL-Watch List IUCN_LC-Least Concern USFS_S-Sensitive	Chaparral Cismontane woodland Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Aspidoscelis tigris stejnegeri</i>	Coastal whiptail	CDFW_SSC-Species of Special Concern	Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland & riparian areas.	No suitable habitat occurs on the Project site. This species is not present.
<i>Athene cunicularia</i>	Burrowing owl	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	Coastal prairie Coastal scrub Great Basin grassland Great Basin scrub Mojavean desert scrub Sonoran desert scrub Valley & foothill grassland	Suitable habitat is present onsite. However, this species was found to not be present during focused surveys.
<i>Bombus crotchii</i>	Crotch bumble bee			No suitable habitat occurs on the Project site. This species is not present.
<i>Branchinecta lynchi</i>	vernal pool fairy shrimp	IUCN_VU-Vulnerable	Valley & foothill grassland Vernal pool Wetland	No suitable habitat occurs on the Project site. This species is not present.
<i>Branchinecta sandiegonensis</i>	San Diego fairy shrimp	IUCN_EN-Endangered	Chaparral Coastal scrub Vernal pool Wetland	No suitable habitat occurs on the Project site. This species is not present.
<i>Buteo regalis</i>	Ferruginous hawk	CDFW_WL-Watch List IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	Great Basin grassland Great Basin scrub Pinon & juniper woodlands Valley & foothill grassland	No suitable habitat occurs on the Project site. This species is not present.
<i>Buteo swainsoni</i>	Swainson's hawk	BLM_S-Sensitive IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	Great Basin grassland Riparian forest Riparian woodland Valley & foothill grassland	No suitable habitat occurs on the Project site. This species is not present.
<i>Campylorhynchus brunneicapillus sandiegonensis</i>	coastal cactus wren	CDFW_SSC-Species of Special Concern USFS_S-Sensitive USFWS_BCC-Birds of Conservation Concern	Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.
<i>Chaetodipus Californicus femoralis</i>	Dulzura pocket mouse	CDFW_SSC-Species of Special Concern	Chaparral Coastal scrub Valley & foothill grassland	No suitable habitat occurs on the Project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Chaetodipus fallax fallax	Northwestern San Diego pocket mouse	CDFW_SSC-Species of Special Concern	Chaparral Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.
Charadrius nivosus nivosus	Western snowy plover	CDFW_SSC-Species of Special Concern NABCI_RWL-Red Watch List USFWS_BCC-Birds of Conservation Concern	Great Basin standing waters Sand shore Wetland	No suitable habitat occurs on the Project site. This species is not present.
Cicindela senilis frosti	senile tiger beetle	-	Mud shore/flats Wetland	No suitable habitat occurs on the Project site. This species is not present.
Circus hudsonius	northern harrier	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Coastal scrub Great Basin grassland Marsh & swamp Riparian scrub Valley & foothill grassland Wetland	No suitable habitat occurs on the Project site. This species is not present.
Coleonyx variegatus abbotti	San Diego banded gecko	CDFW_SSC-Species of Special Concern	Chaparral Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.
Crotalus ruber	red-diamond rattlesnake	CDFW_SSC-Species of Special Concern USFS_S-Sensitive	Chaparral Mojavean desert scrub Sonoran desert scrub	No suitable habitat occurs on the Project site. This species is not present.
Diadophis punctatus modestus	San Bernardino ringneck snake	USFS_S-Sensitive	-	No suitable habitat occurs on the Project site. This species is not present.
Dipodomys merriami parvus	San Bernardino kangaroo rat	CDFW_SSC-Species of Special Concern	Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.
Dipodomys stephensi	Stephens' kangaroo rat	IUCN_EN-Endangered	Coastal scrub Valley & foothill grassland	No suitable habitat occurs on the Project site. This species is not present.
Elanus leucurus	white-tailed kite	BLM_S-Sensitive CDFW_FP-Fully Protected IUCN_LC-Least Concern	Cismontane woodland Marsh & swamp Riparian woodland Valley & foothill grassland Wetland	No suitable habitat occurs on the Project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Emys marmorata</i>	western pond turtle	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_VU-Vulnerable USFS_S-Sensitive	Aquatic Artificial flowing waters Klamath/North coast flowing waters Klamath/North coast standing waters Marsh & swamp Sacramento/San Joaquin flowing waters Sacramento/San Joaquin standing waters South coast flowing waters South coast stan	No suitable habitat occurs on the Project site. This species is not present.
<i>Eremophila alpestris actia</i>	California horned lark	CDFW_WL-Watch List IUCN_LC-Least Concern	Marine intertidal & splash zone communities Meadow & seep	No suitable habitat occurs on the Project site. This species is not present.
<i>Eumops perotis californicus</i>	Western mastiff bat	BLM_S-Sensitive CDFW_SSC-Species of Special Concern WBWG_H-High Priority	Chaparral Cismontane woodland Coastal scrub Valley & foothill grassland	No suitable habitat occurs on the Project site. This species is not present.
<i>Euphydryas editha quino</i>	Quino checkerspot butterfly	AFS_VU-Vulnerable CDFW_SSC-Species of Special Concern USFS_S-Sensitive	Chaparral Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.
<i>Gila orcuttii</i>	arroyo chub	Aquatic South coast flowing waters	Aquatic South coast flowing waters	No suitable habitat occurs on the Project site. This species is not present.
<i>Haliaeetus leucocephalus</i>	bald eagle	BLM_S-Sensitive CDF_S-Sensitive CDFW_FP-Fully Protected IUCN_LC-Least Concern USFS_S-Sensitive USFWS_BCC-Birds of Conservation Concern	Lower montane coniferous forest Oldgrowth	No suitable habitat occurs on the Project site. This species is not present.
<i>Icteria virens</i>	Yellowbreasted chat	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Riparian forest Riparian scrub Riparian woodland	No suitable habitat occurs on the Project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Lanius ludovicianus	Loggerhead shrike	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	Broadleaved upland forest Desert wash Joshua tree woodland Mojavean desert scrub Pinon & juniper woodlands Riparian woodland Sonoran desert scrub	No suitable habitat occurs on the Project site. This species is not present.
Lasiurus xanthinus	Western yellow bat	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern WBWG_H-High Priority	Desert wash	No suitable habitat occurs on the Project site. This species is not present.
Lepus californicus bennettii	San Diego black-tailed jackrabbit	CDFW_SSC-Species of Special Concern	Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.
Linderiella occidentalis	California linderiella	IUCN_NT-Near Threatened	Vernal pool	No suitable habitat occurs on the Project site. This species is not present.
Linderiella santarosae	Santa Rosa Plateau fairy shrimp	-	Vernal pool	No suitable habitat occurs on the Project site. This species is not present.
Neolarra alba	white cuckoo bee	-	-	No suitable habitat occurs on the Project site. This species is not present.
Neotoma lepida intermedia	San Diego desert woodrat	CDFW_SSC-Species of Special Concern	Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.
Nyctinomops femorosaccus	Pocketed free-tailed bat	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern WBWG_M-Medium Priority	Joshua tree woodland Pinon & juniper woodlands Riparian scrub Sonoran desert scrub	No suitable habitat occurs on the Project site. This species is not present.
Onychomys torridus ramona	Southern grasshopper mouse	CDFW_SSC-Species of Special Concern	Chenopod scrub	No suitable habitat occurs on the Project site. This species is not present.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	CDFW_SSC-Species of Special Concern	Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Perognathus longimembris internationalis	Jacumba pocket mouse	CDFW_SSC-Species of Special Concern	Coastal scrub Desert wash Sonoran desert scrub	No suitable habitat occurs on the Project site. This species is not present.
Phrynosoma lainvillii	coast horned lizard	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Chaparral Cismontane woodland Coastal bluff scrub Coastal scrub Desert wash Pinon & juniper woodlands Riparian scrub Riparian woodland Valley & foothill grassland	No suitable habitat occurs on the Project site. This species is not present.
Plegadis chihi	white-faced ibis	CDFW_WL-Watch List IUCN_LC-Least Concern	Marsh & swamp Wetland	No suitable habitat occurs on the Project site. This species is not present.
Poliophtila californica californica	Coastal California gnatcatcher	CDFW_SSC-Species of Special Concern NABCI_YWL-Yellow Watch List	Coastal bluff scrub Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.
Rana draytonii	California redlegged frog	CDFW_SSC-Species of Special Concern IUCN_VU-Vulnerable	Aquatic Artificial flowing waters Artificial standing waters Freshwater marsh Marsh & swamp Riparian forest Riparian scrub Riparian woodland Sacramento/San Joaquin flowing waters Sacramento/San Joaquin standing waters South coast flowi	No suitable habitat occurs on the Project site. This species is not present.
Salvadora hexalepis virgultea	coast patchnosed snake	CDFW_SSC-Species of Special Concern	Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.
Setophaga petechia	Yellow warbler	CDFW_SSC-Species of Special Concern USFWS_BCC-Birds of Conservation Concern	Riparian forest Riparian scrub Riparian woodland	No suitable habitat occurs on the Project site. This species is not present.
Socalchemmis icenoglei	Icenogle's socialchemmis spider	-	Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Socalchemmis icenoglei	Icenogle's socalchemmis spider	-	Coastal scrub	No suitable habitat occurs on the Project site. This species is not present.
Spea hammondii	Western spadefoot	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_NT-Near Threatened	Cismontane woodland Coastal scrub Valley & foothill grassland Vernal pool Wetland	No suitable habitat occurs on the Project site. This species is not present.
Streptocephalus woottoni	Riverside fairy shrimp	IUCN_EN-Endangered	Coastal scrub Valley & foothill grassland Vernal pool Wetland	No suitable habitat occurs on the Project site. This species is not present.
Taricha torosa	Coast Range newt	CDFW_SSC-Species of Special Concern		No suitable habitat occurs on the Project site. This species is not present.
Taxidea taxus	American badger	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Alkali marsh Alkali playa Alpine Alpine dwarf scrub Bog & fen Brackish marsh Broadleaved upland forest Chaparral Chenopod scrub Cismontane woodland Closed-cone coniferous forest Coastal bluff scrub Coastal dunes Coastal prairie	No suitable habitat occurs on the Project site. This species is not present.
Thamnophis hammondii	two-striped gartersnake	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	Marsh & swamp Riparian scrub Riparian woodland Wetland	No suitable habitat occurs on the Project site. This species is not present.
Vireo bellii pusillus	least Bell's vireo	IUCN_NT-Near Threatened NABCI_YWL-Yellow Watch List	Riparian forest Riparian scrub Riparian woodland	No suitable habitat occurs on the Project site. This species is not present.
Xanthocephalus xanthocephalus	yellowheaded blackbird	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Marsh & swamp Wetland	No suitable habitat occurs on the Project site. This species is not present.

Source: General Biological Assessment (Appendix C)

U.S. Fish and Wildlife Service (Fed)- Federal: END-Federal Endangered, THR- Federal threatened; California Department of Fish and Wildlife (CA)- California: END-California Endangered, THR-California Threatened, Candidate-Candidate for listing under the California Endangered Species Act, FP-California Fully Protected, SSC- Species of Special Concern, WL- Watch List

5.3.3.4 Jurisdictional Waters

No jurisdictional drainage or wetland features were observed on the Project site during the field investigation.

5.3.3.5 Wildlife Movement

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. Corridors can be local or regional in scale. Their functions may vary temporally and spatially based on conditions and species present. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of their daily routine. Animals use these corridors, which are often hillsides or tributary drainages, to move between different habitats. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations.

The Project site has not been identified as occurring within a wildlife corridor or linkage. Furthermore, the Project site has been heavily disturbed, consists of flat land, and is surrounded by urban development such as residential uses, industrial uses, and disturbed lands making the site isolated from regional wildlife corridors and linkages. Therefore, no wildlife movement corridors were found to be present on the Project site (Hernandez, 2023).

5.3.3.6 Critical Habitat

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site is not located within designated federal critical habitat (Hernandez, 2023).

5.3.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- BIO-1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- BIO-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- BIO-3 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.
- BIO-4 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.
- BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

The Initial Study (Appendix A) established that the proposed Project would not result in impacts related to Impacts BIO-3 and BIO-5; therefore, no further assessment of these thresholds is required in this Draft EIR.

5.3.5 METHODOLOGY

The analysis within this Draft EIR section is based on the biological studies completed for the Project site: General Biological Assessment, the City of Menifee's General Plan, and the City of Menifee Development Code. The assessments are based on literature review of biological resources occurring within the Project site and surrounding vicinity. The literature review was based on the review of the following: CNDDDB, USFWS Endangered Species Lists, and the CNPS Rare Plant Inventory to obtain species information for the Project area. A general biological field survey was conducted to document existing conditions within the Project site and surrounding lands. The Western Riverside County MSHCP was reviewed for information on known occurrences of sensitive species within Riverside County. Additionally, focused burrowing owl surveys were conducted consistent with the *Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area* and focused botanical surveys were conducted consistent with the Western Riverside County MSHCP NEPSSA pursuant to Section 6.1.3 of the MSHCP.

5.3.6 ENVIRONMENTAL IMPACTS

IMPACT BIO-1: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE.

Less than Significant Impact with Mitigation Incorporated.

Plant Species

As described above, no special-status plants were detected on the Project site during the field survey and no special-status plant species are expected to occur on the Project site due to the absence of suitable habitat. As a result, construction and operation of the proposed Project would not result in a substantial adverse effect either directly or indirectly, or through habitat modification, on any plant species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulation or by the CDFW or USFWS. Therefore, no impact would result from implementation of the proposed Project.

Animal Species

As described above, no animal species listed as State and/or federal Threatened, Endangered, or Candidate were detected on the site during the reconnaissance surveys. Furthermore, only one sensitive animal species, burrowing owl (*Athene cunicularia*) BUOW, was determined to have the potential to occur on the Project site. However, suitable habitat for BUOW was not present within the offsite improvement area. Other sensitive animal species were determined to not have the potential to occur on the Project site offsite improvement area due to lack of suitable habitat.

Additionally, the Project site is located within the Western Riverside County MSHCP burrowing owl survey area. Therefore, in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area*, focused burrow and focused BUOW surveys were conducted on the Project site with a 500-foot buffer. The focused surveys were conducted on four separate days during the breeding season: March 7, April 5, April 14, and April 25, 2023 (Hernandez, 2023). During the focused surveys approximately 12 suitable burrows were identified and recorded on the Project site. However, burrowing owl signs such as molted feathers, pellets, prey remains, or whitewash were not found. Further, no

burrowing owls were observed within the survey area. Based on the absence of burrowing owl and burrowing owl evidence within the survey area, it was concluded that the study area is not currently in use by burrowing owl (Hernandez, 2023).

However, due to the fact that the Project site is located within the Western Riverside County MSHCP burrowing owl survey area, a 30-day preconstruction survey is required prior to the commencement of project activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site in the days or weeks preceding the proposed Project activities. This requirement is included as mitigation measure BIO-1 (Hernandez, 2023). Additionally, mitigation measure BIO-1 ensures that if burrowing owls are found to have colonized the Project site prior to the initiation of construction, the Project proponent would be required to immediately inform Regional Conservation Authority and the CDFW and would be required to prepare a Burrowing Owl Protection and Relocation Plan for approval by the Regional Conservation Agency (RCA) and the CDFW prior to initiating ground disturbance. Additionally, if ground-disturbing activities occur but the site is left undisturbed for more than 30 days, a pre-construction survey would again be required to ensure burrowing owl has not colonized the Project site since it was last disturbed. If burrowing owl is found, the same coordination described above would be necessary.

Therefore, with implementation of mitigation measure BIO-1 development of the proposed Project would not result in a substantial adverse effect, either directly or through habitat modification, on any animal species identified as a Threatened, Endangered, or Candidate species in local or regional plans, policies, regulation or by the CDFW or USFWS. Hence, impacts to sensitive animal species or their habitat would be reduced to a less than significant level with mitigation incorporated.

IMPACT BIO-2: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE.

No Impact.

As described above, the Project site does not contain any jurisdictional drainage or wetland features. Additionally, the Project site is not located within designated federal critical habitat (Hernandez, 2023). Therefore, the proposed Project would not result in impacts related to riparian habitat or other sensitive natural community.

IMPACT BIO-4: THE PROJECT WOULD NOT INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES, OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES.

Less than Significant with Mitigation Incorporated.

As described above, no wildlife corridors are located on the Project site. However, The Project site contains shrubs that can support nesting birds and raptors protected under the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code during the nesting season. The Biological Assessment prepared for the Project site indicates that grading activities or vegetation removal during the nesting bird season of February 1 through September 15 might result in potential impacts to nesting birds. Therefore, if vegetation is required to be removed during nesting bird season, mitigation measure BIO-2 has been included to require a nesting bird survey to be conducted three days prior to initiating vegetation clearing. If an active nest is observed, mitigation measure BIO-2 would require buffering and other adaptive mitigation techniques deemed necessary by a qualified biologist to ensure that impacts

to nesting birds are avoided until the nest is no longer active. Therefore, with implementation of mitigation measure BIO-2, impacts related to nesting birds would be reduced to a less than significant level.

IMPACT BIO-6: THE PROJECT WOULD NOT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN.

Less than Significant with Mitigation Incorporated.

As described above, the General Biological Assessment (Hernandez, 2023) provided a MSHCP consistency analysis. According to the General Biological Assessment the Project site is located within Western Riverside County MSHCP Menifee Valley Area Plan but is not located within a Criteria Cell or Cell Group. The Project site is also not located within plan-defined areas requiring surveys for amphibian species, or mammalian species. Additionally, the Project site does not contain habitat that may be considered riparian or riverine areas as defined in Section 6.1.2 of the Western Riverside County MSHCP. Thus, due to the lack of suitable riparian habitat on the Project site, focused surveys for riparian or riverine bird species listed in Section 6.1.2 of the MSHCP are not warranted. The Project site is also not located within or adjacent to a Western Riverside County MSHCP Conservation Area; therefore, the Project site is not required to address Section 6.1.4 of the Western Riverside County MSHCP.

However, as described above, the Project site is located within the Western Riverside County MSHCP NEPSSA pursuant to Section 6.1.3 of the MSHCP. Consistent with the MSHCP NEPSSA, Hernandez Environmental Services conducted focused botanical surveys on four non-consecutive days (April 1, April 22, May 11, and June 26) during the 2023 growing season for twelve special status plant species (Hernandez, 2023). The focused botanical surveys found that the Project site contains marginally suitable habitat for San Diego Ambrosia; however, none of the NEPSSA species of concern were observed during the focused botanical surveys (Hernandez, 2023). Therefore, the proposed Project would not conflict with Section 6.1.3 of the MSHCP.

As described above in impact BIO-1, the Project site is within the additional survey area for BUOW, thus focused BUOW surveys were conducted by Hernandez Environmental Services. During the focused BUOW field surveys 12 suitable burrows were identified and recorded on the Project site, but no burrowing owls were observed (Hernandez, 2023). Based on the absence of burrowing owl and burrowing owl evidence within the study area, it was concluded that the Project site is not currently in use by BUOW. However, since the proposed Project is within the MSHCP BUOW survey area and burrows were identified on the Project site, mitigation measure BIO-1 has been included to require pre-construction BUOW surveys prior to Project activities. With implementation of and compliance with mitigation measure BIO-1, the proposed Project would be consistent with the Western Riverside County MSHCP, and no conflicts would occur. Impacts would be less than significant with mitigation.

5.3.7 CUMULATIVE IMPACTS

The cumulative study area for purposes of biological resources would be the area surrounding the Project site, as well as the larger General Plan planning area and City of Menifee. This cumulative impact analysis for biological resources considers development of the proposed Project in conjunction with other development projects as well as the projects identified in Section 5.0, *Environmental Impact Analysis*, Table 5-1, *Cumulative Projects List*. None of the projects identified in Table 5-1 are proposed adjacent to the Project site. However, there are multiple cumulative projects within the Menifee area, in the general vicinity of the Project.

The proposed Project would not have significant impacts related to jurisdictional waters, wildlife movement, local ordinances or regulations protecting biological resources, habitat conservation plans, plant communities,

and habitat fragmentation. In addition, although the proposed Project could have significant impacts to burrowing owls and nesting birds, compliance with mitigation measures BIO-1 and BIO-2 would reduce impacts to less than significant levels. Furthermore, as discussed above, the proposed Project is also consistent with the Western Riverside County MSHCP Menifee Valley Area Plan.

The cumulative projects would be required to comply with applicable survey requirements pursuant to the MBTA, the City of Menifee, and applicable mitigation for biological resources. Additionally, cumulative projects would also require compliance with the Western Riverside County MSHCP Menifee Valley Area Plan. Since all projects would be required to implement their respective mitigation measures, their contribution would not be cumulatively considerable. There are no projects that would, in combination with the Project, produce a significant impact to biological resources.

5.3.8 EXISTING STANDARD CONDITIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Federal

- Federal Endangered Species Act
- Clean Water Act
- Migratory Bird Treaty Act

State

- California's Endangered Species Act
- California Fish and Game Code.

Local

Ordinance NO. 2015-167 Tree Preservation

Existing Plans, Programs, or Policies

PPP BIO-1: California Fish and Game Code, Sections 3503.5, 3511, 3515. Section 3503.5 of the California Fish and Game Code states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515 states that it is unlawful to take any non-game migratory bird protected under the MBTA.

5.3.9 PROJECT DESIGN FEATURES

None.

5.3.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**:

- Impact BIO-1 Impacts to threatened or endangered species.
- Impact BIO-4 Impacts related to the movement of migratory wildlife.
- Impact BIO-6 Impacts related to conflict with a habitat conservation plan.

The following would result in **no impacts**:

- Impact BIO-2 Impacts to riparian habitat or sensitive communities.

5.3.11 MITIGATION MEASURES

Mitigation Measure BIO-1: Burrowing Owl Pre-construction Surveys. A 30-day preconstruction survey is required prior to the commencement of project activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site in the days or weeks preceding project activities. A qualified biologist shall conduct the survey and submit the results of the survey to the City of Menifee Planning Division prior to obtaining a grading permit.

If burrowing owl are not detected during the preconstruction survey, no further mitigation is required. If active burrowing owl burrows are detected during the breeding season, the on-site biologist will review and establish a conservative avoidance buffer surrounding the nest based on their best professional judgment and experience and verify compliance with this buffer and will verify the nesting effort has finished. Work can resume when no other active burrowing owl nesting efforts are observed. If active burrowing owl burrows are detected outside the breeding season, then passive and/or active relocation pursuant to a Burrowing Owl Plan that shall be prepared by the Applicant and approved by the City in consultation with CDFW, or the Project Developer shall stop construction activities within the buffer zone established around the active nest and shall not resume construction activities until the nest is no longer active. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the MSHCP. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied and backfilled to ensure that animals do not reenter the holes/dens.

If ground-disturbing activities occur but the site is left undisturbed for more than 30 days, a preconstruction survey will again be required to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above shall be required.

Mitigation Measure BIO-2: Nesting Bird Survey. Vegetation removal is recommended to be conducted during the non-nesting season for migratory birds to avoid direct impacts. The non-nesting season is between September 1 and January 31. If vegetation removal occurs during the migratory bird nesting season, between February 1 and August 31, pre-construction nesting bird surveys shall be performed within three days prior to vegetation removal or ground disturbing activities. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If active nests are found during nesting bird surveys, they shall be flagged and a no-disturbance buffer (generally 300 feet for migratory and non-migratory songbirds and 500 feet for raptors and special status species) shall be determined by the biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, ambient noise, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor should be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. A biological monitor shall visit the site a minimum of once a week during ground disturbing activities to ensure all fencing is in place and no sensitive species are being impacted. Once the

young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

5.3.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures listed above, and existing regulations would reduce potential impacts associated with Impact BIO-1, BIO-4, and BIO-6 to a level that is less than significant. BIO-2 would have no impacts. Therefore, no significant unavoidable adverse impacts related to biological resources would occur.

5.3.13 REFERENCES

City of Menifee. (2019). *City of Menifee Adopted Development Code*. Retrieved January 11, 2024, from <https://www.cityofmenifee.us/494/MunicipalDevelopment-Code-and-Design-Gui>

Hernandez Environmental Services. (2023). *General Biological Assessment for the Menifee Area Industrial Development*.

Riverside County Transportation and Land Management Agency. *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)*. Retrieved January 11, 2024, from <https://rctlma.org/western-riverside-county-multiple-species-habitat-conservation-plan-mshcp-1>

City of Menifee. (2013). *City of Menifee General Plan 2030*. Available at: <https://www.cityofmenifee.us/221/General-Plan>

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5.4 Cultural Resources

5.4.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to cultural resources, which include built and subsurface historic and archaeological resources. The analysis in this section is based, in part, on the following documents and resources:

- *Cultural Resources Study for the IPT Menifee Warehouse Project*, prepared by BFS Environmental Services, December 14, 2023 (Appendix D)
- *City of Menifee General Plan 2030*, adopted 2013
- *City of Menifee General Plan 2030 Environmental Impact Report*, certified December 2013
- City of Menifee Development Code

In accordance with Public Resources Code Section 15120(d), certain information and communications that disclose the location of archaeological sites and sacred lands are allowed to be exempt from public disclosure.

5.4.2 REGULATORY SETTING

5.4.2.1 State Regulations

Public Resources Code Section 5097.98

Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains. Once the Native American Heritage Commission (NAHC) receives notification from the Coroner of a discovery of Native American human remains, the NAHC is required to 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.

CEQA Guidelines Section 15064.5

Section 15064.5 provides guidelines for determining the significance of impacts to archaeological and historical resources. The section provides the definition of historical resources, and how to analyze impacts to resources that are designated or eligible for designation as a historical resource. Section 15064.5 additionally provides provisions for the accidental discovery or recognition of human remains in any location other than a dedicated cemetery.

5.4.2.2 Local and Regional Regulations

General Plan

The City of Menifee General Plan contains the following policies related to cultural resources that are applicable to the Project.

- Goal OSC-5** Archaeological, historical, and cultural resources that are protected and integrated into the City's built environment.
- Policy 5.1** Preserve and protect significant archeological, historic, and cultural sites, places, districts, structures, landforms, objects and native burial sites, and other features, such as Ringing Rock and Grandmother Oak, consistent with state law.
- Policy 5.5** Establish clear and responsible practices to identify, evaluate, and protect previously unknown archeological, historic, and cultural sites, following CEQA and NEPA procedure.
- Policy 5.6** Maintain active communication and coordination with the Pechanga Band of Indians and Soboba Band of Luiseño Indians.

5.4.3 ENVIRONMENTAL SETTING

5.4.3.1 Historical Setting

The Project site is located between the cities of Perris and Temecula, both of which played a pivotal role in the development of the Perris Valley. Settlement in the area began with mining and homesteading in the 1880s. In the early 1880s, a 20-year-old prospector from Kentucky named Menifee Wilson discovered and claimed a gold-bearing quartz mine about eight miles south of Perris. Wilson named his claim the Menifee Quartz Lode. This gold discovery resulted in an influx of miners to the area, which became known as Menifee or Menifee Valley. Additional claims were laid out by other prospectors and the area became formally designated the Menifee Mining District. The discovery of gold, however, had a significant effect upon increased interest and population movements into the Menifee and Perris valleys. In addition to mining, several farms were established in the valley areas to take advantage of the farming and ranching potential. (BFSA 2023, pp 20).

As a consequence of the increased population associated with the agricultural development of the Menifee Valley, the need arose for a post office and school. Although an actual town site named "Menifee" never existed, the post office and school became community landmarks. The Menifee Post Office was established on May 18, 1887. It appears that the post office was situated in a small store adjacent to the schoolhouse, both of which were situated near the present-day intersection of Newport and Bradley roads, approximately four miles southwest of the Menifee Railroad siding. The Menifee School District was formed in 1890. William W. Snoddy, the patentee of 160 acres in the valley on January 25, 1888, gave an acre and a half for a school site on March 31, 1890. The school served the local farming community and was incorporated into the county school system on April 4, 1893. (BFSA, 2023, pp 21).

Historical record suggests that grain and hay farming alone could not sustain a small farm (160 acres or less) in the Menifee and Perris valleys. Many farmers utilized a combination of land lease, rent, and purchase to expand the amount of cropland they could control. According to Bob Hewitt, the district conservationist at the Natural Resources Conservation Service in San Jacinto, hay and grain have remained staple crops since the 1870s or 1880s until recent housing development reduced the amount of farmland. The reason for this is that there has never been much water in the Menifee or Perris valleys, and the soil is rather poor. Overall, hay and grain were the primary crops and rainfall was the primary form of irrigation. After Colorado River

water came to Menifee Valley, potatoes became a significant crop for market. According to Greg Cowdery from the Winchester Historical Society at the Patterson House Museum, alfalfa hay, winter wheat, and barley were staples in the valley prior to the inception of irrigation. (BFSA, 2023, pp 20 and 21).

5.4.3.2 Archaeological Setting

The Paleo Indian Period is associated with the terminus of the late Pleistocene (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals. (BFSA, 2023, pp 6).

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period include mortar and pestle, dart points, and arrow points. The Project is within an area where the traditional use territories of the Gabrielino, Serrano, Luiseno, and Cahuilla meet. (BFSA, 2023, pp 6 through 8).

Approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takis-speaking) people who entered California from the east. (BFSA, 2023, pp 9).

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769. (BFSA, 2023, pp 10).

The Cultural Resources Assessment identified five cultural resources (three prehistoric and two historic) within one mile of the Project site. The prehistoric resources include two bedrock milling features that have both been destroyed and one isolated core. The historic resources consist of the historic Yoder Ranch and one water conveyance system. None of the archaeological resources are within the Project site.

5.4.3.3 Project Site

The proposed Project is located in west-central Riverside County, within the limits of the City of Menifee, approximately one mile west of Interstate 215 and directly west of the intersection of Elm Street and Murrieta Road. The Project site is situated on the northern limits of the City on relatively flat agricultural land near the boundary of Menifee Valley and the Lakeview Mountains. The majority of the surrounding land remains as rural residences and farmland with some newer residential neighborhoods situated to the south of the Project site.

Elevations on the Project site range from approximately 1,420 to 1,440 feet above mean sea level and soils consist of shallow Typic Xerorthents and Typic Haploxeralfs over Mesozoic granitic rocks (USDA and USDI 2001). Small drainages are dry in the summer; only the largest streams (such as the Santa Ana River) retain water throughout the year. Vegetation in the area of the Project site is dominated by non-native weeds and grasses that are associated with land that has been farmed for several decades.

The Cultural Resources Study included an archaeological records search from the Eastern Information Center (EIC) at the University of California Riverside (UCR) for the Project and the surrounding area within a one-mile radius. The records search identified five resources (three prehistoric and two historic) within a one-mile radius, however none of which are located within the Project's boundaries. The prehistoric resources include two bedrock milling features that have both been destroyed and one isolated core. The historic resources consist of the historic Yoder Ranch and one water conveyance system (BFSA, 2023). The Cultural Resources Study also identified a total of 50 cultural resources studies which have been conducted within one mile of

the Project. Nine of the 50 studies intersected the Project site, of which included: Wlodarski and Foster 1980; Bouscaren 1985; Peak and Associates and Brian F. Mooney Associates 1990; Jones and Stokes Associates, Inc. 2000; Hoover and Gillean 2005; Dice and Vianna 2004; Lerch and Gray 2006; Kyle 2007; and Tang 2014). However, none of the studies identified any cultural resources within the Project site and indicated there is a low-to-none likelihood that buried cultural materials will be uncovered during grading (BFSA, 2023).

The field survey conducted as part of the Cultural Resources Study identified zero historic era (older than 50 years) structures within the Project site or within the offsite improvement area (BFSA, 2023). According to aerial imagery, both the off-site and on-site improvement areas have been largely disturbed by agricultural use since the 1960s.

5.4.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.
- CUL-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.
- CUL-3 Disturb any human remains, including those interred outside of dedicated cemeteries.

The Initial Study (Appendix A) established that the proposed Project would not result in impacts related to Thresholds CUL-1 and CUL-3; therefore, no further assessment of these thresholds is required in this Draft EIR.

5.4.5 METHODOLOGY

The cultural resources analysis below is based on the Cultural Resources Study for the IPT Menifee Warehouse Project (Cultural Resources Study) and contains information that was compiled through field reconnaissance, record searches, and reference materials. These studies are included as Appendix D.

Archaeological and Historic Records Search. An archaeological records search for the Project and the surrounding area within a one-mile radius was requested from the EIC at UCR on May 21, 2021, in order to assess previous archaeological studies and identify any previously recorded archaeological sites.

Archaeological and Historic Field Surveys. A pedestrian reconnaissance survey was conducted on May 17, 2021. The survey of the Project site consisted of a series of parallel survey transects spaced at approximately 10-meter intervals, which covered all areas of the Project site. The entire property was accessible, although the field archaeologist encountered poor ground visibility throughout the property due to dense grasses and non-native weeds (BFSA, 2023). Photographs were taken to document Project conditions during the survey. No cultural resources were identified as a result of the survey. The off-site improvement area survey was conducted on December 7, 2023. The survey of the off-site improvement area consisted of a series of parallel survey transects spaced at approximately three-meter intervals, which covered all areas of the offsite improvement area. Photographs of the offsite survey area were taken to document conditions during the survey. No cultural resources were identified as a result of the survey.

5.4.6 ENVIRONMENTAL IMPACTS

IMPACT CUL-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO § 15064.5.

Less than Significant with Mitigation Incorporated.

The Cultural Resources Study prepared for the Project included an archaeological records search that was completed from the EIC at UCR. The EIC at UCR is the countywide clearing house/repository for all archaeological and cultural studies completed within the Riverside County. All pertinent data was researched, including previous studies for a one-mile radius surrounding the Project area and the identification of recorded resources within one mile. In addition, the research included review of the current listings (federal, State, and local) for evaluated resources and reviewed historic maps. The records search indicated that five resources (three prehistoric and two historic) have been recorded within one mile of the Project area with none of the previously recorded resources occurring onsite. Furthermore, the cultural resources survey conducted on May 17, 2021, found no existing archaeological resources at the site. As previously described, the Project site has been disturbed by historic agricultural use, discing, and a former residential use noted along Elm Street (demolished October 2022), and no historical aged structures exist onsite. However, due to the Project site's prior use, there is still a potential to encounter deposits associated with the prehistoric and historic uses of the Project site (BFSA, 2023). Therefore, Mitigation Measure CUL-1 has been included to require a qualified professional archeologist to prepare and implement a Cultural Resources Monitoring Program (CRMP) that will include measures to ensure the proper treatment of any unknown resources that might be identified during construction activities as previously discussed. The CRMP will include the archaeologist(s) presence at the pre-grade meeting, archaeological monitoring of ground disturbing activities, and for contractors to halt work in the event of uncovering a potential archaeological resource and to have the find evaluated by the qualified archaeologist. In addition, the City of Menifee has standard conditions for the inadvertent discovery of archeological and cultural resources, included as Standard Conditions CUL-1 through CUL-4 below. Therefore, with implementation of Mitigation Measure CUL-1 and standard conditions, impacts to archaeological resources would be reduced and would be less than significant.

5.4.7 CUMULATIVE IMPACTS

The cumulative study area for purposes of cultural resources would be the area surrounding the Project site, as well as the larger General Plan planning area and City of Menifee. This cumulative impact analysis for cultural resources considers development of the proposed Project in conjunction with other development projects as well as the projects identified in Section 5.0, *Environmental Impact Analysis*, Table 5-1, *Cumulative Projects List*. None of the projects identified in Table 5-1 are proposed adjacent to the Project site. However, there are multiple cumulative projects within the Menifee area, in the general vicinity of the Project.

Archaeological Resources: The Project's impact to prehistoric archaeological resources was analyzed in the context of the Menifee region of Riverside County, which is identified as sensitive for archaeological resources. Construction activities within the Project site – as with other development projects in the region – may uncover subsurface prehistoric archaeological resource that meet the CCR § 15064.5 definition. However, mitigation has been included to reduce the potential of the Project to contribute to a significant cumulative impact to archaeological resources. With compliance with Project-specific mitigation, the Project's contribution to cumulative impacts would not be cumulatively considerable.

5.4.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Health and Safety Code Section 7050.5
- Public Resources Code Section 5097.98.

Standard Conditions, Plans, Programs, or Policies

Standard Condition CUL-1: Inadvertent Archaeological Find. If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

- a) All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s), and the Community Development Director to discuss the significance of the find.
- b) At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
- c) Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
- d) Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.
- e) Pursuant to California Public Resources Code Section 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, and recommendations of the project archaeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council."

Standard Condition CUL-2: Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:

- i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
- ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods, and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.
- iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

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

The Project Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Tribal monitor(s), shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

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

In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in California Public Resources Code Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:

- a) Project grading and development scheduling;
- b) The Project archaeologist and the Consulting Tribe(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event

inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

- c) The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

Standard Condition CUL-4: Archaeology Report - Phase III and IV. Prior to final inspection of the first building permit associated with each phase of grading, the developer/permit holder shall prompt the Project Archaeologist to submit two (2) copies of the Phase III Data Recovery report (if conducted for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

5.4.9 PROJECT DESIGN FEATURES

None.

5.4.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impact CUL-2 would be potentially significant.

5.4.11 MITIGATION MEASURES

Mitigation Measure CUL-1: Cultural Resources Monitoring Program. Monitoring during ground-disturbing activities, such as grading or trenching, by a qualified archaeologist is required to ensure that if buried features (*i.e.*, human remains, hearths, or cultural deposits) are present, they will be handled in a timely and proper manner. The scope of the monitoring program is provided below:

- Prior to issuance of a grading permit, the applicant shall provide written verification that a certified archaeologist has been retained to implement the monitoring program. This verification shall be presented in a letter from the project archaeologist to the lead agency.
- The project applicant shall provide Native American monitoring during grading. The Native American monitor shall work in concert with the archaeological monitor to observe ground disturbances and search for cultural materials.
- The certified archaeologist shall attend the pregrading meeting with the contractors to explain and coordinate the requirements of the monitoring program.
- During the original cutting of previously undisturbed deposits, the archaeological monitor(s) and tribal representative shall be on-site, as determined by the consulting archaeologist, to perform periodic inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The consulting

archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated.

- Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed.
- Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered, and features recorded using professional archaeological methods. The project archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis.
- All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation.
- A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include Department of Parks and Recreation Primary and Archaeological Site Forms.

5.4.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of Mitigation Measures CUL-1, Impact CUL-2 would be less than significant.

5.4.13 REFERENCES

BFSA Environmental Services. (2023). *Cultural Resources Study for the IPT Menifee Warehouse Project*.

City of Menifee. (2013). *City of Menifee General Plan 2030*. Adopted 2013. Available at:
<https://www.cityofmenifee.us/221/General-Plan>

City of Menifee. (2019). *City of Menifee Adopted Development Code*. Retrieved January 11, 2024, from
<https://www.cityofmenifee.us/494/MunicipalDevelopment-Code-and-Design-Gui>

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5.5 Energy

5.5.1 INTRODUCTION

This section of the Draft EIR assesses the significance of the use of energy, including electricity, natural gas and gasoline, and diesel fuels, that would result from implementation of the proposed Project. It discusses existing energy use patterns and examines whether the proposed Project (including development and operation) would result in the consumption of large amounts of fuel or energy or use such resources in a wasteful manner. This analysis in this section is based on the following sources:

- *City of Menifee General Plan 2030*, adopted 2013
- *City of Menifee General Plan 2030 Environmental Impact Report*, certified December 2013
- *City of Menifee Municipal Code*
- *Murrieta Road Warehouse Energy Analysis*, prepared by Urban Crossroads, February 16, 2024 (Appendix E)

Refer to Section 5.6, Greenhouse Gas Emissions, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions, and Section 5.14, Utilities and Service Systems, for a discussion of utilities.

5.5.2 REGULATORY SETTING

5.5.2.1 Federal Regulations

Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFE standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

5.5.2.2 State Regulations

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,

- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

The City includes Good Neighbor Policies (see below) which include a stricter idling restriction of 3-minutes.

Assembly Bill 1279

Assembly Bill (AB) 1279 requires the State to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels and directs the California Air Resources Board to work with relevant State agencies to achieve these goals.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CALGreen) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. CALGreen is updated on a regular basis, with the most recently approved update consisting of the 2022 California Green Building Code Standards that became effective January 1, 2023.

The 2022 CALGreen standards that reduce air quality emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).

- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWEL0), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CALGreen Building Standards Code has been adopted by the City of Menifee Municipal Code in Section 8.06.010.

5.5.2.3 Local and Regional Regulations

General Plan

The City of Menifee General Plan 2030 contains the following policies related to energy that are applicable to the Project (City of Menifee, 2013):

Open Space and Conservation Element

Goal OSC-4 Energy and Mineral. Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.

- Policy OCS-4.1** Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
- Policy OCS-4.2** Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.
- Policy OCS-4.3** Advocate for cost-effective and reliable production and delivery of electrical power to residents and businesses throughout the community

City of Menifee Municipal Code

Section 8.06.010. Ordinance No. 2022-364 was passed November 16, 2022. Within Ordinance No. 2022-364, the City adopted the California Building Standards Code (2022 Edition), including its Building Code, Energy Code, and CALGreen components. The City's Building Code regulates and controls the minimum energy and resource efficiencies of all new development within the City.

Industrial Good Neighbor Policies

Menifee City Council approved Industrial Good Neighbor Policies on March 2, 2022. The purpose of the Good Neighbor Policies (Policies) is to provide local government and developers with ways to address environmental and neighborhood compatibility issues associated with permitting warehouse, logistics and distribution facilities. The intent of the City's Good Neighbor Policies, in siting new warehouse, logistics and distribution uses, include:

- Minimizing impacts to sensitive uses.
- Protecting public health, safety, and welfare by regulating the design, location and operation facilities.
- Protecting neighborhood character of adjacent communities.

The Policies apply to all new warehouse, logistics and distribution facilities ("industrial uses"), any building larger than 100,000 square feet in size or any sized building with more than 10 loading bays (dock-high). The Industrial Good Neighbor Policies apply to the Project, and the Project would comply with the General Performance Standards associated with site design, access, and layout.

As it relates to energy, the Policies require warehouses to post anti-idling signs stipulating a 3-minute idling restriction.

5.5.3 ENVIRONMENTAL SETTING

5.5.3.1 Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Menifee. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2022 Annual Report, the SCE electrical grid modernization effort supports implementation of California requirements to achieve carbon neutrality by 2045. The State has set Renewables Portfolio Standards that require retail sellers of electricity to provide 60 percent of power from renewable resources by 2030. The State also requires sellers of electricity to deliver 100 percent of retail sales from carbon-free sources by 2045, including interim targets of 90 percent by 2035 and 95 percent by 2040. In 2022 approximately 48 percent of power that SCE delivered to customers came from carbon-free resources (SCE 2022).

The Project site is currently served by the electricity distribution systems that exist along Murrieta Road, adjacent to the Project site.

5.5.3.2 Natural Gas

The Southern California Gas Company (SoCal Gas) is the natural gas purveyor in the City of Menifee and is the principal distributor of natural gas in Southern California. The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU 2023). SoCal Gas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 (CGEU 2023).

The Project is within the service area of SoCal Gas. However, the Project does not include use of natural gas.

5.5.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.5.5 METHODOLOGY

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. Factors such as the use of on-site renewable energy features, energy conservation features or programs, and relative use of transit are considered.

According to Appendix F of the CEQA Guidelines, conserving energy is defined as decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Neither Appendix F of the CEQA Guidelines nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Rather, the emphasis is on reducing “the wasteful, inefficient, and unnecessary consumption of energy.”

Construction activities would result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities. Energy usage during project operation would be considered “wasteful, inefficient, and unnecessary” if the project were to violate federal, State, and/or local energy standards, including Title 24 of the California Code of Regulations, inhibit pedestrian or bicycle mobility, inhibit access to transit, or inhibit feasible opportunities to use alternative energy sources, such as solar energy, or otherwise inhibit the conservation of energy.

5.5.6 ENVIRONMENTAL IMPACTS

IMPACT E-1: THE PROJECT WOULD NOT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION.

Construction

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

1. Petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the Project site, 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.

Construction activities related to the proposed Project and the associated infrastructure are not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. The energy analysis modeling for construction of the Project (included as Appendix E) details that the total construction would utilize 185,669 kWh of electricity as detailed in Table 5.5-1.

Table 5.5-1: Estimated Construction Electricity Usage

Land Use	Cost per kWh	Project Construction Electricity Usage (kWh)
Warehousing	\$0.14	108,245
Parking	\$0.14	77,424
Construction Electricity Usage		185,669

Source: Urban Crossroads, 2024 (Appendix E).

Also, as shown in Table 5.5-2, construction of the Project is estimated to result in the need for 41,371 gallons of diesel fuel.

Table 5.5-2: Estimated Construction Fuel Consumption

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Load Factor	HP-hrs/day	Total Fuel Consumption
Site Preparation	10	Rubber Tired Dozers	367	3	8	0.40	3,523
		Crawler Tractors	87	4	8	0.43	1,197
Grading	35	Graders	148	1	8	0.41	485
		Excavators	36	2	8	0.38	219
		Scrapers	423	2	8	0.48	3,249
		Rubber Tired Dozers	367	1	8	0.40	1,174
		Crawler Tractors	87	2	8	0.43	599
Building Construction	216	Forklifts	82	3	8	0.20	394
		Generator Sets	14	1	8	0.74	83
		Cranes	367	1	8	0.29	851
		Welders	46	1	8	0.45	166

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Load Factor	HP-hrs/day	Total Fuel Consumption
		Tractors/Loaders/Backhoes	84	3	8	0.37	746
Paving	20	Pavers	81	2	8	0.42	544
		Paving Equipment	89	2	8	0.36	513
		Rollers	36	2	8	0.38	219
Architectural Coating	60	Air Compressors	37	1	8	0.48	142
Construction Fuel Demand (Gallons Fuel)							41,371

Source: Urban Crossroads, 2024 (Appendix E)

Table 5.5-3 shows that construction workers would use approximately 34,457 gallons of fuel in automobiles during construction of the Project.

Table 5.5-3: Estimated Construction Worker Fuel Consumption (Automobiles)

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2024	LDA						
	Site Preparation	10	9	18.5	1,665	31.51	53
	Grading	35	10	18.5	6,475	31.51	206
	Building Construction	21	112	18.5	43,512	31.51	1,381
	LDT1						
	Site Preparation	10	5	18.5	925	24.62	38
	Grading	35	5	18.5	3,238	24.62	131
	Building Construction	21	56	18.5	21,756	24.62	884
	LDT2						
	Site Preparation	10	5	18.5	925	24.57	38
	Grading	35	5	18.5	3,238	24.57	132
	Building Construction	21	56	18.5	21,756	24.57	885
2025	LDA						
	Building Construction	195	112	18.5	404,040	32.49	12,436
	Paving	20	8	18.5	2,960	32.49	91
	Architectural Coating	60	23	18.5	25,530	32.49	786
	LDT1						
	Building Construction	195	56	18.5	202,020	25.14	8,036
	Paving	20	4	18.5	1,480	25.14	59
	Architectural Coating	60	12	18.5	13,320	25.14	530
	LDT2						
	Building Construction	195	56	18.5	202,020	25.29	7,988
	Paving	20	4	18.5	1,480	25.29	59
	Architectural Coating	60	12	18.5	13,320	25.29	527
Total Construction Worker Fuel Consumption							34,257

Source: Urban Crossroads, 2024 (Appendix E)

Table 5.5-4 shows that approximately 78,582 gallons of fuel would be used by vendor trucks for construction of the Project.

Table 5.5-4: Estimated Construction Vendor Fuel Consumption

Year	Construction Activity	Duration (Days)	Vendor Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2024	MHD						
	Site Preparation	10	6	10.2	612	8.49	72
	Grading	35	2	10.2	714	8.49	84
	Offsite Grading	35	1	10.2	357	8.49	42
	Building Construction	21	112	10.2	23,990	8.49	2,825
	HHD (Vendor)						
	Site Preparation	10	6	10.2	612	6.12	100
	Grading	35	2	10.2	714	6.12	117
	Offsite Grading	35	1	10.2	357	6.12	58
	Building Construction	21	112	10.2	23,990	6.12	3,919
	HHD (Hauling)						
	Grading	35	107	20	74,900	6.12	12,237
Offsite Grading	35	3	20	2,100	6.12	343	
2025	MHD						
	Building Construction	195	112	10.2	222,768	8.58	25,960
	Paving	60	3	10.2	1,836	8.58	214
	HHD (Vendor)						
	Building Construction	195	112	9.2	200,928	6.22	32,316
Paving	60	3	10.2	1,836	6.22	295	
Total Construction Vendor Fuel Consumption							78,582

Source: Urban Crossroads, 2024 (Appendix E)

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption.

Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

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

As analyzed in the Murrieta Road Warehouse Energy Analysis (Appendix E), energy that would be consumed by Project-generated traffic is a function of total vehicle miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site. As detailed in Table 5.5-5, operation of the Project is estimated to result in an annual VMT of 6,613,608 miles and a fuel consumption of 434,971 gallons per year. CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of vehicles to no more than 5 minutes. The idling restrictions would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks.

Table 5.5-5: Project-Generated Traffic Annual Fuel Consumption

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	33.43	2,568,602	76,826
LDT1	25.70	196,815	7,657
LDT2	26.01	1,060,799	40,786
MDV	20.88	819,665	39,257
LHDT1	16.89	106,821	6,323
LHDT2	16.01	30,494	1,905
MHDT	8.71	256,148	29,424
HHDT	6.33	1,454,650	229,949
MCY	42.07	119,614	2,843
Total (All Vehicles)		6,613,608	434,971

Notes: LDA = Light Duty Auto; LDT1/LDT2 = Light Duty Trucks; LHD1/LHD2 = Light-Heavy Duty Trucks; MDV = Medium Duty Trucks; MHDT = Medium-Heavy Duty Trucks; HHDT = Heavy-Heavy Duty Trucks; MCY = Motorcycle

Source: Urban Crossroads, 2024 (Appendix E)

In addition, the proposed Project includes operation of a 300-horsepower diesel-powered fire pump which is estimated to operate for up to 1 hour per day, 1 day per week for up to 50 hours per year for maintenance and testing purposes. As presented in Table 5.5-6 below, Project stationary sources would consume an estimated 592 gallons of diesel fuel.

Table 5.5-6: Stationary Source Equipment Fuel Consumption Estimates

Equipment	HP Rating	Quantity	Usage Hours	Annual Hourly Usage	Load Factor	HP-hrs/day	Total Fuel Consumption
Fire Pump	300	1	1	50	0.73	219	592
Stationary Source Fuel Demand (Gallons Diesel Fuel)							592

Source: Urban Crossroads, 2024 (Appendix E)

It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building’s truck court areas. The Project is not proposing the use of natural gas for cargo handling equipment. The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be electric and non-diesel powered, per contemporary industry standards and as required City of Menifee Good Neighbor Policies. The analysis assumes that all on-site cargo handling equipment would be electrically powered consistent with MM GHG-8, included in Section 5.6, *Greenhouse Gas Emissions*.

Project building operations and Project site maintenance activities would result in the consumption of electricity. The proposed buildings would not utilize natural gas. As shown on Table 5.5-7, the Project would utilize approximately 816,024 kWh per year of electricity. Furthermore, the Project buildings would be solar ready in compliance with current Title 24 requirements, which would allow for the future installation of rooftop solar. As such, the Project would not inhibit the use of renewable energy.

Table 5.5-7: Project Annual Operational Energy Demand Summary

Land Use	Electricity Demand (kWh/year)
Warehouse	747,391
Parking	68,633
Total Project Energy Demand	816,024

Source: Urban Crossroads, 2024 (Appendix E)

Because this use of energy is typical for urban development, no operational activities or land uses would occur that would result in extraordinary energy consumption, and through City permitting assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. Therefore, impacts related to operational energy consumption would be less than significant.

IMPACT E-2: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.

Less than Significant Impact.

As described previously, the proposed Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of the proposed Project. The City’s administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. The Project building would be solar ready in compliance with current Title 24 requirements, which would allow for the future installation of rooftop solar. Mitigation Measure GHG-1 requires the Project applicant to install a minimum 101.3-kW DC solar photovoltaic (PV) system or purchase an equivalent amount of renewable energy to offset demand or implement renewable measures, subject to approval by the Community Development Director. In addition to Mitigation Measure GHG-1, the Project includes implementation of Mitigation Measures GHG-2 through GHG-8 which aim to reduce energy use and increase the Project’s energy efficiency. Mitigation Measure GHG-2 which requires the preparation of a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single-occupant vehicles and encourage alternative modes of travel such as walking, bicycle, carpool, vanpool, and transit. Mitigation Measure GHG-3 ensures that consistent with this EIR, no cold storage equipment, which is very energy intensive, would be implemented. Mitigation Measure GHG-4 ensures that information on incentive programs and voucher programs aimed at reducing emissions, like CARB’s Vehicle Voucher Incentive Program or the US EPA’s SmartWay Program are provided to tenants. Mitigation Measure GHG-5 requires that the Project provides electric vehicle (EV) charging stations and stalls reserved for clean air/EV vehicles. Mitigation Measure GHG-7 requires building plans to identify the location of future electric truck charging stations (minimum of three) and to install conduit to those spaces. Mitigation Measure GHG-8 would ensure that consistent with this EIR, natural gas utility lines and the conveyance of natural gas are not present. In addition, MM GHG-8 would ensure that onsite cargo handling equipment shall not include natural gas and will be electric powered. Implementation of Mitigation Measures GHG-1 through GHG-8 would increase the energy efficiency of the proposed Project. Additionally, as demonstrated in Table 5.6-3 and Table 5.9-2, the proposed Project would be consistent with applicable City General Plan Goals and Policies

related to energy use and energy efficiency. As such, the Project would not inhibit the use of, and would allow for future flexibility relating to renewable energy. As determined in Impact E-1, Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur. Thus, the Project would be consistent with State goals to reduce energy consumption and resulting GHG emissions. Overall, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

5.5.7 CUMULATIVE IMPACTS

The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED type energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the proposed Project would be primarily attributable to transportation, especially vehicular use. However, State fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely) would contribute to a reduction in fuel use, and the federal Energy Independence and Security Act and the State Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. For these reasons, the consumption of petroleum would not occur in a wasteful, inefficient, or unnecessary manner and would be less than cumulatively considerable.

5.5.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Energy Code (Code of Regulations, Title 24 Part 6).
- CALGreen Building Standards Code

Plans, Programs, or Policies

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

PPP E-1: CalGreen Compliance: The Project is required to comply with the CalGreen Building Code to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

5.5.9 PROJECT DESIGN FEATURES

None.

5.5.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts E-1 and E-2 would be less than significant.

5.5.11 MITIGATION MEASURES

None.

5.5.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to energy would be less than significant.

5.5.13 REFERENCES

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5.6 Greenhouse Gas Emissions

5.6.1 INTRODUCTION

This section of the Draft EIR evaluates greenhouse gas (GHG) emissions associated with the proposed Project and its contribution to global climate change. Specifically, this section evaluates the extent to which GHG emissions from the Project contribute to elevated levels of GHGs in the Earth's atmosphere and consequently contribute to climate change. This section also addresses the Project's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of GHGs. The analysis within this section is based on the following City documents and technical report in Appendix F:

- *City of Menifee General Plan 2030*, adopted 2013
- *City of Menifee General Plan 2030 Environmental Impact Report*, certified December 2013
- *City of Menifee Municipal Code*
- *Murrieta Road Warehouse, Greenhouse Gas Analysis*, prepared by Urban Crossroads, 2024, (Appendix F)

5.6.2 REGULATORY SETTING

5.6.2.1 State Regulations

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG from 2009 to 2016. CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels

Assembly Bill 1279

Assembly Bill (AB) 1279 requires the State to achieve net zero GHG as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels and directs the California Air Resources Board to work with relevant State agencies to achieve these goals.

California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required the California Air Resources Board (CARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every five years. Since 2008, there have been three updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identified how the State could reach the 2030 climate target to reduce GHG emissions by 40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the current GHG reduction goal. In 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update reflected the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32.

On December 15, 2022, CARB adopted the 2022 Scoping Plan. The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the State to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to “deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor.” The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB advocates for compliance with a local GHG reduction strategy consistent with CEQA Guidelines section 15183.5.

Senate Bill 375 (Chapter 728, Statutes of 2008)

In August 2008, the Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, SB 375, which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations (MPOs) will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, an MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375

provides incentives for streamlining CEQA requirements by substantially reducing the requirements for “transit priority projects,” as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional MPOs.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all State agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the State’s 2050 target and attain a level of emissions necessary to avoid dangerous climate change. According to the Governor’s Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill 32 (Chapter 249, Statutes of 2016)

Senate Bill 32 was signed on September 8, 2016, by Governor Jerry Brown. SB 32 requires the State to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that ARB is not only responsive to the Governor, but also the Legislature.

AB 398 – Extension of Cap-and-Trade Program to 2030 (Chapter 617, Statutes of 2017)

AB 398 was signed by Governor Brown on July 25, 2017, and became effective immediately as urgent legislation. AB 398, among other things, extended the cap-and-trade program through 2030.

Senate Bill 97 (Chapter 185, Statutes of 2007)

SB 97 (Health and Safety Code Section 21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. A new section, CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. Section 15064.4 gives discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. CEQA does not provide guidance to determine whether the project’s estimated GHG emissions are significant or cumulatively considerable.

The 2018 amendments to the CEQA Guidelines provided expanded guidance to lead agencies in evaluating GHG impacts, as outlined in Sections 15064.4 and 15064.7. A lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to evaluate a project’s incremental contribution to climate change, provided that the model or methodology is supported by substantial evidence.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to Section 15183.5(b).

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CALGreen) is updated every three years. The most recent update was the 2022 California Green Building Code Standards that became effective on January 1, 2023.

The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements. The California Energy Commission anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons.

The 2022 CALGreen standards that reduce GHG emissions and are applicable to the proposed Project include, but are not limited to, the following:

- **Short-term bicycle parking.** If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- **Long-term bicycle parking.** For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- **Designated parking for clean air vehicles.** In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- **EV charging stations.** New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- **Outdoor light pollution reduction.** Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- **Construction waste management.** Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- **Excavated soil and land clearing debris.** 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- **Recycling by Occupants.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- **Water conserving plumbing fixtures and fittings.** Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:

- Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
- Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
- Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
- Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- **Outdoor potable water uses in landscaped areas.** Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- **Water meters.** Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- **Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF.** Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- **Commissioning.** For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CalGreen Building Standards Code has been adopted by the City of Menifee Municipal Code in Chapter 8.06 (City of Menifee, 2024).

5.6.2.2 Local and Regional Regulations

City of Menifee General Plan

The City of Menifee General Plan contains the following policies related to greenhouse gas emissions that are applicable to the Project (City of Menifee, 2013):

Safety Element

- Goal S-5** **A community that has reduced the potential for hazardous materials contamination.**
- Policy S-5.6** Require all new industrial development projects and significant rehabilitation or expansion projects to reduce industrial truck idling by enforcing California's five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on-site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks. Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.
- Goal S-7** **A community that has protected its sensitive structures, functions, and populations from the risks associated with climate change.**

- Policy S-7.1** Continue to require environmental analysis for proposed projects which may produce harmful levels of greenhouse gas.
- Policy S-7.4** Promote alternative forms of energy production such as solar or wind power.
- Policy S-7.5** Promote the use of climate ready architecture designed to maintain adequate indoor climate with minimal energy use.
- Policy S-7.9** Promote drought resistant landscaping to continue reducing water consumption and potential fuel sources.

Open Space and Conservation Element

- Goal OSC-4** **Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.**
- Policy OSC-4.1** Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
- Goal OSC-9** **Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.**
- Policy OSC-9.1** Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.
- Policy OSC-9.3** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.
- Policy OSC-9.4** Support the Riverside County Regional Air Quality Task Force, the Southern California Association of Government's Regional Transportation Plan/Sustainable Communities Strategy, and the South Coast Air Quality Management District's Air Quality Management Plan to reduce air pollution at the regional level.
- Policy OSC-9.5** Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.
- Goal OSC-10** **An environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions.**
- Policy OSC-10.4** Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

Circulation Element

- Goal C-1** **A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.**
- Policy C-1.5** Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.

City of Menifee Industrial Good Neighbor Policies

The purpose of the Good Neighbor Policies (Policies) is to provide local government and developers with ways to address environmental and neighborhood compatibility issues associated with permitting warehouse, logistics and distribution facilities. These Policies are designed to promote economic vitality and sustainability

of businesses, while still protecting the general health, safety, and welfare of the public and sensitive receptors within the City of Menifee. Sensitive receptors include residential neighborhoods, schools, public parks, playgrounds, day care centers, nursing homes, hospitals, and other public places where residents are most likely to spend time. The intent of the City of Menifee's Good Neighbor Policies, in siting new warehouse, logistics and distribution uses, include:

1. Minimize impacts to sensitive uses.
2. Protect public health, safety, and welfare by regulating the design, location and operation of facilities.
3. Protect neighborhood character of adjacent communities (City of Menifee, 2022).

The Policies apply to all new warehouse, logistics and distribution facilities ("industrial uses"), any building larger than 100,000 square feet in size or any sized building with more than 10 loading bays (dock-high). The Industrial Good Neighbor Policies apply to the Project, and the Project would comply with the General Performance Standards associated with site design, access, and layout.

5.6.3 ENVIRONMENTAL SETTING

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO₂ is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). For example, SF₆ is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF₆, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO₂. Therefore, an emission of one metric ton (MT) of SF₆ could be reported as an emission of 22,800 MT of CO₂e. Large emission sources are reported in million metric tons (MMT) of CO₂e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH₄) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N₂O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

There are also many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Project Site Conditions

The proposed Project is located in the northwestern portion of the City of Menifee south of the intersection at Murrieta Road and Ethanac Road. The primary GHG emissions in the City of Menifee result from on-road transportation, building energy, water use, and wastewater generation.

The Project site encompasses approximately 28.27 acres and is comprised of Assessor's Parcel Numbers (APNs) 330-210-010, -011, -013, and -062, 330-560-001 through 330-560-040, 330-570-001 through 330-570-033, and 330-571-001 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.

5.6.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lessen the cumulative problem.

The SCAQMD formed a working group to identify greenhouse gas emissions thresholds for land use projects that could be used by local lead agencies in the Basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold, that could be applied by lead agencies, which includes the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - Residential and commercial land use: 3,000 MTCO₂E per year
 - Industrial land: 10,000 MTCO₂E per year
 - Based on land use type:
 - Residential: 3,500 MTCO₂E per year
 - Commercial: 1,400 MTCO₂E per year
 - Mixed use: 3,000 MTCO₂E per year
- Tier 4 has the following options:
 - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 Target: For service populations (SP), including residents and employees, 4.8 MTCO₂E/SP/year for projects and 6.6 MTCO₂E/SP/year for plans.
 - Option 3, 2035 Target: 3.0 MTCO₂E/SP/year for projects and 4.1 MTCO₂E/SP/year for plans.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 ppm, thus stabilizing global climate.

Based on the foregoing guidance, the City of Menifee has elected to rely on compliance with a local air district threshold in the determination of significance of Project-related GHG emissions. Specifically, the City has selected the interim 3,000 MTCO_{2e}/yr threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions.

The City understands that the 3,000 MTCO_{2e}/yr threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO_{2e}/yr threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the *Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold* (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold “uses the Executive Order S-3-05 goal [80% below 1990 levels by 2050] as the basis for deriving the screening level” and, thus, remains valid for use in 2024 and for purposes of this Draft EIR. Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

Thus, for purposes of this analysis, if Project-related GHG emissions do not exceed the 3,000 MTCO_{2e}/yr threshold, then Project-related GHG emissions would clearly have a less-than-significant impact pursuant to Threshold GHG-1. On the other hand, if Project-related GHG emissions exceed 3,000 MTCO_{2e}/yr, the Project would be considered a substantial source of GHG emissions.

5.6.5 METHODOLOGY

A Greenhouse Gas Analysis Report was prepared for the Project using the California Emissions Estimator Model (CalEEMod) v2022.1.1.20 to determine construction and operational GHG emissions for buildout of the proposed Project, based on the maximum development assumptions outlined in Section 3.0, *Project Description* (Urban Crossroads, 2024). The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase Project emissions, GHGs are quantified and, per SCAQMD methodology, the total GHG emissions for construction activities are divided by 30 years, and then added to the annual operational phase of GHG emissions.

In addition, CEQA requires the lead agency to consider the extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, this section addresses whether the Project complies with various programs and measures designed to reduce GHG emissions. There is no statewide program or regional program or plan that has been adopted with which all new development must comply; thus, this analysis has identified the regulations most relevant to the City of Menifee and the proposed Project.

5.6.6 ENVIRONMENTAL IMPACTS

IMPACT GHG-1: THE PROJECT WOULD GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.

Significant and Unavoidable Impact. Implementation of the proposed Project would generate GHG emissions from construction activities, operational transportation, energy, waste disposal, and area sources (such as onsite equipment). For construction emissions, the SCAQMD recommends amortizing emissions over 30 years by calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life, then adding that number to the annual operational phase GHG emissions, which is done within this analysis. Table 5.6-1 provides the estimated construction emissions from Project buildout.

Table 5.6-1: Project Construction Greenhouse Emissions

Year	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e ¹
2024	338.00	0.01	0.03	0.20	347.00
2025	712.00	0.03	0.04	0.70	725.00
Total GHG Emissions	1,050.00	0.04	0.07	1.90	1,072.00
Amortized Construction Emissions	35.00	0.00	0.00	0.03	35.73

Source: (Urban Crossroads, 2024) (Appendix F).

Long-term operations of uses proposed by the Project would generate GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.
- **Energy Source Emissions.** GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO₂ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Based on data provided by the Project applicant, the proposed Project would not utilize natural gas. Based on data provided by the Project applicant, the Project is estimated to consume approximately 873,720.7 kWh per year of electricity.
- **Mobile Source Emissions.** The Project-related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics from the Traffic Impact Analysis prepared for the City of Menifee were utilized to quantify the GHGs from operation of the Project at buildout. To determine emissions from passenger car vehicles, the CalEEMod defaults were utilized for trip lengths for passenger car vehicles. To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2), 14.2 miles for 3-axle (MHDT) trucks, and 39.9 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. The trip length function for the industrial uses has been revised to 34.51 miles with an assumption of 100% primary trips. Trucks are broken down by truck type. The truck fleet mix is estimated by rationing the trip rates for each truck type based on information provided by the

¹ CalEEMod reports the most common GHGs emitted which include CO₂, CH₄, N₂O and R. These GHGs are then converted into the CO₂e by multiplying the individual GHG by the GWP.

SCAQMD recommended truck mix, by axle type. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1 & LHDT2)/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle.

- **On-Site Cargo Handling Equipment Emissions.** It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building’s truck court areas. Consistent with the City of Menifee’s Industrial Good Neighbor Policies, the analysis assumes that all on-site cargo handling equipment would be electrically powered.
- **Stationary Source Emissions.** It is anticipated that the Project would include a 300 horsepower (hp) diesel fire pump. For analytical purposes, it is assumed that the fire pump is estimated to operate for up to 1 hour per day, 1 day per week for up to 50 hours per year for maintenance and testing purposes.
- **Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, CalEEMod default parameters were used.
- **Solid Waste.** The proposed land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material.

The Greenhouse Gas Analysis (Appendix F) describes that the GHG emissions generated from the proposed Project at buildout are primarily associated with non-construction related mobile sources, such as vehicle and truck trips (Urban Crossroads, 2024). However, the annual GHG emissions associated with the proposed Project are summarized in Table 5.6-2. As shown, construction and operation of the Project would generate a net total of approximately 4,805.13 MTCO_{2e} per year, thereby exceeding the screening threshold of 3,000 MTCO_{2e} per year.

Table 5.6-2: Project Generated Greenhouse Gas Emissions

Emissions Source	Operational Emissions				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO _{2e}
Amortized Construction Emissions Over 30 Years	35.00	0.00	0.00	0.03	35.73
Mobile Sources	4,014.00	0.09	0.43	4.89	4,150.00
Area Source	10.80	<0.005	<0.005	0.00	10.90
Energy Source	137.00	0.01	<0.005	0.00	138.00
Water Usage Source	173.00	4.02	0.10	0.00	303.00
Waste Source	44.70	4.47	0.00	0.00	156.00
Stationary Source	11.40	<0.005	<0.005	0.00	11.50
Total Project Operational Emissions					4,805.13
SCAQMD Threshold					3,000
Exceed?					Yes

Source: (Urban Crossroads, 2024) (Appendix F)
CO_{2e} = carbon dioxide equivalent

Due to the GHG emissions exceedance, the proposed Project would have the potential to generate direct or indirect GHG emissions that would result in a significant impact on the environment, thereby requiring mitigation. As discussed in detail below, implementation of Mitigation Measures GHG-1 through GHG-8 aim to reduce the Project's GHG emissions to the maximum extent feasible. Mitigation Measures GHG-1 would require the installation of a minimum 101.3-kW DC solar photovoltaic (PV) system or offset an equivalent

amount of energy demand through the purchase of renewable energy or implementation of alternative renewable measures, subject to approval by the City’s Community Development Director. MM GHG-2 would require the preparation of a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single-occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit. MM GHG-3 would ensure that consistent with this EIR, no cold storage equipment would be implemented. MM GHG-4 would ensure that information on incentive programs and voucher programs, like CARB’s Vehicle Voucher Incentive Program or the US EPA’s SmartWay Program are provided to tenants. MM GHG-5 would ensure that the Project (1) provides 20 percent of the employee parking stalls on-site as "EV ready"; and (2) provides five percent of the 20 percent of the employee parking stalls on-site equipped with working Level 2 Quickcharge EV charging stations installed and operational with signage indicating EV charging stations and stalls reserved for clean air/EV vehicles. MM GHG-6 would require the development to divert a minimum of 75 percent of landfill waste. GHG-7 would require plans to identify the location of future electric truck charging stations (minimum of three) and to install conduit to those spaces. MM GHG-8 would ensure that consistent with this EIR, natural gas utility lines and the conveyance of natural gas are not present. In addition, MM GHG-8 would ensure that onsite cargo handling equipment shall not include natural gas and will be electric powered.

The annual GHG emissions associated with the Project with mitigation are summarized in Table 5.6-3. As shown in Table 5.6-3, with implementation of MMs GHG-1 through GHG-8, construction and operation of the Project would generate a total of 4,796.13 MTCO_{2e}/yr.

Table 5.6-3: Project Generated Greenhouse Gas Emissions – With Mitigation

Emissions Source	Operational Emissions				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO _{2e}
Amortized Construction Emissions Over 30 Years	35.00	0.00	0.00	0.03	35.73
Mobile Sources	4,014.00	0.09	0.43	4.89	4,150.00
Area Source	10.80	<0.005	<0.005	0.00	10.90
Energy Source	128.00	0.01	<0.005	0.00	129.00
Water Usage Source	173.00	4.02	0.10	0.00	303.00
Waste Source	44.70	4.47	0.00	0.00	156.00
Stationary Source	11.40	<0.005	<0.005	0.00	11.50
Total Project Operational Emissions					4,796.13
SCAQMD Threshold					3,000
Exceed?					Yes

Source: (Urban Crossroads, 2024) (Appendix F)
CO_{2e} = carbon dioxide equivalent

There are no feasible Project measures that would reduce substantially vehicular emissions, and more than 86 percent of all GHG emissions (by weight) would be generated by Project mobile sources (vehicle trips). Neither the Project Applicant nor the Lead Agency (City of Menifee) can substantively or materially affect reductions in Project mobile-source emissions beyond regulatory requirements imposed by the federal or State governments or the SCAQMD. Emissions associated with heavy duty trucks involved in goods movements are generally controlled by technology and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-duty trucks have not yet been integrated into large-scale truck operations due to difficulties in meeting the duty cycles required of current diesel-powered vehicles and long charging times. The Project would install electric vehicle supply equipment in accordance with the California Building Code which would allow charging stations to be supplied based on demand; however, the timing of this demand and corresponding availability is uncertain. Therefore, though

the Project will implement mitigation measures to mitigate its GHG emissions to the maximum extent feasible, impacts related to GHG emissions would be significant and unavoidable.

IMPACT GHG-2: THE PROJECT WOULD CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES.

Significant and Unavoidable Impact. The Project would provide contemporary, energy-efficient/energy-conserving design features and operational procedures. The proposed Project would not interfere with the State's implementation of AB 1279's target of 85 percent below 1990 levels and carbon neutrality by 2045 because it does not interfere with implementation of the GHG reduction measures listed in CARB's Updated Scoping Plan (2022), as demonstrated below. CARB's 2022 Scoping Plan reflects the 2045 target of an 85 percent reduction below 1990 levels, set by Executive Order B-55-18, and codified by AB 1279. In addition, the Project would be consistent with the following State policies that were adopted for the purpose of reducing GHG emissions.

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The proposed Project is consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.
- Medium/Heavy-Duty Vehicle Regulations: Medium/heavy-duty vehicle regulations are implemented by the State to reduce emissions from trucks. Since the proposed Project has a large truck component, these regulations would aid in reducing GHG emissions from the Project. The proposed Project is consistent with this measure and its implementation as medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
- Tractor-Trailer Greenhouse Gas Regulation: Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers, and are required to either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The proposed Project is consistent with this regulation, as it applies to specific trucks that are used throughout the State.
- Energy Efficiency – Title 24/CALGreen: The proposed Project is subject to the CALGreen Code Title 24 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features as listed in Section 5.6.2, *Regulatory Setting* that reduce energy consumption. Compliance with the CALGreen standards would be verified by the City during the building permitting process.
- Renewable Portfolio Standard. As a customer of Southern California Edison (SCE), the proposed Project would purchase from an increasing supply of renewable energy sources and more efficient baseload generations which reduce GHG emissions and would be consistent with this requirement. Furthermore, the Project buildings would each feature a solar-ready roof, consistent with Title 24 requirements.
- Million Solar Roofs Program: The proposed Project is consistent with this scoping plan measure as both Project buildings would include a solar-ready roof.
- Water Efficiency and Waste Diversion: Development and operation of the proposed Project would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State.

It should be noted that the Project’s consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Thus, the Project would be consistent with the State’s requirements for GHG reductions.

In addition, the City has included the efficient use of energy resources in the General Plan Safety Element, Open Space and Conservation Element, and Circulation Element. As detailed in Table 5.6-3, the Project would not conflict with the relevant General Plan goals and policies related to GHGs.

Table 5.6-4: Project Consistency with Menifee General Plan GHG Policies

General Plan Policy	Project Consistency
Safety Element	
<p>Policy S-5.6 Require all new industrial development projects and significant rehabilitation or expansion projects to reduce industrial truck idling by enforcing California’s five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on-site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks. Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.</p>	<p>Consistent. The Project would be required to comply with California’s five-minute maximum idling time law and SCAQMD Rule 2485 and would include adequate parking inclusive of 192 truck trailer parking spaces. The City of Menifee Industrial Good Neighbor policies limits idling time to a three-minute maximum. Additionally, as described in Section 3.0, <i>Project Description</i> of this DEIR, the Project would not include cold storage. As discussed in Section 5.2, <i>Air Quality</i>, and in the Health Risk Assessment prepared for the Project, impacts to sensitive receptors would be less than significant.</p>
<p>Policy S-7.1 Continue to require environmental analysis for proposed projects which may produce harmful levels of greenhouse gas.</p>	<p>Consistent. As discussed above, a Greenhouse Gas Emissions Impact Analysis was prepared for the Project and found that GHG emissions would exceed the recommended thresholds, thus the Project would implement mitigation measures GHG-1 through GHG-8 to minimize impacts.</p>
<p>Policy S-7.4 Promote alternative forms of energy production such as solar or wind power.</p>	<p>Consistent. As discussed above, Mitigation Measure GHG-1 requires the installation of a 101.3-kW DC solar photovoltaic (PV) system or the purchase of renewable energy.</p>
<p>Policy S-7.5 Promote the use of climate ready architecture designed to maintain adequate indoor climate with minimal energy use.</p>	<p>Consistent. As discussed in Section 5.5, <i>Energy</i>, the Project would comply with the 2022 CALGreen standards for efficient appliances and fixtures. The Project would also feature drought tolerant landscaping.</p>
<p>Policy S-7.9 Promote drought resistant landscaping to continue reducing water consumption and potential fuel sources.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Project would feature drought tolerant landscaping throughout the parking areas and property borders.</p>
Open Space and Conservation Element	
<p>Goal OSC-4 Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.</p>	<p>Consistent. As discussed in Section 5.5 <i>Energy</i>, the Project would be designed and constructed in accordance with the City’s latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building.</p>
<p>Policy OSC-4.1 Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.</p>	<p>Consistent. As discussed in Section 5.5 <i>Energy</i>, the Project would be designed and constructed in accordance with the City’s latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building.</p>

General Plan Policy	Project Consistency
<p>Goal OSC-9 Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.</p>	<p>Consistent. As discussed in Section 5.2, <i>Air Quality</i>, both construction and operational emissions would be below SCAQMD recommended thresholds.</p>
<p>Policy OSC-9.1 Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.</p>	<p>Consistent. As discussed in Section 5.2, <i>Air Quality</i>, both regional and localized construction emissions for the Project would be below state and federal standards.</p>
<p>Policy OSC-9.3 Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.</p>	<p>Consistent. As discussed in Appendix A, <i>Initial Study</i>, the Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant.</p>
<p>Policy OSC-9.4 Support the Riverside County Regional Air Quality Task Force, the Southern California Association of Government's Regional Transportation Plan/Sustainable Communities Strategy, and the South Coast Air Quality Management District's Air Quality Management Plan to reduce air pollution at the regional level.</p>	<p>Consistent. As discussed above and in Section 5.2 <i>Air Quality</i>, regional air quality emissions would be less than significant. As discussed above, the Project would be consistent with the SCAQMD's AQMP and the SCAG RTP/SCS to reduce air pollution.</p>
<p>Policy OSC-9.5 Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.</p>	<p>Consistent. As discussed in Section 5.5, <i>Energy</i>, the Project would comply with the 2022 CALGreen standards for efficient appliances and fixtures.</p>
<p>Policy OSC-10.4 Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.</p>	<p>Consistent. The 2013 General Plan EIR found that City-wide GHG emissions would exceed the efficiency threshold of 4.0 MTCO₂e/year/SP upon General Plan buildout despite implementation of all mitigation. As discussed previously, a Greenhouse Gas Emissions Impact Analysis was prepared for the Project and found that GHG emissions would exceed the recommended thresholds, thus the Project would implement mitigation measures GHG-1 through GHG-8 to minimize impacts.</p>
<p>Circulation Element</p>	
<p>Policy C-1.5 Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.</p>	<p>Consistent. As discussed in Section 5.12, <i>Transportation</i>, it is not anticipated for the Project to create a significant impact on VMT as the Project's VMT/SP would be below the City's threshold for both Baseline (2018) and Cumulative (2045) scenarios, as shown on Table 5.12-4. Therefore, the Project would have a less than significant impact on VMT. The Project would be required to be consistent with California's five-minute maximum idling time law. In addition, the Project would be required to be consistent with California's five-minute maximum idling time law.</p>

City of Menifee Good Neighbor Policies

The intent of the Good Neighbor Policies, in siting new warehouse, logistics and distribution uses, include: 1. Minimize impacts to sensitive uses; 2. Protect public health, safety, and welfare by regulating the design,

location and operation of facilities; and 3. Protect neighborhood character of adjacent communities. In addition to compliance with the provisions of the Development Code, the Project would adhere to the supplemental general performance standards concerning site design, access, layout, and signage. The Project would also comply with environmental considerations policies pertaining to GHGs. As shown in Table 5.6-4, the Project would not conflict with any City’s Good Neighbor Policies related to GHG emissions.

Table 5.6-5: Good Neighbor Guidelines Consistency Analysis

Good Neighbor Guideline Policy	Project Consistency
General Performance Standards	
1. Truck traffic shall generally be routed to impact the least amount of sensitive receptors, (e.g., access locations, use of traffic control features, signage).	Consistent. Site driveways would be located consistent with the City designated truck route to avoid the sensitive residential community to the north, as shown in Figure 3-7, <i>Conceptual Site Plan</i> .
2. To the maximum extent feasible, buildings shall be designed so that truck driveways and loading docks are oriented away from sensitive receptors to minimize impacts	Consistent. Site driveways would be located consistent with the City designated truck route to avoid the sensitive residential community to the north, as shown in Figure 3-7, <i>Conceptual Site Plan</i> .
3. Sufficient landscape buffers and walls shall be provided on-site to screen sensitive receptors from truck access, parking, and storage.	Consistent. As discussed in Section 3.0, <i>Project Description</i> , the Project would include an approximately 14-foot-high retaining and screen wall along the of the northern and southern truck courts. The proposed Project would be setback from the residences to the north with landscaping and parking.
Site Design, Access, and Layout	
1. Buildings shall be set back a minimum of one foot for every one foot of building height, but no less than 25 feet, when adjacent to a sensitive receptor.	Consistent. As discussed in Section 3.0, <i>Project Description</i> , the building would be setback approximately 205 feet from the northern property line.
2. Dock high doors shall be a minimum of 250’ from the property line of adjacent sensitive receptors.	Consistent. As shown in Figure 3-7, <i>Conceptual Site Plan</i> , the dock doors would be setback approximately 264 feet from the northern property line.
4. To the maximum extent feasible, truck driveways shall not be placed on any portion of the street that fronts sensitive receptors.	Consistent. As shown in Figure 3-7, <i>Conceptual Site Plan</i> , truck driveways would be located on the eastern and western portion of the Project site facing away from the sensitive receptors to the north.
5. Facilities shall be designed to provide adequate on-site parking and queuing for trucks/trailers away from sensitive receptors.	Consistent. The Project would provide 409 automobile parking stalls which exceeds the 390-parking stall requirement. In addition, the Project would include 192 truck trailer stalls. Thus, the Project would provide adequate parking onsite and would not require street parking. Trailer parking areas and truck courts would be screened with 14-foot-high walls to minimize impacts to nearby sensitive receptors. In addition, as further described in Section 5.12, <i>Transportation</i> , no queuing impacts would occur.
6. Check-in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width of 12 feet) are permitted to achieve the required on-site truck queuing. The general queuing and spill-over of trucks onto surrounding public streets are prohibited.	Consistent. The Project would provide 90 dock high doors, as described in Section 3.0, <i>Project Description</i> . The minimum distance proposed from the property line to the rolling gates for on-site truck queuing is 211 feet, as shown in Figure 3-7, <i>Conceptual Site Plan</i> . The proposed Project would also include 26-foot-wide internal drive aisles for on-site circulation. In addition, as further described in Section 5.12, <i>Transportation</i> , no queuing impacts would occur.

Good Neighbor Guideline Policy	Project Consistency
Commercial trucks and/or trailers shall not be parked on the public road right-of-way or adjacent to sensitive receptors.	
7. Required passenger vehicle parking should be separated from enclosed truck parking/truck court, and have separate primary access.	Consistent. As shown in Figure 3-7, <i>Conceptual Site Plan</i> , truck trailer parking would be located on the northern and southern side of the Project site with gates on each side of the parking areas separating them from the passenger parking areas on the eastern and western portion of the Project site.
Signage and Information	
1. Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.	Consistent. Signage would be included as a design feature, which would be reviewed and approved by the Building and Safety Department during plan check.
2. Anti-idling signs are required to be posted at warehouses to stipulate a 3-minute idling restriction.	
3. Legible, durable, weather-proof signs are required at all truck exit driveways directing truck drivers to the truck route and State Highway System.	
4. During construction, signs are required to be in public view with contact information for a designated representative of the building occupant and an SCAQMD representative who is designated to receive complaints about excessive dust, fumes, or odors on this site.	
5. New and existing industrial uses shall provide truck drivers with information on the closest restaurants, fueling stations, truck repair facilities, and lodging (i.e., by posting in offices/breakrooms).	Consistent. Information regarding closest restaurants, fueling stations, truck repair facilities, and lodging would be posted onsite consistent with this policy.
Air Quality	
1. In compliance with CEQA, conduct SCAQMD URBEMIS and EMFAC computer models to identify the significance of air quality impacts on sensitive receptors. a) Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project-specific and cumulative impact analysis. Appendix A: Page 4 of 6 INDUSTRIAL GOOD NEIGHBOR POLICIES Environmental Considerations. b) Require "Health Risk Assessments" for industrial uses within 1,000 feet of sensitive receptors.	Consistent. An Air Quality Analysis was completed for the Project and is included as Appendix B which shows that the Project would be consistent with AQMD guidelines. In addition, a Health Risk Assessment (included as Appendix G) was completed for the Project and found that both construction and operational health risks would be less than significant.
2. Minimize the air quality impacts of trucks on sensitive receptors a) Design facilities with queuing of trucks on-site and away from sensitive receptors. b) Prevent the queuing of trucks on street or elsewhere outside the facility. c) The installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use and required where	Consistent. As discussed in Section 5.2, <i>Air Quality</i> , the Project would result in air pollutant and DPM emissions that would be below SCAQMD thresholds. Therefore, the Project would not result in significant impacts on sensitive receptors. However, the Project would also comply with the regulations set forth by SCAQMD for idling, would provide adequate onsite queuing space, and alternatively fueled onsite equipment. Further, the Project would only provide truck access off of Murrieta Road and Geary Street, oriented away from existing residences, and would provide separate access points

Good Neighbor Guideline Policy	Project Consistency
transport refrigeration units (TRUs) are proposed to be used.	and parking areas for trucks and passenger vehicles. Additionally, there would be 20 parking stalls dedicated for electric vehicle (EV) charging at the time of Project opening and 80 EV Capable stalls to accommodate future demand.
3. Require Transportation Demand Management measures for industrial uses with over one hundred employees to reduce work-related vehicle trips.	Consistent. The facility tenant would establish a rideshare program as required by South Coast AQMD Rule 2202. In addition, the Project would include bicycle parking for Project employees.
4. Use of electric-powered hand tools, forklifts, aerial lifts, materials lifts, hoists, pressure washers, plate compactors, and air compressors, when feasible.	Consistent. The proposed Project would include use of electric powered construction equipment when feasible.
5. For buildings with 50 or more dock high doors, site plans are required to identify a planned location for future electric truck charging stations and install conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.	Consistent. The Project is a speculative high-cube warehouse. Prior to issuance of building permits, building plans shall identify the location of future electric truck charging stations (minimum of three) and install conduit to those spaces, consistent with mitigation measure GHG-7 in Section 5.6, <i>Greenhouse Gas Emissions</i> .
6. The following environmentally responsible construction practices are required: a) Use of most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment). b) Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose. c) The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study. d) Streets adjacent to the development site shall be swept on a regular basis as determined by the City inspector to remove any construction related debris and dirt. e) Construction equipment maintenance records and data sheets, which includes equipment design specifications and equipment emission control tier classifications, as well as any other records necessary to verify compliance with items listed above, shall be kept on-site and furnished to the City upon request.	Consistent. Construction of the proposed Project would utilize CARB Tier 3 and 4 equipment and would keep construction equipment maintenance records throughout construction. Where feasible, the Project would provide charging for electric-powered construction equipment. As described in Section 5.12, <i>Transportation</i> , no queuing impacts would occur.
Noise and Traffic	
2. Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors	Consistent. Section 5.10, <i>Noise</i> , noise impacts on nearby sensitive receivers during construction would be less than significant. In addition, construction hours would be limited to the hours allowed in the City’s Municipal Code Section 9.215.060(C) which permits construction between the hours of 6:30 am and 7:00 pm, with no activity allowed on Sundays and nationally recognized holidays.

Accordingly, the Project would be consistent with above-discussed State and local policies and regulations aimed at reducing GHG emissions. However, despite the implementation of Mitigation Measure GHG-1

through GHG-8, the proposed Project would have a significant and unavoidable impact from GHG emissions exceeding SCAQMD thresholds. As such, the proposed Project would result in a conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs as it would exceed GHG significance thresholds, and impacts would be significant and unavoidable.

5.6.7 CUMULATIVE IMPACTS

GHG emissions impacts are assessed in a cumulative context, since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a proposed project in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city, or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the State's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, Executive Order B-55-18, AB 1279, AB 32, and SB 32 recognize that California is a source of substantial amounts of GHG emissions; recognize the significance of the cumulative impact of GHG emissions from sources throughout the state; and set performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this Draft EIR effectively constitutes an analysis of the Project's contribution to the cumulative impact of GHG emissions. CEQA Guidelines Section 15183.5(b) states that compliance with GHG-related plans can support a determination that a project's cumulative effect is not cumulatively considerable. As described previously, the estimated GHG emissions from development and operation of the Project would exceed SCAQMD thresholds. Despite implementation of Mitigation Measures GHG-1 through GHG-8, impacts would remain significant. Therefore, the Project would result in cumulatively considerable GHG impacts and cumulative GHG impacts would be significant and unavoidable.

5.6.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- Clean Car Standards – Pavley Assembly Bill 1493
- California Executive Order S-3-05
- Assembly Bill 32 (Global Warming Solutions Act of 2006)
- Senate Bill 375
- California Executive Order B-30-15
- Senate Bill 32
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Local

None.

Plans, Programs, or Policies

PPP E-1: CALGreen Compliance. Listed previously in Section 5.6, *Energy*.

5.6.9 PROJECT DESIGN FEATURES

None.

5.6.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact GHG-1 and Impact GHG-2 would be potentially significant.

5.6.11 MITIGATION MEASURES

Mitigation Measure GHG-1: Prior to issuance of tenant occupancy permits, the Project applicant shall be required to install a minimum 101.3 kW DC solar photovoltaic (PV) system or offset an equivalent amount of energy demand through the purchase of renewable energy or implementation of alternative renewable measures, subject to approval by the Community Development Director or his/her designee. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to off-set consumption. The building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage. In addition, to ensure that the Project's electrical room(s) is sufficiently sized to accommodate the potential need for additional electrical panels, either (1) a secondary electrical room shall be provided in the building, or (2) the primary electrical room shall be sized 25 percent larger than is required to satisfy the service requirements of the building or the electrical gear shall be installed with the initial construction with 25 percent excess demand capacity.

Mitigation Measure GHG-2: Prior to issuance of tenant occupancy permits, Project operators with more than 100 employees shall prepare and submit to the Community Development Director or designee, a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single-occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Incorporate bicycle parking and storage, and self-service bicycle repair areas.
- Provide employee break areas as well as kitchen amenities for employees to prepare and/or heat meals.
- Promote a ride-matching service (e.g., bulletin boards, website, smartphone application) to connect carpool participants and provide preferential parking for rideshare vehicles to support carpool/vanpool/rideshare transportation modes.
- Post Riverside Transportation Authority schedules in conspicuous areas.
- Reference Riverside Transportation Authority schedules when creating employees' operating schedules.

Mitigation Measure GHG-3: Prior to the issuance of building permits and prior to issuance of tenant occupancy permits, the City of Menifee Building and Safety Division shall confirm that the Project does not include cold storage equipment for warehousing purposes. Cold storage was not included in the analysis for the EIR and is therefore prohibited.

Mitigation Measure GHG-4: The facility operator shall provide tenants with an information packet that:

- Provides information on incentive programs, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program), and other similar funding opportunities, by providing applicable literature available from the California Air Resources Board (CARB). The Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (VIP) provides funding to individuals seeking to purchase new or used vehicles with 2013 or later model year engines to replace an existing vehicle that is to be scrapped.
- Provides information on the United States Environmental Protection Agency's SmartWay program and tenants shall be encouraged to use carriers that are SmartWay carriers.

Mitigation Measure GHG-5: Prior to issuance of Certificate of Occupancy, the Project shall be required to (1) provide twenty percent (20%) of the employee parking stalls on-site as "EV ready", with all necessary conduit installed, and (2) provide five percent (5%) of the twenty percent (20%) of the employee parking stalls on-site equipped with working Level 2 Quickcharge EV charging stations installed and operational. Signage shall be installed indicating EV charging stations/stalls and specifying stalls that are reserved for clean air/EV vehicles.

Mitigation Measure GHG-6: The development shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of tenant occupancy permits, a recyclables collection and load area shall be constructed in compliance with County standards for Recyclable Collection and Loading Areas, and the facility's operator shall be required to provide the City with a copy of the Project's recycling program. This mitigation measure applies only to tenant permits and not the building shell approvals.

Mitigation Measure GHG-7: Prior to issuance of building permits, building plans shall identify the location of future electric truck charging stations (minimum of three) and install conduit to those spaces.

Mitigation Measure GHG-8: Prior to the issuance of tenant occupancy permits, the City of Menifee Building and Safety Division shall confirm that the Project does not include conveyance of natural gas utility lines and that the Project will not use natural gas cargo handling equipment and shall be electric and non-diesel powered, per contemporary industry standards and as required City of Menifee Good Neighbor Policies.

5.6.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Despite the inclusion of Mitigation Measures GHG-1 through GHG-8, Impact GHG-1 and Impact GHG-2 would be significant and unavoidable.

5.6.13 REFERENCES

City of Menifee. (2013). *General Plan 2030*. Retrieved from City of Menifee: <https://www.cityofmenifee.us/221/General-Plan>

City of Menifee. (2024). *Chapter 8.06 Green Building Code*. Retrieved from City of Menifee.

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5.7 Hazards and Hazardous Materials

5.7.1 INTRODUCTION

This section considers the nature and range of foreseeable hazardous materials and physical hazard impacts that would result from implementation of the proposed Project. It identifies the ways that hazardous materials and other types of hazards could expose people and the environment to various health and safety risks during construction activities and operation of proposed Project.

The analysis in this section is based on the following:

- *City of Menifee General Plan 2030*, adopted 2013
- *City of General Plan 2030 Environmental Impact Report*, certified December 2013
- *City of Menifee Municipal Code*

5.7.2 REGULATORY SETTING

5.7.2.1 Federal Regulations

Occupational Safety and Health Act of 1970

Federal and State occupational health and safety regulations also contain provisions regarding hazardous waste management through the Occupational Safety and Health Act of 1970 (amended), which is implemented by OSHA. Title 29 of the Code of Federal Regulations (29 CFR) requires special training of handlers of hazardous materials; notification to employees who work in the vicinity of hazardous materials; acquisition from the manufacturer of material safety data sheets (MSDS), which describe the proper use of hazardous materials; and training of employees to remediate any hazardous material accidental releases. OSHA regulates administration of 29 CFR.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. The Safety and Health Regulations for Construction (29 CFR Part 1926.65 Appendix C) contains requirements for construction activities, which include occupational health and environmental controls to protect worker health and safety. The guidelines describe the health and safety plan(s) that must be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Adherence to applicable hazard-specific OSHA standards is required to maintain worker safety. For example, methane is regulated by OSHA under 29 CFR Part 1910.146 with regard to worker exposure to a “hazardous atmosphere” within confined spaces where the presence of flammable gas vapor or mist is in excess of 10 percent of the lower explosive limit. Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Title 42, Part 82 governs solid waste disposal and resource recovery.

5.7.2.2 State Regulations

Title 8, Occupational Safety – CalOSHA

CalOSHA administers federal occupational safety requirements and additional State requirements in accordance with California Code of Regulations Title 8. CalOSHA requires preparation of an Injury and Illness Prevention Program (IIPP), which is an employee safety program of inspections, procedures to correct

unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local CalOSHA enforcement unit.

CalOSHA regulates lead exposure during construction activities under CCR Title 8, Section 1532.1, Lead, which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead contamination is minimized or avoided.

Compliance with CalOSHA regulations and associated programs would be required for the proposed Project due to the potential hazards posed by onsite construction activities and contamination from former uses.

California Emergency Services Act

The California Emergency Services Act (Government Code Section 8550 et seq.) was adopted to establish the State's roles and responsibilities during human-made or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the resources of the State. This act is intended to protect health and safety by preserving the lives and property of the people of the State.

5.7.2.3 Local and Regional Regulations

Riverside County Emergency Operations Plan

The County of Riverside Emergency Management Department is responsible for writing, reviewing, and updating the Emergency Operations Plan (EOP). This EOP applies to the County of Riverside. The EOP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents. The plan focuses on coordinating mutual aid and provides an overview of the operational concepts relating to various emergency situations, identifies components of the emergency response, and describes the overall responsibilities of the operational area for supporting stakeholders in protecting life and property. The current emergency operations plan, adopted by the County Board of Supervisors in 2019, specifies roles and responsibilities of County and local agencies in each of the four phases of emergency management: preparedness/planning, response, recovery, and mitigation.

Riverside County implements the EOP that serves as the foundation for response and recovery operations for the County of Riverside, as it establishes roles and responsibilities, assigns tasks, and specifies policies and general procedures. The plan includes critical elements of the Standardized Emergency Management System, the National Incident Management System, the Incident Command System, and the National Response Framework (County of Riverside, 2019).

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

Menifee is a participating jurisdiction within the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). The Riverside County LHMP provides the basis for the Governor's Office of Emergency Services to provide technical assistance and prioritize project funding and is a requirement of the Disaster Mitigation Act of 2000. The Act requires that local communities enact hazard reduction measures to minimize losses from disasters. The Riverside LHMP includes a risk assessment for wildfires, floods, earthquakes, nuclear incidents, civil unrest, and many other types of hazards (County of Riverside , 2023).

City of Menifee Emergency Operation Plan

Menifee's EOP addresses the City's planned response to emergencies associated with natural disasters and technological accidents. The EOP establishes emergency organization, assigns tasks, as well as specifies policies and general procedures during both response and recovery. The plan includes the critical elements of California's Standardized Emergency Management System (SEMS), the National Incident Management

System (NIMS), as well as the Incident Command System (ICS), and the National Response Framework (NRF) (City of Menifee, 2021).

City of Menifee Local Hazard Mitigation Plan

The Local Hazard Mitigation Plan (LHMP) for the City of Menifee was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and follows FEMA's 2011 Local Hazard Mitigation Plan guidance. Further, the LHMP incorporates processes and mitigation actions to reduce or eliminate hazard risk where hazards are identified and profiled, including both short-term and long-term strategies, involving planning, policy changes, programs, projects, and other activities (City of Menifee, 2023).

City of Menifee General Plan

The City of Menifee General Plan contains the following policies related to hazards and hazardous materials that are applicable to the Project (City of Menifee, 2013):

Safety Element

Goal S-4 **A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wild/and structure fires.**

Policy S-4.1 Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire. Ensure all new development and/or redevelopment in the LRA and VHFHSZ will comply with the California Fire Code (CFC) and California Building Code (CBC). All new development within the LRA Very High Fire zone will comply with Chapter 49 of the California Fire Code and Chapter 7A of the California Building Code.

Policy S-4.2 Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City. The City will continue to coordinate with the Riverside County Fire Department, for interagency coordination, to respond to emergency calls in Menifee and to provide training and ongoing programs for public education.

Policy S-4.3 Encourage owners of non-sprinklered high-occupancy structures to retrofit their buildings to include internal sprinklers.

Policy S-4.9 Ensure all new development and/or redevelopment within the SRA will comply with all provisions of Title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations) for SRAs and VHFHSZs.

Policy S-4.10 Ensure all new residential development as well as all new development and redevelopment within the LRA and VHFHSZ will comply with the most current version of the California Building Codes and California Fire Code.

Policy S-4.12 All new development located in the LRA VHFHSZ shall be required to provide a site-specific Fire Protection Plan (FPP) and a Fuel Modification Plan that address fuel modification or incorporate open space and other defensible space areas, as well as multiple points of ingress and egress before approval.

Policy S-4.13 All new development within the LRA VHFHSZ shall be responsible for long-term maintenance of fire reduction projects; including but not limited to, a roadside fuel reduction plan

(including private/public road clearance), defensible space clearances (including fuel breaks) around structures, subdivisions, and other development in the VHFHSZ.

Policy S-4.17 The City should ensure that all new development has adequate water, sewer, and fire protection consistent with the most current California Building Code and California Fire Code and will comply with the Board of Forestry and Fire Protection Fire Safe Regulations.

City of Menifee Municipal Code

Chapter 8.20; Fire Code. Chapter 8.20 of the Menifee Municipal Code sets forth the application and adoption of the California Fire Code and provides building standards for access roads, building clearances and other fire-related requirements (City of Menifee, 2024).

5.7.3 ENVIRONMENTAL SETTING

The Project site is currently vacant and disturbed from previous agricultural activities and previous development. The site is vegetated by unplanned, non-native grasses as well as sparse shrubs. The approximately 28.27-acre Project site does not contain any existing structures or improvement on the site. The Project site is relatively flat throughout, with a slight slope in the southeasterly direction, and is in a flat area that is not adjacent to large slopes. The surrounding land includes rural residences to the north, vacant land and a modular office building dealer lot to the east, vacant land to the west, and some newer residential neighborhoods situated to the south of the Project site. The Project site is bordered by Murrieta Road to the east and by Geary Street to the west, which is a dirt road. Vacant land within the vicinity of the Project is also predominantly disturbed with non-native and native grasses and shrubs.

5.7.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- HAZ-2 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.
- HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- HAZ-4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
- HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

The Initial Study (Appendix A) established that the proposed Project would not result in potentially significant impacts related to HAZ-1 through HAZ-6; therefore, no further assessment of these thresholds is required in this Draft EIR.

5.7.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hazards and hazardous materials considers both direct effects to the resource and indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss or degradation of public health and safety or conflict with local, State, or federal agency regulations. Information for this section was obtained, in part, from the CAL Fire Hazard Severity Zone Viewer, the General Plan Safety Element, and the General Plan EIR.

5.7.6 ENVIRONMENTAL IMPACTS

IMPACT HAZ-7: THE PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES.

Less than Significant.

The Project site is currently vacant and contains no existing structures and is located in a somewhat urban area. According to the CAL Fire Hazard Severity Zone Map, the Project site is categorized as a State Responsibility Area (SRA) and is within a High Fire Hazard Severity Zone (CAL FIRE, 2024). As indicated in the General Plan Safety Element, the City of Menifee has areas of moderate-, high- and very high- fire hazard severity areas (City of Menifee, 2013). Areas south and southwest of the Project site are located within a State Responsibility Area (SRA) and are designated as Moderate to Very High FHSZ (CAL FIRE, 2024). However, surrounding areas to the north and to the east are not within a Fire Hazard Severity Zone.

While the Project site is located within a High fire Hazard Severity Zone, Project implementation would require adherence to Chapter 8.20 Fire Code of the City Building and Construction Code which contains the adoption of the California Fire Code to reduce potential fire hazards. Additionally, applicable State and local standards include requirements such as fire-retardant features for new building construction, roadway design and fire access standards, and general building considerations to reduce the potential threat of fire hazard. The Project would also be required to comply with guidelines from the Menifee Fire Department related to fire prevention and would be subject to review during the plan check process by the City's Building and Safety Department. Further, the Project would be consistent with the General Plan buildout—which includes the development of neighboring sites in the foreseeable future that would further reduce wildfire risk due to reduction of open land. Compliance with these requirements would ensure that the Project would not expose people or structures, directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

5.7.7 CUMULATIVE IMPACTS

The cumulative study area for the purposes of hazards and hazardous materials would be considered the City of Menifee. This cumulative impact analysis for hazards and hazardous materials considers development of the proposed Project in conjunction with other development projects as well as the projects identified in Table 5-1, *Cumulative Projects*, in Section 5.0, *Environmental Impact Analysis*. None of the projects identified in Table 5-1 that are proposed are adjacent to the Project site. However, there are multiple cumulative projects within the Menifee area, in the general vicinity of the Project.

Although the Project site is located within a high fire hazard area, the Project would be required to comply with existing fire code regulations as described above and would be consistent with the General Plan buildout. Further, like the proposed Project, any cumulative project that is proposed to be constructed adjacent to or within a fire zone would be required to adhere to the requirements set forth in the California Fire Code, California Building Code, and Menifee Municipal Code. Cumulative projects would be required to include fire sprinklers and fire alarms as required by existing regulation, which would be verified through the City's permitting process. Compliance with State and local standards would minimize wildfire risk at each cumulative project location. Because the Project and cumulative projects would be permitted in compliance with fire related regulations, cumulative impacts would be less than significant.

5.7.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Building Code
- California Fire Code

Plans, Programs, or Policies

- Riverside County Emergency Operations Plan
- Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan
- City of Menifee Emergency Operation Plan
- City of Menifee Local Hazard Mitigation Plan

5.7.9 PROJECT DESIGN FEATURES

None.

5.7.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of existing regulations, Impact HAZ-7 would be less than significant.

5.7.11 MITIGATION MEASURES

None.

5.7.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of existing regulations, Impact HAZ-7 would be less than significant.

5.7.13 REFERENCES

CAL FIRE. (2024). *Fire Hazard Severity Zone Viewer*. Retrieved from <https://egis.fire.ca.gov/FHSZ/>

City of Menifee. (2013). *General Plan 2030, Safety Element*. Retrieved from City of Menifee: <https://www.cityofmenifee.us/221/General-Plan>

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5.8 Hydrology and Water Quality

5.8.1 INTRODUCTION

This section describes the environmental and regulatory settings and identifies potential impacts for hydrology and water quality resources. This section includes data from the following documents and reports:

- *City of Menifee General Plan 2030*, adopted 2013
- *City of Menifee General Plan Final Environmental Impact Report*, certified December 2013
- *City of Menifee Municipal Code*
- *Preliminary Hydrology and Hydraulics Study*, prepared by Ware Malcomb, 2023 (Appendix I)
- *Preliminary Water Quality Management Plan*, prepared by Ware Malcomb, 2023 (Appendix J)

5.8.2 REGULATORY SETTING

5.8.2.1 Federal Regulations

Clean Water Act

The Clean Water Act (CWA) established the basic structure for regulating discharges of pollutants into “waters of the United States (U.S.)” The Act specifies a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Key components of the Clean Water Act that are relevant to the proposed Project are:

- Sections 303 and 304, which provide water quality standards, criteria, and guidelines. Section 303(d) requires the state to develop lists of water bodies that do not attain water quality objectives (are impaired) after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) also requires that the state develop total maximum daily loads (TMDLs) for each of the listed pollutants. The TMDL is the amount of pollutant loading that the water body can receive and still be in compliance with water quality objectives. After implementation of the TMDL, it is anticipated that the contamination that led to the 303(d) listing would be remediated. Preparation and management of the Section 303(d) list is administered by the Regional Water Quality Control Boards (RWQCBs).
- Section 401 requires activities that may result in a discharge to a federal water body to obtain a water quality certification to ensure that the proposed activity would comply with applicable water quality standards.
- Section 402 regulates point- and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the State Water Resources Control Board (SWRCB) oversees the NPDES program, which is administered by the local RWQCBs. The NPDES program provides both general permits (those that cover a number of similar or related activities) and individual permits.

National Pollutant Discharge Elimination System Permit Program

The NPDES permit program under the CWA controls water pollution by regulating point- and nonpoint-sources that discharge pollutants into “waters of the U.S.” California has an approved state NPDES program. The United States Environmental Protection Agency has delegated authority for NPDES permitting to the

SWRCB, which has nine regional boards. Discharge of stormwater runoff from construction areas of one acre or more requires either an individual permit issued by the RWQCB or coverage under the statewide Construction General Stormwater Permit for stormwater discharges (discussed below). Specific industries and public facilities, including wastewater treatment plants that have direct stormwater discharges to navigable waters, are also required to obtain either an individual permit or obtain coverage under the statewide General Industrial Stormwater Permit.

Federal Flood Insurance Program

The U.S. Congress established the National Flood Insurance Program (NFIP) with the passage of the National Flood Insurance Act of 1968. The NFIP is a federal program enabling property owners in participating communities to purchase insurance as a protection against flood losses in exchange for State and community floodplain management regulations that reduce future flood damages. Participation in the NFIP is based on an agreement between communities and the federal government. If a community adopts and enforces a floodplain management ordinance to reduce future flood risk to new construction in floodplains, the federal government will make flood insurance available within the community as a financial protection against flood losses. This insurance is designed to provide an insurance alternative to disaster assistance to reduce the escalating costs of repairing damage to buildings and their contents caused by floods. The Federal Insurance and Mitigation Administration (FIMA) within the Federal Emergency Management Agency (FEMA) is responsible for administering the NFIP and administering programs that provide assistance for mitigating future damages from natural hazards.

5.8.2.2 State Regulations

Porter-Cologne Act

The Porter-Cologne Water Quality Control Act of 1969, codified as Division 7 of the California Water Code, authorizes the SWRCB to provide comprehensive protection for California's waters through water allocation and water quality protection. The SWRCB implements the requirement of CWA Section 303, establishing that water quality standards have to be set for certain waters by adopting water quality control plans under the Porter-Cologne Act. The Porter-Cologne Act establishes the responsibilities and authorities of the nine RWQCBs, including preparing water quality plans for areas in the region, and identifying water quality objectives and waste discharge requirements (WDRs). Water quality objectives are defined as limits or levels of water quality constituents and characteristics established for reasonable protection of beneficial uses or prevention of nuisance. Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife. The Porter-Cologne Act has been amended to provide the authority delegated from the U.S. Environmental Protection Agency to issue NPDES permits regulating discharges to surface waters of the U.S.

California Anti-Degradation Policy

A key policy of California's water quality program is the State's Anti-Degradation Policy. This policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California (SWRCB Resolution No. 68-16), restricts degradation of surface and ground waters. In particular, this policy protects water bodies where existing quality is higher than necessary for the protection of beneficial uses. Under the Anti-Degradation Policy, any actions that can adversely affect water quality in all surface and ground waters must (1) be consistent with maximum benefit to the people of the state; (2) not unreasonably affect present and anticipated beneficial use of the water; and (3) not result in water quality less than that prescribed in water quality plans and policies (i.e., will not result in exceedances of water quality objectives).

California Construction General Permit

The State of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ, 2012-0006-DWQ, and 2022-0057-DWQ). The last Construction General Permit amendment became effective on July 17, 2012. The Construction General Permit regulates construction site stormwater management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the Construction General Permit for discharges of stormwater associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent (NOI), a Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active stormwater effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH and turbidity, as well as requirements for qualified professionals to prepare and implement the plan.

The SWPPP would include a site map, description of stormwater discharge activities, and best management practices (BMPs) taken from the menu of BMPs set forth in the California Stormwater Quality Association (CASQA) BMP Handbook that will be employed to prevent water pollution. It must describe BMPs that will be used to control soil erosion and discharges of other construction-related pollutants (e.g., petroleum products, solvents, paints, cement) that could contaminate nearby water bodies. It must demonstrate compliance with local and regional erosion and sediment control standards, identify responsible parties, provide a detailed construction timeline, and implement a BMP monitoring and maintenance schedule. The Construction General Permit requires the SWPPP to identify BMPs that will be implemented to reduce controlling potential chemical contaminants from impacting water quality. Types of BMPs include erosion control (e.g., preservation of vegetation), sediment control (e.g., fiber rolls), non-stormwater management (e.g., water conservation), and waste management. The SWPPP also includes descriptions of BMPs to reduce pollutants in stormwater discharges after all construction phases have been completed at the site (post-construction BMPs).

California Water Resources Control Board Low Impact Development Policy

The SWRCB adopted the Low Impact Development (LID) Policy which, at its core, promotes the idea of “sustainability” as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. The RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed NPDES Phase I Municipal Separate Storm Sewer System (MS4) permits.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) was passed by the State of California in 2014 and sets forth a statewide framework to help protect groundwater resources over the long-term. The SGMA gives local agencies the power to sustainably manage groundwater. It required DWR to establish priority levels for groundwater basins within the State based on their level of overdraft and required Groundwater Sustainability Agencies (GSAs) to form and develop Groundwater Sustainability Plans (GSPs) for medium- and high-priority groundwater basins that would bring the basins into sustainability by 2040 or 2042. Basins

determined to be in critical overdraft were required to develop GSPs first. DWR is behind in the process of determining its approval of submitted GSPs for non-critical basins and was required to issue final notices of approval or disapproval by January 31, 2022.

5.8.2.3 Local and Regional Regulations

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Menifee is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting the public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

West San Jacinto Groundwater Basin Groundwater Management Plan

The West San Jacinto Groundwater Management Area is located in the western portion of Riverside County within the San Jacinto River Watershed and includes the cities of Moreno Valley, Menifee, and Perris, as well as the unincorporated areas of Lakeview, Nuevo, and Winchester. Eastern Municipality Water District (EMWD) adopted the Management Plan in June 1995 in accordance with Assembly Bill 3030 (AB 3030) enacted in 1992, which is now codified in the California Water Code Sections 10750 through 10755. The Management Plan is intended to protect the vested interests of existing groundwater producers while providing a planning framework for new water supply projects for the benefit of groundwater producers and the public (Eastern Municipal Water District, 2021). The Management Plan goals include:

- Establishment of a Groundwater Basin Manager
- Monitoring of Groundwater Production
- Monitoring of Groundwater Level and Quality
- Development of Well Construction Policies
- Development of a Well Abandonment and Destruction Program
- Monitoring of Well Construction, Abandonment, and Destruction
- Groundwater Quality Protection
- Exchange of Agricultural and Other Non-potable Groundwater Production to Municipal Use
- Maximize Yield Augmentation with Local Resources – Local Runoff and Reclaimed Water
- Maximize Conjunctive Use
- Groundwater Treatment

Municipal Regional Stormwater NPDES Permit

Within the Riverside County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system (MS4) is shared by a number of co-permittee agencies, including the Riverside County Flood Control and Water Conservation District (RCFCWCD) which includes the County of Riverside, and the Cities of Beaumont, Moreno Valley, Calimesa, Murrieta, Canyon Lake, Norco, Corona, Perris,

Riverside, Hemet, San Jacinto, Lake Elsinore, Wildomar, and Menifee. The City of Menifee Department of Engineering is the local enforcing agency of the MS4 NPDES Permit.

On January 29, 2010, the Santa Ana RWQCB issued an area wide MS4 permit to the County of Riverside and multiple municipalities within the County. Waste discharge requirements for stormwater entering municipal storm drainage systems are set forth in the Municipal Separate Storm Sewer System (MS4) permit, Order No. R8-2010-0036, NPDES No. CAS 618033.

City of Menifee General Plan

The City of Murrieta General Plan contains the following policies related to hydrology and water quality that are applicable to the proposed Project:

- Goal OSC-7** A reliable and safe water supply that effectively meets current and future user demands.
- Policy OCS-7.6** Work with the Eastern Municipal Water District to maintain adopted levels of service standards for sewer service systems
- Policy OSC-7.9** Ensure that high quality potable water resources continue to be available by managing stormwater runoff, wellhead protection, and other sources of pollutants.

City of Menifee Code

Title 15, Chapter 15.01 – Storm Water/Urban Runoff

This section of the City of Menifee Municipal Code requires the City to comply with the requirements of the County of Riverside NPDES permit program. The City requires all development activities covered under the City's NPDES permit to prepare and implement a Storm Water Quality Management Plan (SWQMP), which includes BMPs that may be implemented to prevent deterioration of water quality.

Title 15, Chapter 15.04 – Landscape Water Use Efficiency Requirements

This section of the City of Menifee Municipal Code establishes water efficient landscape requirements and encourages the use of reclaimed water. Several key sections include the following:

- PMC Section 14.04.050 establishes documentation requirements for applicants proposing any new or rehabilitated landscape.
- PMC Section 14.04.060 contains irrigation and maintenance requirements.
- PMC Section 14.04.070 regulates compliance and plan submittal process.

5.8.3 ENVIRONMENTAL SETTING

5.8.3.1 Regional Hydrology

The City of Menifee is in the San Jacinto Subbasin of the Santa Ana River Watershed. The Santa Ana River Watershed includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. The watershed covers approximately 2,800 square miles, with about 700 miles of rivers and major tributaries (The Planning Center | DC & E, 2013).

5.8.3.2 Watershed

Watersheds are defined as areas of land where the water that is under it, or that drains off it, flows to the same place. The Santa Ana Regional Water Quality Control Board (RWQCB) identifies watersheds and various groupings and subdivisions (e.g., watershed management areas, watersheds, hydrologic areas, and hydrologic subareas) in the Santa Ana RWQCB Basin Plan. The proposed Project site is located within the Santa Ana River Watershed.

The San Jacinto Basin is drained by the San Jacinto River and is recharged by surface runoff from adjacent mountains and hills, by rainfall directly on the valley floor and by return flow from water applied from overlying uses. The San Jacinto Basin serves as a natural storage reservoir and filtering system for wells constructed therein. In addition, the San Jacinto Basin has a Groundwater Replenishment Program which uses untreated imported water to recharge the San Jacinto Basin.

The City of Menifee has adopted the EPA's National Pollutant Discharge Elimination System (NPDES) regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the City a MS4 Permit (Order No. R8-2010-0033, NPDES Permit No. CAS610833), which establishes pollution prevention requirements for planned developments.

5.8.3.3 Groundwater Basin

Groundwater is the supply of fresh water found beneath the Earth's surface, which is a major source of drinking water in southern California and within the City of Menifee. A groundwater basin is an area underlain by permeable materials capable of storing a substantial amount of water. Groundwater basins are three-dimensional and include both the surface extent and all subsurface fresh water-yielding material.

The proposed Project is located within the San Jacinto Groundwater Basin, which has an estimated groundwater storage capacity of 3,070,000 af. Natural recharge to the basin is primarily from percolation of flow in the San Jacinto River and its tributary streams.

5.8.3.4 Surface Water Quality

The Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas. The proposed Project site drains into the public storm drain network, and eventually discharges into the San Jacinto River. The Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained (or maintained) to protect the designated beneficial uses, and describes implementation programs to protect waters in the region.

5.8.3.5 Existing Drainage

The Project site is approximately 28.27 acres, and generally located south of Floyd Avenue, east of Geary Street, west of Murrieta Road, and north of McLaughlin Road. The site is vacant and disturbed from previous agricultural activities and previous development, as described in Section 3.0, *Project Description*.

Topographically, the proposed Project site is relatively flat, with elevations ranging from just over 1,442 feet above mean sea level (AMSL) in the southwestern corner of the site to just under 1,421 feet in the northeastern corner of the site. The Project site naturally drains to the northeast, with slopes generally ranging from 1% to 3% throughout. From the northeast corner of the site, stormwater then flows offsite into the existing roadside drainage ditch along Murrieta Road. Runoff finally drains into an open channel north of the site, down Murrieta Road, into the concrete flood control channel northwest of the intersection of Murrieta Road and Ethanac Road, and eventually discharges into the San Jacinto River.

5.8.3.6 Flood Zone

A majority of the Project site is within “Zone X, Area of Minimal Flood Hazard” as determined by the Flood Insurance Rate Map (FIRM). These areas are determined to be outside the 0.2% annual chance of floodplain. The northeast corner of the Project site is within “Zone X, Other Flood Areas,” which are defined as areas of 0.2 percent annual chance of flood; areas of 1 percent annual chance of flood with average depth of less than one foot or with drainage areas of less than one square mile; and areas protected by levees from 1 percent annual chance of flood (SOURCE). Overall, Zone X is outside the Special Flood Hazard Areas (SFHAs), which are subject to inundation by the 1 percent chance flood (FEMA, 2014).

5.8.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site;
- HYD-4 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- HYD-5 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 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;
- HYD-6 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 impede or redirect flood flows;
- HYD-7 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- HYD-8 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The Initial Study (Appendix A) established that the proposed Project would result in less than significant impacts related to HYD-2, HYD-6, and HYD- 7; therefore, no further assessment of these thresholds are required in this Draft EIR.

5.8.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hydrology and water quality is based on a review of published information and reports regarding regional hydrology, groundwater conditions, and surface water quality. The potential impacts on hydrology and water quality were evaluated by considering

the general type of pollutants that operation of the Project would generate during construction and operation. In determining the level of significance, the analysis recognizes that development under the proposed Project would be required to comply with relevant federal, state, and regional laws and regulations that are designed to ensure compliance with applicable water quality standards and waste discharge requirements. Because the regional and local regulations related to water quality standards have been developed to reduce the potential of pollutants in the water resources (as described in Section 5.9.2, *Regulatory Setting*, above), and are implemented to specific waterbodies, such as 303(d) TMDL requirements, or development projects such as grading and construction permit regulations, implementation of all relevant water quality and hydrology requirements would limit the potential of the proposed Project to impact water quality to a less than significant impact.

5.8.6 ENVIRONMENTAL IMPACTS

IMPACT HYD-1: THE PROJECT WOULD NOT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY.

Construction

Less than Significant Impact. The nearest surface water is the San Jacinto River, located approximately 1.3 miles west of the Project site. Receiving waters for the Project site are San Jacinto River Reach 3, Canyon Lake, San Jacinto River Reach 1, and Lake Elsinore. San Jacinto River Reach 1 and Reach 2 are not classified as impaired water bodies and are not placed on the 303(d) list. However, Canyon Lake is on the 303(d) list of impairments for nutrients; and Lake Elsinore is on the 303(d) list of impairments for PCBs, Toxicity, DDT, Nutrients, Organic Enrichment/Low Dissolved Oxygen.

The Project proposes construction of a new distribution warehouse building totaling approximately 517,720 SF. 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, as described in Section 3.0, *Project Description*.

Implementation of the proposed Project includes development involving site preparation, construction of one new building, parking areas, and infrastructure improvements. Grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities would expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality. Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality.

Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction activities, excavated soil would be exposed, thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and

equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

However, pursuant to the City of Menifee Municipal Code Chapter 15.01, the proposed Project would be required to comply with the NPDES construction regulations and the SWRCB Construction General Permit (Order 2009-0009, as amended by Orders 2010-0014-DWQ, 2012-006-DWQ, and 2022-0057-DWQ) that requires development and implementation of a SWPPP (PPP HYD-1). The SWPPP is required during the City’s plan check and permitting process and would include construction BMPs to minimize potential pollutants from entering stormwater during Project construction activities.

Therefore, compliance with the State Construction General Permit, City of Menifee Municipal Code, and other applicable requirements including the CWA, which would be verified during the City’s construction permitting process, would ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Operation

Less than Significant Impact. As previously mentioned, the Project site is within the San Jacinto Subbasin of the Santa Ana River Watershed. The receiving waters of the Project site are San Jacinto River Reach 3, Canyon Lake, San Jacinto River Reach 1, and Lake Elsinore. Canyon Lake is listed in the EPA approved 303(d) list for nutrient impairments. Lake Elsinore is listed in the EPA approved 303(d) list for PCBs, Toxicity, DDT, Nutrients, and Organic Enrichment/Low Dissolved Oxygen.

Project operation would introduce the potential for pollutants such as chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. However, stormwater runoff would be treated onsite by two proposed biotreatment modular wetland linear systems. 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 underground biotreatment modular wetland system with a treatment capacity of 0.693 cubic feet per second to treat off-site runoff, to be maintained by the City of Menifee. The drainage system would overflow into a proposed 72-inch to 84-inch storm drain (Line A-12) in Murrieta Road, and would eventually be discharged into the San Jacinto River, Reach 3.

As shown in Table 5.8-1, the Project site includes six drainage management areas (DMAs). Runoff from DMA 1 would be collected and treated by the proposed on-site biotreatment modular wetland system and would eventually discharge into the proposed underground storage chamber in the northeastern portion of the site. Runoff from DMA 6 would flow east to a proposed cross-gutter and then north along Murrieta Road to the proposed off-site modular wetlands linear system located on the northeast corner of the site; treated runoff from DMA 6 would then be discharged to the proposed storm drain main. DMAs 2 through 5 would be self-treating landscaped areas with natural soils that naturally drain offsite and would not require BMPs.

Table 5.8-1: Drainage Management Areas

Drainage Management Area	Corresponding Site Development	Surface Type	Area (Sq. Ft.)	BMP Type
DMA 1 (On-Site)	Building	1A – Concrete or Asphalt	540,856	Biotreatment BMP with Upstream Detention
		1B- Landscaped Areas with Natural Soils	99,885	Biotreatment BMP with Upstream Detention
		1C- Roofs	460,623	Biotreatment BMP

Drainage Management Area	Corresponding Site Development	Surface Type	Area (Sq. Ft.)	BMP Type
				with Upstream Detention
DMA 2	Landscaping West Portion of the Site	Landscaped Areas with Natural Soils	3,646	Self-Treating
DMA 3	Landscaping North Portion of the Site	Landscaped Areas with Natural Soils	33,245	Self-Treating
DMA 4	Landscaping East Portion of the Site	Landscaped Areas with Natural Soils	15,683	Self-Treating
DMA 5	Landscaping East Portion of the Site	Landscaped Areas with Natural Soils	4,643	Self-Treating
DMA 6 (Off-Site)	Driveway South Portion of the Site	6A - Concrete or Asphalt	129,198	Biotreatment BMP
		6B- Landscaped Areas	22,405	Biotreatment BMP

Source: Draft WQMP (Appendix J)

Additionally, in accordance with State Water Resources Board Order R8-2010-0036, NPDES No. CAS618033, the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs, included as PPP HYD-2. As stated in the Project WQMP (Appendix J) the underground biotreatment LID BMPs were determined to be the best choice for both on and off-site stormwater runoff because the Geotechnical Report determined that infiltration is infeasible.

Implementation of the proposed Project would comply with BMPs pursuant to the NPDES requirements, and the City of Menifee Municipal Code, as verified by the City’s development review and permitting process. Post construction BMPs and LID included in the Project WQMP would avoid potential quality degradation of receiving waters resulting from proposed development. As part of the permitting approval process, construction plans would be required to demonstrate compliance with these regulations. Plans for grading, drainage, erosion control, and water quality would be reviewed by the City’s Department of Public Works prior to issuance of grading permits to ensure that the applicable and required LID BMPs are constructed during implementation of the Project.

Additionally, BMPs would include non-structural water quality controls to further minimize potential of water quality degradation of receiving waters. Non-structural BMPs would include but are not limited to:

- Education of property operators on stormwater pollutants;
- Enclosed trash receptacle areas;
- Effective landscape design to minimize water use and maximize stormwater treatment;
- BMP maintenance activities;
- California Code of Regulation (CCR) Title 22 compliance;
- Compliance with local water quality ordinances; and
- Implementation of a spill contingency plan.

Overall, compliance with applicable laws and regulations and implementation of the City’s General Plan goals and policies would minimize the potential for water quality degradation, ensure compliance with waste discharge requirements, and reduce impacts to a less than significant level.

IMPACT HYD-3: THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE.

Construction

Less than Significant Impact. Construction of the proposed Project would require excavation, grading, and other site preparation activities that would loosen soils, which has the potential to result in erosion and the loss of topsoil. The Project site is generally flat and does not contain substantial slopes that could induce significant erosion or siltation.

Project construction would be permitted under the NPDES Construction General Permit (PPP HYD-1), which requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer (QSD) for construction activities that disturb 1-acre or more of soils. The SWPPP is required to address site specific conditions related to potential sources for sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of drainage pattern during construction activities. Common types of construction BMPs include:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

Overall, with implementation of the existing construction regulations that would be verified by the City during the permitting approval process, impacts related to alteration of an existing drainage pattern during construction that could result in substantial erosion or siltation would be less than significant.

Operation

Less than Significant Impact. The existing drainage pattern for the site generally flows from the southwest to the northeast. As previously discussed, onsite runoff would be collected and treated onsite by a proposed stormwater network. Onsite runoff would first be conveyed to a proposed underground storage chamber system prior to being discharged for treatment at two proposed biotreatment modular wetland systems. After being treated, runoff would be discharged to a proposed 72-inch to 84-inch storm drain (Line A-12) in Murrieta Road, which would eventually discharge into the San Jacinto River, Reach 3. In addition, the Project would include an offsite underground biotreatment modular wetland system with a treatment capacity of 0.693 cubic feet per second to treat off-site runoff, to be maintained by the City of Menifee. The offsite modular wetland would be located adjacent to northeast boundary of the Project site and Murrietta Road and would capture and treat offsite flows from the proposed frontage improvements, as described below. Treated runoff would be discharged to proposed 72-inch to 84-inch storm drain. High flows would bypass the modular wetland linear system to an off-site curb inlet and subsequently also discharge to Line A-12.

The proposed Project site would be developed with approximately 87% impervious surfaces for a total of approximately 1,003,460 SF (or 23.04 acres) of new impervious area. Onsite landscaping would minimize the potential for erosion or siltation on site. Additionally, the Project would include implementation of BMPs designed to fully capture and infiltrate stormwater pursuant to MS4 requirements, limiting offsite stormwater flows which could cause erosion or siltation. As part of the permitting approval process, the proposed drainage and water quality design and engineering plans would be reviewed by the City's Department of Public Works to ensure that they meet the County NPDES Permit and limit the potential for erosion and siltation. Therefore, impacts related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant.

IMPACT HYD-4: THE PROPOSED PROJECT WOULD NOT 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 SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE.

Construction

Less than Significant Impact. Construction of the proposed Project would include activities that could temporarily alter the existing drainage pattern of the site, for example by constructing foundations and paved areas, and could result in flooding on- or offsite if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP that would address site-specific drainage issues related to construction of the Project and include BMPs to eliminate the potential of flooding or alteration of a drainage pattern during construction activities. This includes diverting runoff from impervious surfaces to existing storm drains and vegetated areas, when possible, to promote infiltration and controlling the perimeter of site using sandbags, berms, and silt fencing. Therefore, impacts would be less than significant.

Operation

Less than Significant Impact. As described previously, the proposed Project would result in an increase in impervious area onsite, and the Project would increase surface flows compared to existing conditions. However, the Project would include installation of new stormwater facilities, including an underground storage chamber, pervious landscaped areas, and new storm drains. The use of the drainage facilities and landscaping would regulate the rate and velocity of stormwater flows and would control the amount of discharge.

The proposed underground storage chamber would capture the 500-year, 24-hour storm volume requirement. Overall, the proposed Project's storm drain system would be sized to convey the 100-year storm event, per the County's LID requirements. In addition, landscaped areas would accept runoff water from impervious surfaces and regulate the rate and velocity of stormwater flows and would control the amount of discharge into the off-site drainage system. Overall, the drainage facilities proposed for the Project have been sized to be consistent with the County MS4 permit requirements and the City's WQMP requirements. Thus, implementation of the Project would not substantially increase the rate or amount of surface runoff, such that flooding would occur, and impacts would be less than significant.

IMPACT HYD-5: THE PROPOSED PROJECT WOULD NOT 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 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.

Less than Significant Impact. The proposed Project would develop an undeveloped site, resulting in the addition of approximately 1,003,460 SF of impervious surface area and approximately 137,363 SF of pervious landscaping. As described previously, stormwater runoff from the addition of impervious surfaces would be conveyed into 2 DMAs (DMA 1 and DMA 6 in Table 5.8-1) comprised of one onsite underground storage chamber, two onsite above ground biotreatment modular wetland systems, and one offsite biotreatment modular wetland system. DMAs 2 through 5 would be self-treating landscaped areas with natural soils that naturally drain offsite and would not require BMPs. The drainage facilities have been sized to capture and treat stormwater while providing peak storm mitigation. The proposed underground storage system would capture the 5-year 24-hour storm event volume requirements. Overall, the drainage facilities will be sized to convey storm flows for the 100-year storm peak flows in the final design. Additionally, runoff would be treated for pollutants in the proposed onsite and offsite biotreatment modular wetland systems before being conveyed to a proposed storm drain. Therefore, the Project would result in a less than significant impact on the capacity of existing or planned stormwater drainage systems and/or additional sources of polluted runoff.

IMPACT HYD-8: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.**Less than Significant.**

The One Water One Watershed (OWOW) program was developed in effort by the Santa Ana Watershed Project Authority (SAWPA), mandated to manage water quality within the Santa Ana River Watershed for multiple beneficial purposes, and is the result of an integrated planning process convened for the management of the Santa Ana River Watershed. The OWOW program integrates water resources management with various disciplines such as land use planning, flood control, and natural resource management. Through compliance with the applicable NPDES permits, the Project would be consistent with the OWOW program developed for the region. The Project applicant would be required to prepare and implement a SWPPP during Project construction to avoid potential construction-related water quality impacts (PPP HYD-1 and PPP HYD-2) per the Construction General Permit. The Project applicant would also be required to prepare and implement a WQMP to treat and capture post-construction stormwater runoff as part of Project operation per the County's MS4 NPDES permit. Through implementation of the applicable construction and post-construction permitting requirements, the Project would not conflict with or obstruct implementation of a water quality control plan.

Pursuant to the Sustainable Groundwater Management Act (SGMA), each high and medium priority basin, as identified by the California Department of Water Resources (DWR), is required to have a Groundwater Sustainability Agency (GSA) that is responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP). Eastern Municipal Water District (EMWD) Board of Directors is the GSA for the San Jacinto Groundwater Basin (west) that underlies the Project site and is responsible for development and implementation of a GSP. Based on the 2020 Urban Water Management Plan (UWMP) for EMWD, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the forecast demand for EMWD's entire service area (Water Systems Consulting, Inc., 2021). As discussed above, the Project's components are not anticipated to obstruct groundwater facilities as groundwater facilities are not planned by EMWD for this Project. As described above, the proposed onsite and offsite storm drain system is sized to adequately accommodate increased stormwater flows from the Project area and would maintain the existing drainage pattern of the site. Therefore, the Project would not conflict with

the SGMA.. Therefore, the Project would be consistent with the groundwater management plan and would not conflict with or obstruct its implementation.

Thus, impacts related to conflict with, or obstruction of a water quality control plan or sustainable groundwater management plan would be less than significant.

5.8.7 CUMULATIVE IMPACTS

The areas considered for cumulative impacts to hydrology and water quality are the Santa Ana River Watershed for drainage and water quality impacts, and the San Jacinto Groundwater Basin for groundwater impacts.

Water Quality

The geographic scope for cumulative impacts related to hydrology and water quality includes the Santa Ana River watershed because cumulative projects and developments pursuant to the proposed Project could incrementally exacerbate the existing impaired condition and could result in new pollutant-related impairments.

Related developments within the watershed would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit that requires implementation of a SWPPP (for construction), and BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration. The NPDES requirements have been set by the SWRCB and implemented by the RWQCB (and PMC) to reduce incremental effects of individual projects so that they would not become cumulatively considerable. Therefore, overall potential impacts to water quality associated with present and future development in the watershed would not be cumulatively considerable upon compliance with all applicable laws, permits, ordinances and plans. As detailed previously, the proposed Project would be implemented in compliance with all regulations, as would be verified during the permitting process. Therefore, cumulative impacts related to water quality would be less than significant.

Drainage

The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Project area, from capture of runoff through final discharge points. As described above the proposed Project includes installation of an underground storage chamber system that would detain the 5-year 24-hour storm event volume. Overall, the proposed drainage facilities will be sized to convey storm flows for the 100-year storm peak flows in the final design. In addition, pursuant to state and regional regulations that require development projects to maintain pre-project hydrology, no net increase of off-site stormwater flows would occur. As a result, the proposed Project would not generate runoff that could combine with additional runoff from cumulative projects that could cumulatively combine to impact erosion, siltation, flooding, and water quality. Thus, cumulative impacts related to drainage would be less than significant.

Groundwater Basin

The geographic scope for cumulative impacts related to the groundwater basin is the San Jacinto Groundwater Basin. As described above, the proposed Project includes installation of an onsite underground storage chamber, two onsite biotreatment modular wetland systems, and one offsite biotreatment modular wetland system. Additionally, groundwater below the Project site would not be used to serve the proposed Project nor involve direct or indirect withdrawals of any groundwater over and above the EMWD's

groundwater withdrawals that are self-governed by appropriate groundwater management practices as well as adjudicated groundwater management practices. Therefore, the Project would not result in changes to the projected groundwater pumping that would decrease groundwater supplies. As a result, the proposed Project would not generate impacts related to the groundwater basin that have the potential to combine with effects from other projects to become cumulatively considerable. Therefore, cumulative impacts related to the groundwater basin would be less than significant.

5.8.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- National Pollutant Discharge Elimination System (NPDES) Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ, 2012-0006-DWQ, and 2022-0057-DW
- California Water Resources Control Board Low Impact Development (LID) Policy
- Regional MS4 permit (Order No. R8-2010-0036)
- Menifee Municipal Code 15.01 – Storm Water/Urban Runoff

Plans, Programs, or Policies

PPP HYD-1: NPDES/SWPPP. Prior to issuance of any grading permits, the applicant shall provide the City Building and Safety Department evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of one acre or larger. The Project applicant/proponent shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

PPP HYD-2: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the City Building and Safety Department. The WQMP shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.

5.8.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts HYD -1, HYD -3, HYD-4, HYD-5, and HYD -8 would be less than significant.

5.8.10 MITIGATION MEASURES

No mitigation measures are required.

5.8.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of regulatory requirements, Impacts HYD -1, HYD -3, HYD-4, HYD-5, and HYD -8 would be less than significant..

5.8.12 REFERENCES

- Eastern Municipal Water District. (2021, May). *West San Jacinto Groundwater Management Area*. Retrieved from Eastern Municipal Water District: https://www.emwd.org/sites/main/files/file-attachments/west_san_jacinto_2018_annual_report_-_final.pdf?1633969734
- FEMA. (2014, August). *Flood Insurance Rate Map*. Retrieved February 21, 2024, from <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-117.2704669984244,33.633991296154285,-117.07814267794406,33.716662227270675>
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- Ware Malcomb. (2022). *Preliminary Water Quality Management Plan*.
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- Water Systems Consulting, Inc. (2021, July). *Urban Water Management Plan*. Retrieved from Eastern Municipal Water District: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721

5.9 Land Use and Planning

5.9.1 INTRODUCTION

This section provides an analysis of the consistency of the proposed Project with applicable land use plans, policies, and regulations that guide development of the Project site and evaluates the relationship of the Project with surrounding land uses. The analysis in this section is based, in part, on the following documents and resources:

- *City of Menifee General Plan 2030*, adopted 2013
- *City of Menifee General Plan 2030 Environmental Impact Report*, certified December 2013
- *City of Menifee Industrial Good Neighbor Policies*, approved March 2022
- City of Menifee Municipal Code

5.9.2 REGULATORY SETTING

5.9.2.1 State Regulations

California Planning and Zoning Law

The legal framework under which California cities and counties exercise local planning and land use functions is set forth in California Planning and Zoning Law, Government Code Sections 65000-66499.58. Under State planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. As stated in Section 65302 of the California Government Code, “The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principle, standard, and plan proposals.” While a general plan will contain the community vision for future growth, California law also requires each plan to address the mandated elements listed in Section 65302. The mandatory elements for all jurisdictions are land use, circulation, housing, conservation, open space, noise, and safety. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals.

5.9.2.2 Local and Regional Regulations

SCAG Regional Transportation Plan and Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole. On September 3, 2020, SCAG’s Regional Council adopted Connect SoCal - The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the plan’s goals are related to regional transportation infrastructure and the efficiency of transportation in the region.

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Menifee is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board’s regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term “water quality standards,” as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting the public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

City of Menifee General Plan

The City of Menifee General Plan is intended to provide direction for future development of the City. It represents a formal expression of community goals and desires, provides guidelines for decision making about the City’s development, and fulfills the requirements of California Government Code Section 65302 requiring local preparation and adoption of General Plans. The General Plan should be viewed as a dynamic guideline to be refined as the physical environment of the City changes. The General Plan includes the following mandated and optional elements:

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

The goals and policies of the existing General Plan that are relevant to the proposed Project are listed below, organized by General Plan Element.

- Goal LU-1** **Land Uses and building types that result in a community where residents at all stages of life, employers, workers, and visitors have a diversity of options of where they can live, work, shop and recreate within Menifee.**
- Policy LU-1.1** Concentrate growth in strategic locations to help preserve rural areas, create place and identity, provide infrastructure efficiently, and foster the use of transit options.
- Policy LU-1.5** Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.
- Policy LU-1.6** Coordinate land use, infrastructure, and transportation planning and analysis with regional, and other local agencies to further regional and subregional goals for jobs-housing balance.
- Policy LU-1.8** Ensure new development is carefully designed to avoid or incorporate natural features, including washes, creeks, and hillsides.
- Policy LU-1.10** Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, and similar uses.

Goal LU-2	Thriving Economic Development Corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality in the city.
Policy LU-2.1	Promote infill development that complements existing neighborhoods and surrounding areas. Infill development and future growth in Menifee is strongly encouraged to locate within EDC areas to preserve the rural character of rural, estate, and small estate residential uses.
Policy LU-2.2	Encourage vertical and horizontal integration of uses where feasible on properties in EDCs.
Goal LU-3	A full range of public utilities and related services that provide for the immediate and long-term needs of the community.
Policy LU-3.1	Work with utility providers in planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.
Policy LU-3.2	Work with utility providers to increase service capacity as demand increases.
Policy LU-3.4	Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.
Goal LU-4	Ensure development is consistent with the Riverside County Airport Land Use Compatibility Plan.
Policy LU-4.1	Ensure that land use decisions within the March Air Reserve Base and Perris Valley Airport areas of influence are consistent with applicable Airport Land Use Compatibility Plans. Comply with State law regarding projects subject to review by the Riverside County Airport Land Use Commission.
Policy LU-4.2	Ensure that development proposals within the March Air Reserve Base and Perris Valley Airport areas of influence fully comply with the permit procedures specified in Federal and State law, with the referral requirements of the Airport Land Use Commission (ALUC), and with the conditions of approval imposed or recommended by the Federal Aviation Administration and ALUC, such as land use compatibility criteria, including density, intensity, and coverage standards. This requirement is in addition to all other City development review requirements.
Goal C-1	A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.
Policy C-1.1	Require roadways to: <ul style="list-style-type: none"> • Comply with federal, state, and local design and safety standards. • Meet the needs of multiple transportation modes and users. • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices.
Policy C-1.2	Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.
Policy C-1.5	Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.

Goal C-2	A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.
Policy C-2.1	Require on- and off-street pathways to: <ul style="list-style-type: none"> • Comply with federal, state, and local design and safety standards. • Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines. • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices.
Policy C-2.3	Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.
Policy C-3.2	Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.
Goal C-5	An efficient flow of goods through the city that maximizes economic benefits and minimizes negative impacts.
Policy C-5.1	Designate and maintain a network of city truck routes that provides for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses.
Policy C-5.3	Support efforts to reduce/eliminate the negative environmental impacts of goods movement.
Goal OSC-3	Undisturbed slopes, hillsides, rock outcroppings, and other natural landforms that enhance the City's environmental setting and rich cultural and historical past and present.
Policy OSC-3.1	Identify and preserve the view corridors and outstanding scenic vistas within the city.
Policy OSC-3.4	Support the preservation of natural vegetation and rock outcroppings during and after the construction process.
Goal OSC-4	Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.
Policy OSC-4.1	Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
Goal OSC-5	Archaeological, historical, and cultural resources are protected and integrated into the city's built environment.
Policy OSC-5.1	Preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the city to implement this goal and associated policies.
Policy OSC-5.3	Preserve sacred sites identified in consultation with the appropriate Native American tribes whose ancestral territories are within the city, such as Native American burial locations, by avoiding activities that would negatively impact the sites, while maintaining the confidentiality of the location and nature of the sacred site.

- Policy OSC-5.4** Establish clear and responsible policies and best practices to identify, evaluate, and protect previously unknown archaeological, historic, and cultural resources, following applicable CEQA and NEPA procedures and in consultation with the appropriate Native American tribes who have ancestral lands within the city.
- Goal OSC-6** **High value agricultural lands available for long-term agricultural production in limited areas of the City.**
- Policy OSC-6.1** Protect both existing farms and sensitive uses around them as agricultural acres transition to more developed land uses.
- Policy OSC-7.2** Encourage water conservation as a means of preserving water resources.
- Policy OSC-7.9** Ensure that high quality potable water resources continue to be available by managing stormwater runoff, wellhead protection, and other sources of pollutants.
- Policy OSC-7.10** Preserve natural floodplains, including Salt Creek, Ethanac Wash, Paloma Wash, and Warm Springs Creek, to facilitate water percolation, replenishment of the natural aquifer, proper drainage, and prevention of flood damage.
- Policy OSC-7.11** Ensure that natural and cultural resources are protected and avoided while still maintaining important water goals.
- Goal OSC-8** **Protected biological resources, especially sensitive and special status wildlife species and their natural habitats.**
- Policy OSC-8.1** Work to implement the Western Riverside County Multiple Species Habitat Conservation Plan in coordination with the Regional Conservation Authority.
- Policy OSC-8.2** Support local and regional efforts to evaluate, acquire, and protect natural habitats for sensitive, threatened, and endangered species occurring in and around the city.
- Policy OSC-8.5** Recognize the impacts new development will have on the city's natural resources and identify ways to reduce these impacts.
- Policy OSC-8.8** Implement and follow MSHCP goals and policies when making discretionary actions pursuant to Section 13 of the Implementing Agreement.
- Goal OSC-9** **Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.**
- Policy OSC-9.1** Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.
- Policy OSC-9.2** Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
- Policy OSC-9.3** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.
- Policy OSC-9.4** Support the Riverside County Regional Air Quality Task Force, the Southern California Association of Government's Regional Transportation Plan/Sustainable Communities Strategy, and the South Coast Air Quality Management District's Air Quality Management Plan to reduce air pollution at the regional level.

- Policy OSC-9.5** Comply with the mandatory requirements of Title 24 Part 1 one of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.
- Goal CD-1** **A unified and attractive community identity that complements the character of the City's distinctive communities.**
- Goal CD-3** **Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.**
- Policy CD-3.1** Preserve positive characteristics and unique features of a site during the design and development of a new project; the relationship to scale and character of adjacent uses should be considered.
- Policy CD-3.2** Maintain and incorporate the city's natural amenities, including its hillsides, indigenous vegetation, and rock outcroppings, within proposed projects.
- Policy CD-3.3** Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing).
- Policy CD-3.5** Design parking lots and structures to be functionally and visually integrated and connected; off-street parking lots should not dominate the street scene.
- Policy CD-3.6** Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.
- Policy CD-3.8** Design retention/detention basins to be visually attractive and well-integrated with any associated project and with adjacent land uses.
- Policy CD-3.9** Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.
- Policy CD-3.10** Employ design strategies and building materials that evoke a sense of quality and permanence.
- Policy CD-3.11** Provide special building-form elements, such as towers and archways, and other building massing elements to help distinguish activity nodes and establish landmarks within the community.
- Policy CD-3.14** Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.
- Policy CD-3.15** Require property owners to maintain structures and landscaping to high standards of design, health, and safety.
- Policy CD-3.16** Avoid use of long, blank walls in industrial developments by breaking them up with vertical and horizontal façade articulation achieved through stamping, colors, materials, modulation, and landscaping.
- Policy CD-3.17** Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.

- Policy CD-3.19** Design walls and fences that are well integrated in style with adjacent structures and terrain and utilize landscaping and vegetation materials to soften their appearance.
- Policy CD-3.20** Avoid the blocking of public views by solid walls.
- Policy CD-3.22** Incorporate visual buffers, including landscaping, equipment and storage area screening, and roof treatments, on properties abutting either Interstate 215 or residentially designated property.
- Goal CD-4** **Recognize, preserve, and enhance the aesthetic value of the city's enhanced landscape corridors and scenic corridors.**
- Policy CD-4.1** Create unifying streetscape elements for enhanced landscape streets, including coordinated streetlights, landscaping, public signage, street furniture, and hardscaping.
- Goal CD-5** **Economic Development Corridors that are visually distinctive and vibrant and combine commercial, industrial, residential, civic, cultural, and recreational uses.**
- Policy CD-5.1** Provide comfortable pedestrian amenities-quality sitting areas, wide paths and shade-along with specialized and engaging design features, such as interesting fountains or public art, which draw and maintain people's attention, as appropriate based on the preferred mix of land uses for each EDC subarea.
- Policy CD-5.2** Provide comfortable pedestrian amenities-quality sitting areas, wide paths and shade-along with specialized and engaging design features, such as interesting fountains or public art, which draw and maintain people's attention, as appropriate based on the preferred mix of land uses for each EDC subarea.
- Policy CD-5.6** Orient building entrance toward the street and provide parking in the rear, when possible.
- Goal CD-6** **Attractive landscaping, lighting, and signage that conveys a positive image of the community.**
- Policy CD-6.3** Require property owners to maintain the existing landscape on developed nonresidential sites and replace unhealthy or dead landscaping.
- Policy CD-6.4** Require that lighting and fixtures be integrated with the design and layout of a project and that they provide a desirable level of security and illumination.
- Policy CD-6.5** Limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.
- Goal ED-1** **A diverse and robust local economy capable of providing employment for all residents desiring to work in the city.**
- Policy ED-1.1** Focus economic development efforts on the primary objective of increasing the number of jobs that pay above-average wages and salaries.
- Policy ED-1.2** Diversify the local economy and create a balance of employment opportunities across skill and education levels, wages and salaries, and industries and occupations.
- Goal ED-3** **A mix of land uses that generates a fiscal balance to support and enhance the community's quality of life.**
- Goal S-1** **A community that is minimally impacted by seismic shaking and earthquake-induced or other geologic hazards.**

- Policy S-1.1** Require all new habitable buildings and structures to be designed and built to be seismically resistant in accordance with the most recent California Building Code adopted by the city.
- Goal S-2** **A community that has used engineering solutions to reduce or eliminate the potential for injury, loss of life, property damage, and economic and social disruption caused by geologic hazards such as slope instability; compressible, collapsible, expansive or corrosive soils; and subsidence due to groundwater withdrawal.**
- Policy S-2.1** Require all new developments to mitigate the geologic hazards that have the potential to impact habitable structures and other improvements.
- Policy S-2.3** Minimize grading and modifications to the natural topography to prevent the potential for man-induced slope failures.
- Goal S-3** **A community that is minimally disrupted by flooding and inundation hazards.**
- Policy S-3.1** Require that all new developments and redevelopments in areas susceptible to flooding (such as the 100-year floodplain and areas known to the City to flood during intense or prolonged rainfall events) incorporate mitigation measures designed to mitigate flood hazards.
- Policy S-3.2** Reduce flood hazards in developed areas known to flood.
- Goal S-4** **A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.**
- Policy S-4.1** Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire. Ensure all new development and/or redevelopment in the LRA and VHFHSZ will comply with the California Fire Code (CFC) and California Building Code (CBC). All new development within the LRA Very High Fire zone will comply with Chapter 49 of the California Fire Code and Chapter 7A of the California Building Code.
- Policy S-4.2** Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City. The City will continue to coordinate with the Riverside County Fire Department, for Interagency coordination, to respond to emergency calls in Menifee and to provide training and ongoing programs for public education.
- Policy S-4.9** Ensure all new development and/or redevelopment within the SRA will comply with all provisions of Title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations) for SRAs and VHFHSZs.
- Policy S-4.17** The City should ensure that all new development has adequate water, sewer, and fire protection consistent with the most current California Building Code and California Fire Code and will comply with the Board of Forestry and Fire Protection Fire Safe Regulations.
- Goal S-5** **A community that has reduced the potential for hazardous materials contamination.**
- Policy S-5.1** Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.

- Policy S-5.4** Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials.
- Policy S-5.5** Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.
- Policy S-5.6** Require all new industrial development projects and significant rehabilitation or expansion projects to reduce industrial truck idling by enforcing California's five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on-site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks. Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.
- Policy S-7.1** Continue to require environmental analysis for proposed projects which may produce harmful levels of greenhouse gas.
- Policy S-7.4** Promote alternative forms of energy production such as solar or wind power.
- Policy S-7.5** Promote the use of climate ready architecture designed to maintain adequate indoor climate with minimal energy use.
- Policy S-7.9** Promote drought resistant landscaping to continue reducing water consumption and potential fuel sources.
- Goal N-1** **Noise-sensitive land uses are protected from excessive noise and vibration exposure.**
- Policy N-1.1** Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.
- Policy N-1.2** Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the city's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.
- Policy N-1.7** Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources adjacent to sensitive receptors.
- Policy N-1.9** Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.
- Policy N-1.10** Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors adjacent to the I-215 or within the projected noise contours of any adjacent airports.
- Policy N-1.13** Require new development to minimize vibration impacts to adjacent uses during demolition and construction.
- Policy N-1.20** Adhere to any applicable Riverside County Airport Land Use Commission land use compatibility criteria, including density, intensity, and coverage standards.

City of Menifee Industrial Good Neighbor Policies

The purpose of the Good Neighbor Policies (Policies) is to provide local government and developers with ways to address environmental and neighborhood compatibility issues associated with permitting warehouse, logistics and distribution facilities. These Policies are designed to promote economic vitality and sustainability

of businesses, while still protecting the general health, safety, and welfare of the public and sensitive receptors within the City of Menifee. Sensitive receptors include residential neighborhoods, schools, public parks, playgrounds, day care centers, nursing homes, hospitals, and other public places where residents are most likely to spend time. The intent of the City of Menifee's Good Neighbor Policies, in siting new warehouse, logistics and distribution uses, include:

1. Minimize impacts to sensitive uses.
2. Protect public health, safety, and welfare by regulating the design, location and operation of facilities.
3. Protect neighborhood character of adjacent communities (City of Menifee, 2022).

City of Menifee Development Code

The City of Menifee Development Code, contained within the City of Menifee Municipal Code, is one of the primary means of implementing the General Plan. The Development Code establishes standards for development of individual properties (through their zoning designation), including standards regulating allowed uses, setbacks from neighboring properties, and the intensity, height, and appearance of development. State law requires that a city's Zoning Ordinance be consistent with the City's General Plan and that the Development Code be revised to reflect the adopted General Plan within a reasonable period of time from its adoption, which is typically one year. The purpose of the Development Code is to encourage, classify, designate, regulate and restrict the highest and best locations and uses of buildings and structures, for residential, commercial, and industrial or other purposes.

5.9.3 ENVIRONMENTAL SETTING

The Project site is located in the northern portion of the City of Menifee, within Riverside County. 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, 330-560-001 through 330-560-040, 330-570-001 through 330-570-033, and 330-571-001 through 330-571-005. The Project site is currently vacant but disturbed from previous agricultural activities and residential uses, and is vegetated by unplanned, non-native grasses as well as sparse shrubs. 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 3-5, *Existing General Plan Designation*, and 3-6, *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 residential uses in Perris to the north and the residential uses in Menifee, south of McLaughlin Road.

The surrounding uses, described below, are dominated by vacant land, agricultural uses and single-family residences.

- **North:** Single-family residences.
- **West:** Geary Street followed by vacant land.
- **South:** Southern California Edison easement followed by McLaughlin Road.
- **East:** Murrieta Road followed by vacant land and a modular office dealer lot.

5.9.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- LU-1 Physically divide an established community.

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

The Initial Study (Appendix A) established that the proposed Project would not result in impacts related to Threshold LU-1; therefore, no further assessment of this threshold is required in this Draft EIR.

5.9.5 METHODOLOGY

The evaluation of impacts to land use and planning is based on the potential of the Project to physically divide an established community and a comparison of the Project to the applicable plans, policies, and regulations to determine if implementation of the Project would conflict with a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.9.6 ENVIRONMENTAL IMPACTS

IMPACT LU-2: THE PROJECT WOULD NOT 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.

Less than Significant.

The Project would be required to comply with any applicable federal, State, regional, and local land use plans, policies, and regulations. Projects should be consistent with applicable policies in order to promote the efficient, sustainable growth projected in the long-term planning documents. At a regional level, the Project should comply with the goals and policies presented in SCAG’s RTP/SCS. Locally, the Project should comply with the City’s General Plan and the City’s Municipal Code.

SCAG Regional Transportation Plan/ Sustainable Communities Strategy Policies. SCAG’s RTP/SCS policies focus largely on regional transportation and the efficiency of transportation, which are implemented by counties and cities within the SCAG region, as part of the overall planning and maintenance of the regional transportation system. The policies are not directly applicable to the Project. Notwithstanding, as shown in Table 5.9-1, the Project would not conflict with the adopted RTP/SCS. Therefore, impacts would be less than significant.

Table 5.9-1: SCAG RTP/SCS Consistency Analysis

RTP/SCS Goal Statements	Project Consistency
1. Encourage regional economic prosperity and global competitiveness.	Consistent. 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. The Project would increase employment opportunities within the City of Menifee by providing 652 new jobs and enhance the region’s overall economic development and competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. As an individual development, the Project is limited in its ability to maximize mobility and access for people and goods in the SCAG region. However, the Project would develop an underutilized property consistent with the current zoning that is conveniently located in proximity to Interstate-215 and Highway 60 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California

RTP/SCS Goal Statements	Project Consistency
3. Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. As an individual development, the Project is limited in its ability to ensure security and resilience of the regional transportation system. There are no components of the Project that would result in the deterioration of the transportation system. Further, as described in Section 5.12, <i>Transportation</i> , the off-site roadway improvements would actually contribute to improvements in the City’s transportation system thus contributing to the overall regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.	Consistent. As an individual development, the Project is limited in its ability to maximize the goods movement and travel choices within the SCAG region. The Project would not create substantial traffic impediments and would improve the accessibility of goods to the surrounding area by locating near existing highway infrastructure to promote efficient goods movement within the region.
5. Reduce greenhouse gas emissions and improve air quality.	Consistent. While the Project would not improve air quality, it would not prevent SCAG from implementing actions that would improve air quality within the region. Mitigation measures are specified to reduce the Project’s greenhouse gas impacts to the maximum extent feasible, and the Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards.
6. Support healthy and equitable communities.	Consistent. The Project would be constructed consistent with the City of Menifee General Plan land use designation/zoning classification and associated development standards. The Project would be constructed to current building codes, and state and federal requirements including Green Building Standards. The development of the Project would also increase employment for the City and its residents.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Not applicable. The Project does not propose housing development.
10. Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The Project would be consistent with goals and policies of the General Plan. Although the Project would result in the loss of local agricultural land, farming on the Project site is a legal nonconforming use that would otherwise not be permitted under the Project site’s General Plan or zoning designations of EDC and EDC-NG, respectively. This loss of local agricultural land was

RTP/SCS Goal Statements	Project Consistency
	already accounted for within the General Plan EIR as a significant and unavoidable impact resulting from the General Plan buildout, and therefore does not represent a conflict. In addition, Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts associated with biological resources. The Project would not conflict with this goal.

City of Menifee General Plan Policies, Goals, and Implementation Measures

The Project site has a Menifee General Plan Land Use Designation of EDC and a Zoning Designation of EDC-NG. The General Plan states that the EDC-NG designation 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. The EDC designation allows for industrial and related uses at a maximum Floor Area Ratio (FAR) of 1.0. The proposed Project would be consistent with the existing General Plan designation. Furthermore, as shown in Table 5.9-2 below, the proposed Project would be consistent with applicable City General Plan Goals and Policies.

Table 5.9-2: General Plan Consistency

General Plan Policy or Goal	Project Consistency
Land Use Element	
Goal LU-1 Land Uses and building types that result in a community where residents at all stages of life, employers, workers, and visitors have a diversity of options of where they can live, work, shop and recreate within Menifee.	Consistent. The Project would increase employment opportunities within the City of Menifee by providing 652 new jobs and enhance the region’s overall economic development and competitiveness.
Policy LU-1.1 Concentrate growth in strategic locations to help preserve rural areas, create place and identity, provide infrastructure efficiently, and foster the use of transit options.	Consistent. The Project would develop an industrial warehouse located along the EDC. The surrounding area contains agricultural and vacant parcels. However, the surrounding areas are zoned for industrial uses. As discussed in Section 5.14, <i>Population and Housing</i> , of the Initial Study (included as Appendix A), the Project would create job opportunities and provide economic growth.
Policy LU-1.5 Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.	Consistent. The Project would develop an industrial warehouse located along the EDC. The EDC takes advantage of the regional highway accessibility (I-215) and visibility through high quality development and streetscape enhancements. Additionally, I-215 which is east of the Project site is designed to carry high levels of traffic as well as to provide access to facilities and public services.
Policy LU-1.6 Coordinate land use, infrastructure, and transportation planning and analysis with regional, and other local agencies to further regional and subregional goals for jobs-housing balance.	Consistent. The Project would develop an industrial warehouse located along the EDC. The EDC-NG zoning designation for the site allows for industrial uses. 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. The Project would increase employment opportunities within the City of Menifee by providing

General Plan Policy or Goal	Project Consistency
	652 new jobs and enhance the region’s overall economic development and competitiveness.
<p>Policy LU-1.8 Ensure new development is carefully designed to avoid or incorporate natural features, including washes, creeks, and hillsides.</p>	<p>Consistent. According to the City’s General Plan, the Project would be within the EDC. As described in Section 5.1, <i>Aesthetics</i>, of the Initial Study (included as Appendix A) the Project would comply with the City of Menifee’s General Plan and City Code guidelines for industrial developments and would create a quality architectural presence along Murrieta Road.</p>
<p>Policy LU-1.10 Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, and similar uses.</p>	<p>Consistent. The Project would develop an industrial warehouse located along the EDC. The surrounding area contains some vacant parcels and some urbanized land. However, the surrounding areas are zoned for industrial uses.</p>
<p>Goal LU-2 Thriving Economic Development Corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality in the city.</p>	<p>Consistent. The Project would develop an industrial warehouse located along the EDC. The EDC-NG zoning designation for the site allows for industrial uses. The surrounding area contains vacant and some urbanized land. However, the surrounding areas are zoned for industrial uses.</p>
<p>Policy LU-2.1 Promote infill development that complements existing neighborhoods and surrounding areas. Infill development and future growth in Menifee is strongly encouraged to locate within EDC areas to preserve the rural character of rural, estate, and small estate residential uses.</p>	<p>Consistent. The Project would develop an industrial warehouse located along the EDC. The EDC-NG zoning designation for the site allows for industrial uses. The surrounding area contains vacant and urbanized land. However, the surrounding areas are zoned for industrial uses.</p>
<p>Policy LU-2.2 Encourage vertical and horizontal integration of uses where feasible on properties in EDCs.</p>	<p>Consistent. The Project would develop an underutilized property consistent with the current zoning that is conveniently located in proximity to Interstate-215 and Highway 60 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.</p>
<p>Policy LU-3.1 Work with utility providers in planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.</p>	<p>Consistent. As discussed in Section 5.14, <i>Utilities and Service Systems</i>, the Project would be adequately served by existing utilities and service systems. Regarding stormwater drainage, the proposed Project would construct an off-site biotreatment modular wetland system which would drain to a proposed 72-inch to 84-inch storm drain line to be constructed in Murrieta Road. Ultimately, runoff would be conveyed to the existing Riverside County Flood Control channel north of Ethanac Road. This line could be utilized by future development along Murrieta Road and would be constructed in coordination with Riverside County Flood Control and in accordance with the General Plan and Development Code requirements.</p>
<p>Policy LU-3.2 Work with utility providers to increase service capacity as demand increases.</p>	<p>Consistent. As discussed in Section 5.14, <i>Utilities and Service Systems</i>, the proposed Project would construct an off-site biotreatment modular wetland system which would drain to a proposed 72-inch to 84-inch storm drain line to be constructed in Murrieta Road. Ultimately, runoff would be conveyed to the existing Riverside County Flood Control channel north of Ethanac Road. This line could be utilized by future development along Murrieta Road and would be constructed in coordination with</p>

General Plan Policy or Goal	Project Consistency
	Riverside County Flood Control and in accordance with the General Plan and Development Code requirements.
<p>Policy LU-3.4 Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.</p>	<p>Consistent. As discussed in Section 5.14, <i>Utilities and Service Systems</i>, the Project would be adequately served by existing utilities and service systems. Regarding stormwater drainage, the proposed Project would construct an off-site biotreatment modular wetland system which would drain to a proposed 72-inch to 84-inch storm drain line to be constructed in Murrieta Road. Ultimately, runoff would be conveyed to the existing Riverside County Flood Control channel north of Ethanac Road.</p>
<p>Goal LU-4 Ensure development is consistent with the Riverside County Airport Land Use Compatibility Plan.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, of the Initial Study (included as Appendix A), 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 General Plan land use, airport land use planning, and safety review within the airport policy areas.</p>
<p>Policy LU-4.1 Ensure that land use decisions within the March Air Reserve Base and Perris Valley Airport areas of influence are consistent with applicable Airport Land Use Compatibility Plans. Comply with State law regarding projects subject to review by the Riverside County Airport Land Use Commission.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, of the Initial Study (included as Appendix A), 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 General Plan land use, airport land use planning, and safety within the airport policy areas.</p>
<p>Policy LU-4.2 Ensure that development proposals within the March Air Reserve Base and Perris Valley Airport areas of influence fully comply with the permit procedures specified in Federal and State law, with the referral requirements of the Airport Land Use Commission (ALUC), and with the conditions of approval imposed or recommended by the Federal Aviation Administration and ALUC, such as land use compatibility criteria, including density, intensity, and coverage standards. This requirement is in addition to all other City development review requirements.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, of the Initial Study (included as Appendix A), 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 General Plan land use, airport land use planning, and safety within the airport policy areas.</p>
Circulation Element	
<p>Policy C-1.1 Require roadways to:</p> <ul style="list-style-type: none"> • Comply with federal, state, and local design and safety standards. • Meet the needs of multiple transportation modes and users. • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices. 	<p>Consistent. The Project is designed to enhance pedestrian and vehicular access and circulation, and it is located in a centralized area to reduce distances traveled from the Project site to distribution endpoints.</p>

General Plan Policy or Goal	Project Consistency
<p>Policy C-1.2 Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.</p>	<p>Consistent. Roadway improvements proposed for the Project would reduce potential traffic impacts to less than significant levels. However, LOS is no longer a component of CEQA traffic analysis. (CEQA Guidelines § 15064.3). Further, a Traffic Study was conducted for the Project, which evaluated LOS impacts (see Appendix K) to address compliance with Policy C-1.2. The Traffic Study details the study intersections which would operate at an unacceptable LOS under various scenarios and provides recommended improvements the Project could implement to obtain acceptable LOS. The Traffic Study concludes by stating that with implementation of the recommended improvements within the Traffic Study, acceptable LOS would be achieved.</p>
<p>Policy C-1.5 Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.</p>	<p>Consistent. As discussed in Section 5.12, <i>Transportation</i>, it is not anticipated for the Project to create a significant impact on VMT as the Project’s VMT/SP would be below the City’s threshold for both Baseline (2018) and Cumulative (2045) scenarios, as shown on Table 5.12-4. Therefore, the Project would have a less than significant impact on VMT. The Project would be required to be consistent with California’s five-minute maximum idling time law.</p>
<p>Goal C-2 A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.</p>	<p>Consistent. The Project would implement mitigation measure GHG-2 which requires a Transportation Demand Management (TDM) plan which includes provisions such as: provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options, and incorporate bicycle parking and storage and self-service bicycle repair areas.</p>
<p>Policy C-2.1 Require on- and off-street pathways to:</p> <ul style="list-style-type: none"> • Comply with federal, state, and local design and safety standards. • Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines. • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices. 	<p>Consistent. The Project is designed to enhance pedestrian and bicycle access and circulation. Six-foot wide sidewalks or five-foot wide meandering sidewalks are also proposed along Project area streets. The proposed bike/pedestrian facilities would meet the needs of multiple types of users, and would be ADA compliant.</p>
<p>Policy C-2.3 Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.</p>	<p>Consistent. The Project is designed to enhance pedestrian and bicycle access and circulation. Six-foot wide sidewalks or five-foot wide meandering sidewalks are also proposed along Project area streets. The proposed bike/pedestrian facilities would meet the needs of multiple types of users and would be ADA compliant.</p>
<p>Policy C-3.2 Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.</p>	<p>Consistent. The Project would implement Mitigation Measure GHG-2 which requires a TDM plan which includes provisions such as: provide a transportation information center and on-site TDM coordinator to</p>

General Plan Policy or Goal	Project Consistency
	educate residents, employers, employees, and visitors of surrounding transportation options.
<p>Goal C-5 An efficient flow of goods through the city that maximizes economic benefits and minimizes negative impacts.</p>	<p>Consistent. The Project would develop an underutilized property consistent with the current zoning that is conveniently located in proximity to Interstate-215 and Highway 60 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.</p>
<p>Policy C-5.1 Designate and maintain a network of city truck routes that provides for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses.</p>	<p>Consistent. As discussed in Section 5.12, <i>Transportation</i>, trucks would access the site via the designated truck route on Ethanac Road.</p>
<p>Policy C-5.3 Support efforts to reduce/eliminate the negative environmental impacts of goods movement.</p>	<p>Consistent. The Project would develop an underutilized property consistent with the current zoning that is conveniently located in proximity to Interstate-215 and Highway 60 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California. As discussed throughout this EIR document, all negative environmental effects from the proposed Project would be mitigated to the greatest extent feasible.</p>
Open Space and Conservation Element	
<p>Goal OSC-3 Undisturbed slopes, hillsides, rock outcroppings, and other natural landforms that enhance the City's environmental setting and rich cultural and historical past and present.</p>	<p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, of the Initial Study (included as Appendix A) the proposed Project would be setback from public scenic corridors and would not impact views of the surrounding natural landforms.</p>
<p>Policy OSC-3.1 Identify and preserve the view corridors and outstanding scenic vistas within the city.</p>	<p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, of the Initial Study (included as Appendix A) the proposed Project would be setback from public scenic corridors and would not impact views of the surrounding scenic vistas.</p>
<p>Policy OSC-3.4 Support the preservation of natural vegetation and rock outcroppings during and after the construction process.</p>	<p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, of the Initial Study (included as Appendix A) the proposed Project would be setback from public scenic corridors and would not impact views of the surrounding natural landforms.</p>
<p>Goal OSC-4 Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.</p>	<p>Consistent. As discussed in Section 5.5 <i>Energy</i>, the Project would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building.</p>
<p>Policy OSC-4.1 Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.</p>	<p>Consistent. As discussed in Section 5.5 <i>Energy</i>, the Project would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building.</p>

General Plan Policy or Goal	Project Consistency
<p>Goal OSC-5 Archaeological, historical, and cultural resources are protected and integrated into the city’s built environment.</p>	<p>Consistent. As discussed in Initial Study Section 5.5, <i>Cultural Resources</i>, (included as Appendix A) the Project site is currently vacant and undeveloped and does not contain any historical or culturally significant resources. The proposed Project would include mitigation measure CUL-1 in order to reduce impacts to archeological and tribal cultural resources (TCRs) to a less than significant level. Additionally, standard conditions of approval for cultural and tribal cultural resources are included in Section 1.0, <i>Executive Summary</i>.</p>
<p>Policy OSC-5.1 Preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the city to implement this goal and associated policies.</p>	<p>Consistent. As discussed in Initial Study Section 5.5, <i>Cultural Resources</i>, (included as Appendix A) the Project site is currently vacant and undeveloped and does not contain any historical or culturally significant resources. The proposed Project would include mitigation measure CUL-1 in order to reduce impacts to archeological resources and TCRs to a less than significant level. Additionally, standard conditions of approval for cultural and tribal cultural resources are included in Section 1.0, <i>Executive Summary</i>.</p>
<p>Policy OSC-5.3 Preserve sacred sites identified in consultation with the appropriate Native American tribes whose ancestral territories are within the city, such as Native American burial locations, by avoiding activities that would negatively impact the sites, while maintaining the confidentiality of the location and nature of the sacred site.</p>	<p>Consistent. As discussed in Section 5.13, <i>Tribal Cultural Resources</i>, the Project team has reached out to consult with local Native American Tribes consistent with AB 52. No Native American tribe provided the City with substantial evidence indicating that TCRs were found previously on the Project site; however, the Project would still implement mitigation measure CUL-1 in order to protect TCRs. Additionally, standard conditions of approval for cultural and tribal cultural resources are included in Section 1.0, <i>Executive Summary</i>.</p>
<p>Policy OSC-5.4 Establish clear and responsible policies and best practices to identify, evaluate, and protect previously unknown archaeological, historic, and cultural resources, following applicable CEQA and NEPA procedures and in consultation with the appropriate Native American tribes who have ancestral lands within the city.</p>	<p>Consistent. As discussed in Section 5.4, <i>Cultural Resources</i>, the proposed Project would implement mitigation measure CUL-1 which requires a cultural resource monitoring program to ensure that if buried features are discovered, they will be handled in a timely and proper manner. Additionally, standard conditions of approval for cultural and tribal cultural resources are included in Section 1.0, <i>Executive Summary</i>.</p>
<p>Goal OSC-6 High value agricultural lands available for long-term agricultural production in limited areas of the City.</p>	<p>Consistent. As discussed in Section 5.1, <i>Agriculture and Forestry Services</i>, the existing farming use on the Project site is a legal nonconforming use that would otherwise not be permitted under the Project site’s General Plan or zoning designations of EDC and EDC-NG, respectively. This loss of agricultural land was already accounted for within the General Plan EIR as a significant and unavoidable impact as a result of the General Plan buildout, and therefore does not represent a conflict.</p>
<p>Policy OSC-6.1 Protect both existing farms and sensitive uses around them as agricultural acres transition to more developed land uses.</p>	<p>Consistent. As discussed in Section 5.1, <i>Agriculture and Forestry Services</i>, while a portion of the site is considered farmland of local importance, the site is currently vacant and is not utilized for agricultural purposes. Additionally, the site and the surrounding areas are zoned for industrial uses.</p>
<p>Policy OSC-7.2 Encourage water conservation as a means of preserving water resources.</p>	<p>Consistent. As discussed in Section 5.5, <i>Energy</i>, the Project would comply with the 2022 CALGreen</p>

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	standards for efficient appliances and fixtures. The Project would also feature drought tolerant landscaping.
<p>Policy OSC-7.9 Ensure that high quality potable water resources continue to be available by managing stormwater runoff, wellhead protection, and other sources of pollutants.</p>	<p>Consistent. As discussed in Section 5.8, <i>Hydrology and Water Quality</i>, and Section 5.14, <i>Utilities and Service Systems</i>, the Project would comply with the RCWQMP for the Santa Ana River Region of Riverside County, which would minimize impacts on receiving water quality by incorporating post-construction Best Management Practices (BMPs) into Project design, including LID site design, hydromodification measures, source control, and treatment control. Implementation of the BMPs would reduce the impacts of the Project to receiving water quality in both the construction and operation phases, encouraging the use of water conservation and preservation of the surrounding water resources.</p>
<p>Policy OSC-7.10 Preserve natural floodplains, including Salt Creek, Ethanac Wash, Paloma Wash, and Warm Springs Creek, to facilitate water percolation, replenishment of the natural aquifer, proper drainage, and prevention of flood damage.</p>	<p>Consistent. As discussed in Section 5.4, <i>Biological Resources</i>, there are no impacts related to jurisdictional drainage or wetland features.</p>
<p>Policy OSC-7.11 Ensure that natural and cultural resources are protected and avoided while still maintaining important water goals.</p>	<p>Consistent. As discussed in Section 5.4, <i>Biological Resources</i>, with the implementation of MM BIO-1 and BIO-2, impacts on burrowing owls, nesting birds, and any sensitive biological resources would be mitigated to a less than significant level. As discussed in Initial Study Section 5.5, <i>Cultural Resources</i>, (included as Appendix A) the Project site is currently vacant and undeveloped and does not contain any historical or culturally significant resources. The proposed Project would include mitigation measure CUL-1 in order to reduce impacts to archeological resources and TCRs to a less than significant level.</p>
<p>Goal OSC-8 Protected biological resources, especially sensitive and special status wildlife species and their natural habitats.</p>	<p>Consistent. As discussed in Section 5.4, <i>Biological Resources</i>, with the implementation of MM BIO-1 and BIO-2, impacts on burrowing owls, nesting birds, and any sensitive biological resources would be mitigated to a less than significant level.</p>
<p>Policy OSC-8.1 Work to implement the Western Riverside County Multiple Species Habitat Conservation Plan in coordination with the Regional Conservation Authority.</p>	<p>Consistent. As discussed in Section 5.4, <i>Biological Resources</i>, the Project site is located within the Western Riverside County MSHCP burrowing owl survey area. A 30-day preconstruction survey is required prior to the commencement of project activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site in the days or weeks preceding the proposed Project activities and is included as mitigation measure BIO-1.</p>
<p>Policy OSC-8.2 Support local and regional efforts to evaluate, acquire, and protect natural habitats for sensitive, threatened, and endangered species occurring in and around the city.</p>	<p>Consistent. As discussed in Section 5.4, <i>Biological Resources</i>, with the implementation of MM BIO-1 and BIO-2, impacts on burrowing owls, nesting birds, and any sensitive biological resources would be mitigated to a less than significant level.</p>
<p>Policy OSC-8.5 Recognize the impacts new development will have on the city's natural resources and identify ways to reduce these impacts.</p>	<p>Consistent. As discussed in Section 5.4, <i>Biological Resources</i>, with the implementation of MM BIO-1 and BIO-2, impacts on burrowing owls, nesting birds, and any</p>

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	sensitive biological resources would be mitigated to a less than significant level.
Policy OSC-8.8 Implement and follow MSHCP goals and policies when making discretionary actions pursuant to Section 13 of the Implementing Agreement.	Consistent. As discussed in Section 5.4, <i>Biological Resources</i> , the Project site is located within the Western Riverside County MSHCP burrowing owl survey area. A 30-day preconstruction survey is required prior to the commencement of project activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site in the days or weeks preceding the proposed Project activities and is included as mitigation measure BIO-1.
Goal OSC-9 Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.	Consistent. As discussed in Section 5.2, <i>Air Quality</i> , both construction and operational emissions would be below SCAQMD recommended thresholds.
Policy OSC-9.1 Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.	Consistent. As discussed in Section 5.2, <i>Air Quality</i> , both regional and localized construction emissions for the Project would be below State and federal standards.
Policy OSC-9.2 Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.	Consistent. The Project would develop an industrial warehouse located within the EDC. The EDC-NG zoning designation for the site allows for industrial uses. The surrounding area contains agricultural and vacant parcels. However, the surrounding areas are zoned for industrial uses. As discussed in Section 5.2 <i>Air Quality</i> , nearby residences to the north of the Project site would be screened from the industrial uses with a 6- to 14-foot-high wall and localized emission impacts would be less than significant.
Policy OSC-9.3 Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.	Consistent. As discussed in the Initial Study in Appendix A, the Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant.
Policy OSC-9.4 Support the Riverside County Regional Air Quality Task Force, the Southern California Association of Government's Regional Transportation Plan/Sustainable Communities Strategy, and the South Coast Air Quality Management District's Air Quality Management Plan to reduce air pollution at the regional level.	Consistent. As discussed above and in Section 5.2 <i>Air Quality</i> , regional air quality emissions would be less than significant. As discussed above, the Project would be consistent with the SCAQMD's AQMP and the SCAG RTP/SCS to reduce air pollution.
Policy OSC-9.5 Comply with the mandatory requirements of Title 24 Part 1one of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.	Consistent. As discussed in Section 5.5, <i>Energy</i> , the Project would comply with the 2022 CALGreen standards for efficient appliances and fixtures.
Policy OSC-10.4 Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.	Consistent. As discussed in Section 5.6, <i>Greenhouse Gas Emissions</i> , a Greenhouse Gas Emissions Impact Analysis

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	was prepared for the Project and found that greenhouse gas (GHG) emissions would exceed the recommended thresholds, thus the Project would implement mitigation measures GHG-1 through GHG-8 to minimize impacts.
Community Design Element	
<p>Goal CD-1 A unified and attractive community identity that complements the character of the City's distinctive communities.</p>	<p>Consistent. According to the City's General Plan, the Project would be within the EDC. As described in Section 5.1, <i>Aesthetics</i>, of the Initial Study (included as Appendix A) the Project would comply with the City of Menifee's General Plan and City Code guidelines for industrial developments and would create a quality architectural presence along Murrieta Road.</p>
<p>Goal CD-3 Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.</p>	<p>Consistent. According to the City's General Plan, the Project would be within the EDC. As described in Section 5.1, <i>Aesthetics</i>, of the Initial Study (included as Appendix A) the Project would comply with the City of Menifee's General Plan and City Code guidelines for industrial developments and would create a quality architectural presence along Murrieta Road.</p>
<p>Policy CD-3.1 Preserve positive characteristics and unique features of a site during the design and development of a new project; the relationship to scale and character of adjacent uses should be considered.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Project site is currently vacant and does not contain any unique features. The Project would comply with the City of Menifee's General Plan and City Code guidelines for industrial developments and would create a quality architectural presence along Murrieta Road.</p>
<p>Policy CD-3.2 Maintain and incorporate the city's natural amenities, including its hillsides, indigenous vegetation, and rock outcroppings, within proposed projects.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Project site is currently vacant and does not contain any unique features. However, as described in Section 5.1, <i>Aesthetics</i>, of the Initial Study (included as Appendix A) the proposed Project would be setback from public scenic corridors and would not impact views of the surrounding natural landforms.</p>
<p>Policy CD-3.3 Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing).</p>	<p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, of the Initial Study (included as Appendix A) the proposed Project would be setback from public scenic corridors and would not impact views of the surrounding natural landforms.</p>
<p>Policy CD-3.5 Design parking lots and structures to be functionally and visually integrated and connected; off-street parking lots should not dominate the street scene.</p>	<p>Consistent. As shown in Figure 3-7, <i>Conceptual Site Plan</i>, the truck trailer parking stalls and dock doors would be located on the north and south ends of the property, facing away from both Geary Street and Murrieta Road.</p>
<p>Policy CD-3.6 Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.</p>	<p>Consistent. As shown in Figure 3-7, <i>Conceptual Site Plan</i>, truck driveways would be located on the eastern and western portion of the Project site facing away from the sensitive receptors to the north.</p>
<p>Policy CD-3.8 Design retention/detention basins to be visually attractive and well-integrated with any associated project and with adjacent land uses.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Project would install onsite storm drains that would flow to two proposed biotreatment modular wetland systems which would be integrated into the landscaping of the Project site.</p>

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<p>Policy CD-3.9 Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Project would provide lighting in parking and loading areas. Access to trailer stalls and loading dock areas would be controlled using gates. The proposed Project would include one metal, manually operated gate at each entrance/exit of the truck loading areas, for a total of four gates. As discussed in Section 5.11, <i>Public Services</i>, the City would review plans to provide for safety and adequate lighting as part of development review and permitting of the Project.</p>
<p>Policy CD-3.10 Employ design strategies and building materials that evoke a sense of quality and permanence.</p>	<p>Consistent. According to the City’s General Plan, the Project would be within the EDC. As described in Section 5.1, <i>Aesthetics</i>, of the Initial Study (included as Appendix A) the Project would comply with the City of Menifee’s General Plan and City Code guidelines for industrial developments and would create a quality architectural presence along Murrieta Road.</p>
<p>Policy CD-3.11 Provide special building-form elements, such as towers and archways, and other building massing elements to help distinguish activity nodes and establish landmarks within the community.</p>	<p>Consistent. As shown in Figure 3-8, <i>Building Elevations</i>, the buildings would include four-sided architecture. The building design, colors, and materials would be consistent throughout all sides of the buildings. In addition, landscaping and trees would be located around the perimeter of the buildings to enhance the view of the site.</p>
<p>Policy CD-3.14 Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.</p>	<p>Consistent. As shown in Figure 3-8, <i>Building Elevations</i>, the buildings would include four-sided architecture. The building design, colors, and materials would be consistent throughout all sides of the buildings. In addition, landscaping and trees would be located around the perimeter of the buildings to enhance the view of the site.</p>
<p>Policy CD-3.15 Require property owners to maintain structures and landscaping to high standards of design, health, and safety.</p>	<p>Consistent. As shown in Figure 3-8, <i>Building Elevations</i>, the buildings would include four-sided architecture. The building design, colors, and materials would be consistent throughout all sides of the buildings. In addition, landscaping and trees would be located around the perimeter of the buildings to enhance the view of the site.</p>
<p>Policy CD-3.16 Avoid use of long, blank walls in industrial developments by breaking them up with vertical and horizontal façade articulation achieved through stamping, colors, materials, modulation, and landscaping.</p>	<p>Consistent. As shown in Figure 3-8, <i>Building Elevations</i>, the buildings would include four-sided architecture. The building design, colors, and materials would be consistent throughout all sides of the buildings. In addition, landscaping and trees would be located around the perimeter of the buildings to enhance the view of the site.</p>
<p>Policy CD-3.17 Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.</p>	<p>Consistent. The proposed Project would include 137,363 SF of ornamental landscaping, including trees around the perimeter of the building. In addition, the Project would also construct a 6-foot-wide sidewalk on all street-facing frontages. As described previously, the buildings would consist of high-quality architectural frontages.</p>
<p>Policy CD-3.19 Design walls and fences that are well integrated in style with adjacent structures and terrain and utilize landscaping and vegetation materials to soften their appearance.</p>	<p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, of the Initial Study (included as Appendix A) the proposed Project would be setback from public scenic corridors and would not impact views of the surrounding scenic vistas.</p>

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<p>Policy CD-3.20 Avoid the blocking of public views by solid walls.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Project would include an approximately 14-foot-high retaining and screen wall along the interior of the northern and southern truck courts which would be outside facing 8-feet high for the residences to the north. The proposed Project would be setback from the residences to the north with landscaping and parking.</p>
<p>Policy CD-3.22 Incorporate visual buffers, including landscaping, equipment and storage area screening, and roof treatments, on properties abutting either Interstate 215 or residentially designated property.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Project would include an approximately 14-foot-high retaining and screen wall along the interior of the northern and southern truck courts which would be outside facing 8-feet high for the residences to the north. The proposed Project would be setback from the residences to the north with landscaping and parking.</p>
<p>Goal CD-4 Recognize, preserve, and enhance the aesthetic value of the city's enhanced landscape corridors and scenic corridors.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, 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 3-9, <i>Conceptual Landscape Plan</i>. 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.</p>
<p>Policy CD-4.1 Create unifying streetscape elements for enhanced landscape streets, including coordinated streetlights, landscaping, public signage, street furniture, and hardscaping.</p>	<p>Consistent. As discussed in Section 5.12, <i>Transportation</i>, 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 consistent with the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. 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.</p>
<p>Goal CD-5 Economic Development Corridors that are visually distinctive and vibrant and combine commercial, industrial, residential, civic, cultural, and recreational uses.</p>	<p>Consistent. According to the City's General Plan, the Project would be within the EDC. As described in Section 5.1, <i>Aesthetics</i>, of the Initial Study (included as Appendix A) the Project would comply with the City of Menifee's General Plan and City Code guidelines for industrial developments and would create a quality architectural presence along Murrieta Road.</p>
<p>Policy CD-5.1 Provide comfortable pedestrian amenities-quality sitting areas, wide paths and shade-along with specialized and engaging design features, such as interesting fountains or public art, which draw and maintain people's attention, as appropriate based on the preferred mix of land uses for each EDC subarea.</p>	<p>Consistent. The Project would include 137,363 SF of ornamental landscaping, including trees around the perimeter of the building. In addition, the Project would also construct a 6-foot-wide sidewalk on all street facing frontages. As described previously, the buildings would consist of high-quality architectural frontages.</p>
<p>Policy CD-5.2 Include open space and/or recreational amenities in EDC areas to provide visual relief from development, form linkages to adjacent uses and other</p>	<p>Consistent. The Project site is zoned for industrial uses and is not identified as open space.</p>

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portions of the economic development corridor, and serve as buffers between uses, where necessary.	
Policy CD-5.6 Orient building entrance toward the street and provide parking in the rear, when possible.	Consistent. As shown in Figure 3-7, <i>Conceptual Site Plan</i> , the truck trailer parking stalls and dock doors would be located on the north and south ends of the property, facing away from both Geary Street and Murrieta Road. Entrances would be located on the eastern and western ends of the building, facing the streets.
Goal CD-6 Attractive landscaping, lighting, and signage that conveys a positive image of the community.	Consistent. The Project would include installation of native streetscape landscaping along the building entrances and throughout the site including parking areas to enhance overall pedestrian and driving experience. The proposed landscaping plan includes a variety of drought-tolerant trees and plants which would provide shade. The Project would also provide lighting in parking and loading areas and would be reviewed by the City to ensure safety and adequate lighting as part of development review and permitting of the Project.
Policy CD-6.3 Require property owners to maintain the existing landscape on developed nonresidential sites and replace unhealthy or dead landscaping.	Consistent. Improvements for landscaping shall be maintained by the future tenants and would be required to comply with City requirements.
Policy CD-6.4 Require that lighting and fixtures be integrated with the design and layout of a project and that they provide a desirable level of security and illumination.	Consistent. As discussed in Section 3.0, <i>Project Description</i> , the Project would also provide lighting in parking and loading areas and would be reviewed by the City to ensure safety and adequate lighting as part of development review and permitting of the Project.
Policy CD-6.5 Limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.	Consistent. As the Project site is approximately 30 miles from the Palomar Observatory, lights from the Project site are not expected to interfere with operations of the observatory.
Economic Development Element	
Goal ED-1 A diverse and robust local economy capable of providing employment for all residents desiring to work in the city.	Consistent. As described in Section 5.14, <i>Population and Housing</i> of the Initial Study, included as Appendix A, the Project would increase employment opportunities within the City of Menifee by providing 652 new jobs and enhance the region's overall economic development and competitiveness.
Policy ED-1.1 Focus economic development efforts on the primary objective of increasing the number of jobs that pay above-average wages and salaries.	Consistent. As described in Section 5.14, <i>Population and Housing</i> of the Initial Study, included as Appendix A, the Project would increase employment opportunities within the City of Menifee by providing 652 new jobs and enhance the region's overall economic development and competitiveness.
Policy ED-1.2 Diversify the local economy and create a balance of employment opportunities across skill and education levels, wages and salaries, and industries and occupations.	Consistent. As described in Section 5.14, <i>Population and Housing</i> of the Initial Study, included as Appendix A, the Project would increase employment opportunities within the City of Menifee by providing 652 new jobs and enhance the region's overall economic development and competitiveness.
Goal ED-3 A mix of land uses that generates a fiscal balance to support and enhance the community's quality of life.	Consistent. As described in Section 5.14, <i>Population and Housing</i> of the Initial Study, included as Appendix A, the Project would increase employment opportunities within the City of Menifee by providing 652 new jobs and

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	enhance the region’s overall economic development and competitiveness. The Project would develop an industrial warehouse located within the EDC. The surrounding area contains residential, agricultural and vacant parcels. However, the surrounding areas are zoned for industrial uses.
Safety Element	
Goal S-1 A community that is minimally impacted by seismic shaking and earthquake-induced or other geologic hazards.	Consistent. The Project would be built in compliance with the California Building Code (CBC) which would ensure the building could provide adequate protection from damage associated with seismic incidents.
Policy S-1.1 Require all new habitable buildings and structures to be designed and built to be seismically resistant in accordance with the most recent California Building Code adopted by the city.	Consistent. The Project would be built in compliance with the CBC which would ensure the building could provide adequate protection from damage associated with seismic incidents.
Goal S-2 A community that has used engineering solutions to reduce or eliminate the potential for injury, loss of life, property damage, and economic and social disruption caused by geologic hazards such as slope instability; compressible, collapsible, expansive or corrosive soils; and subsidence due to groundwater withdrawal.	Consistent. As discussed in Section 5.7, <i>Geology and Soils</i> , of the Initial Study (included as Appendix A) the proposed Project would implement the recommendations of the Geotechnical Investigation (Appendix A) as well as construct the structures according to the CBC guidelines which will minimize the effects of geologic hazards.
Policy S-2.1 Require all new developments to mitigate the geologic hazards that have the potential to impact habitable structures and other improvements.	Consistent. As discussed in Section 5.7, <i>Geology and Soils</i> , of the Initial Study (included as Appendix A) the proposed Project would implement the recommendations of the Geotechnical Investigation as well as construct the structures according to the CBC guidelines which will minimize the effects of geologic hazards.
Policy S-2.3 Minimize grading and modifications to the natural topography to prevent the potential for man-induced slope failures.	Consistent. No major grading or excavation would be needed to substantially alter the slope of the site, create, or remove steep slopes, create retaining walls, or make other landform modifications. Nevertheless, grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the Project site would be required to comply with erosion and siltation control measures including implementation of a stormwater pollution prevention plan (SWPPP).
Goal S-3 A community that is minimally disrupted by flooding and inundation hazards.	Consistent. As discussed in Section 5.8, <i>Hydrology and Water Quality</i> , the Project would comply with the City Municipal Code guidelines and would implement BMPs to reduce flood hazards and preserve groundwater quality.
Policy S-3.1 Require that all new developments and redevelopments in areas susceptible to flooding (such as the 100-year floodplain and areas known to the City to flood during intense or prolonged rainfall events) incorporate mitigation measures designed to mitigate flood hazards.	Consistent. As discussed in Section 5.8, <i>Hydrology and Water Quality</i> , the Project would comply with the City Municipal Code guidelines and would implement BMPs to reduce flood hazards and preserve groundwater quality.
Policy S-3.2 Reduce flood hazards in developed areas known to flood.	Consistent. As discussed in Section 5.8, <i>Hydrology and Water Quality</i> , the Project would comply with the City Municipal Code guidelines and would implement BMPs to reduce flood hazards and preserve groundwater quality.

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<p>Goal S-4 A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.</p>	<p>Consistent. As discussed in Initial Study Section 5.9, <i>Hazards and Hazardous Materials</i>, included as Appendix A, 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).</p>
<p>Policy S-4.2 Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City. The City will continue to coordinate with the Riverside County Fire Department, for Interagency coordination, to respond to emergency calls in Menifee and to provide training and ongoing programs for public education.</p>	<p>Consistent. As discussed in Section 5.11, <i>Public Services</i>, the City would have sufficient capacity to accommodate fire protection and the Project would not significantly impact service levels.</p>
<p>Policy S-4.9 Ensure all new development and/or redevelopment within the SRA will comply with all provisions of Title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations) for SRAs and VHFHSZs.</p>	<p>Consistent. As discussed in Section 5.15, <i>Wildfire</i>, the Project would comply with all provisions of Title 14, CCR, Division 1.5.</p>
<p>Policy S-4.17 The City should ensure that all new development has adequate water, sewer, and fire protection consistent with the most current California Building Code and California Fire Code and will comply with the Board of Forestry and Fire Protection Fire Safe Regulations.</p>	<p>Consistent. As discussed in Section 5.11, <i>Public Services</i>, the City would have sufficient capacity to accommodate fire protection and the Project would not significantly impact service levels.</p>
<p>Goal S-5 A community that has reduced the potential for hazardous materials contamination</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, 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.</p>
<p>Policy S-5.1 Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, of the Initial Study (included as Appendix A) the proposed Project would operate one industrial warehouse with additional truck trailer parking, which is generally expected to 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</p>

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	in the vicinity of the proposed Project. Also, should any future business that occupies the proposed building handle acutely hazardous materials, the business would require a permit from the Riverside County Department of Environmental Health Hazardous Materials Branch.
<p>Policy S-5.4 Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, of the Initial Study (included as Appendix A) 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.</p>
<p>Policy S-5.5 Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, of the Initial Study (included as Appendix A) 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.</p>
<p>Policy S-5.6 Require all new industrial development projects and significant rehabilitation or expansion projects to reduce industrial truck idling by enforcing California’s five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on-site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks. Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.</p>	<p>Consistent. The Project would be required to be consistent with California’s five-minute maximum idling time law, SCAQMD Rule 2485, and the City’s Good Neighbor Policies three-minute maximum idling time. Additionally, the Project would include adequate parking inclusive of 194 truck trailer parking spaces. As described in Section 3.0, <i>Project Description</i> of this DEIR, the Project would not include cold storage. As discussed in Section 5.2, <i>Air Quality</i>, and in the Health Risk Assessment prepared for the Project, impacts to sensitive receptors would be less than significant.</p>
<p>Policy S-7.1 Continue to require environmental analysis for proposed projects which may produce harmful levels of greenhouse gas.</p>	<p>Consistent. As discussed in Section 5.6, <i>Greenhouse Gas Emissions</i>, a Greenhouse Gas Emissions Impact analysis was prepared for the Project and found that greenhouse gas (GHG) emissions from the Project would exceed the recommended thresholds, thus the Project would implement mitigation measures GHG-1 through GHG-8 to minimize impacts.</p>
<p>Policy S-7.4 Promote alternative forms of energy production such as solar or wind power.</p>	<p>Consistent. As discussed in Section 5.6, <i>Greenhouse Gas Emissions</i>, Mitigation Measure GHG-1 requires the installation of a 101.3 kW DC solar photovoltaic system or the purchase of renewable energy.</p>
<p>Policy S-7.5 Promote the use of climate ready architecture designed to maintain adequate indoor climate with minimal energy use.</p>	<p>Consistent. As discussed in Section 5.5, <i>Energy</i>, the Project would comply with the 2022 CALGreen standards for efficient appliances and fixtures. The Project would also feature drought tolerant landscaping.</p>
<p>Policy S-7.9 Promote drought resistant landscaping to continue reducing water consumption and potential fuel sources.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Project would feature drought tolerant landscaping throughout the parking areas and property borders.</p>
Noise Element	

General Plan Policy or Goal	Project Consistency
<p>Goal N-1 Noise-sensitive land uses are protected from excessive noise and vibration exposure.</p>	<p>Consistent. As discussed in Section 5.10, <i>Noise</i>, the nearest noise-sensitive receptors are approximately 47 feet to the north of the Project site. Although sensitive uses may be exposed to elevated noise levels during Project construction, these noise levels would be acoustically dispersed throughout the Project site and not concentrated in one area near surrounding sensitive uses. Further, construction would occur only during allowable hours pursuant to the City’s Municipal Code. Therefore, based on the noise analysis shown in Tables 5.10-6 and 5.10-7, the Project’s construction-related noise impacts would be less than significant, following compliance with the General Plan and Municipal Code.</p>
<p>Policy N-1.1 Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.</p>	<p>Consistent. As discussed in Section 5.10, <i>Noise</i>, the Land Use Compatibility for Community Noise Exposure matrix describes categories of compatibility and not specific noise standards. For traffic noise the City does not specifically provide noise and land use compatibility standards. Thus, the County’s noise and land use compatibility standards are relied upon. Project operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels.</p>
<p>Policy N-1.2 Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the city’s Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.</p>	<p>Consistent. As discussed in Section 5.10, <i>Noise</i>, construction would occur during days and times in compliance with the Menifee Noise Ordinance. There would be periodic, temporary, noise impacts during construction but would cease upon completion of construction activities. The Project would contribute to other proximate construction Project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis shown on Tables 5.10-6 and 5.10-7, the Project’s construction-related noise impacts would be less than significant, following compliance with the General Plan and Municipal Code.</p>
<p>Policy N-1.7 Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources adjacent to sensitive receptors.</p>	<p>Consistent. As discussed in Section 5.10, <i>Noise</i>, the Project would be required to adhere to the stationary source noise standards set within this policy.</p>
<p>Policy N-1.9 Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.</p>	<p>Consistent. As discussed in Section 5.10, <i>Noise</i>, the nearest noise-sensitive receptors are residences approximately 47 feet to the north of the Project site. Although sensitive uses may be exposed to elevated noise levels during Project construction, these noise levels would be acoustically dispersed throughout the Project site and not concentrated in one area near surrounding sensitive uses. Further, construction noise would only occur during allowable hours of construction pursuant to the City’s Municipal Code..</p>
<p>Policy N-1.10 Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors adjacent to the I-215 or within the projected noise contours of any adjacent airports.</p>	<p>Consistent. The Project would develop an industrial warehouse located within the EDC. The EDC-NG zoning designation for the site allows for industrial uses. The surrounding area contains agricultural and vacant parcels. However, the surrounding areas are zoned for industrial uses.</p>

General Plan Policy or Goal	Project Consistency
<p>Policy N-1.13 Require new development to minimize vibration impacts to adjacent uses during demolition and construction.</p>	<p>Consistent. As discussed in Section 5.10, <i>Noise</i>, demolition and construction vibration levels at the nearest structures would not exceed thresholds.</p>
<p>Policy N-1.20 Adhere to any applicable Riverside County Airport Land Use Commission land use compatibility criteria, including density, intensity, and coverage standards.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, of the Initial Study (included as Appendix A), 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.</p>

City of Menifee Good Neighbor Policies

The intent of the Good Neighbor Policies, in siting new warehouse, logistics and distribution uses, include: 1. Minimize impacts to sensitive uses; 2. Protect public health, safety, and welfare by regulating the design, location and operation of facilities; and 3. Protect neighborhood character of adjacent communities. In addition to compliance with the provisions of the Development Code, the Project would adhere to the supplemental general performance standards concerning site design, access, layout, and signage. The Project would also comply with environmental considerations policies pertaining to air quality, GHGs, noise, and traffic. The Project’s environmental impacts associated with the aforementioned environmental topics have been analyzed in their appropriate section in this EIR. Applicable mitigation measures, laws, ordinances, and regulations, and payment of fees have been implemented to reduce impacts. As shown in Table 5.9-3, the Project would not conflict with the City’s Good Neighbor Policies.

Table 5.9-3: Good Neighbor Guidelines Consistency Analysis

Good Neighbor Guideline Policy	Project Consistency
General Performance Standards	
<p>1. Truck traffic shall generally be routed to impact the least amount of sensitive receptors, (e.g. access locations, use of traffic control features, signage).</p>	<p>Consistent. Site driveways would be located consistent with the City designated truck route to avoid the sensitive residential community to the north, as shown in Figure 3-7, <i>Conceptual Site Plan</i>.</p>
<p>2. To the maximum extent feasible, buildings shall be designed so that truck driveways and loading docks are oriented away from sensitive receptors to minimize impacts</p>	<p>Consistent. Site driveways would be located consistent with the City designated truck route to avoid the sensitive residential community to the north, as shown in Figure 3-7, <i>Conceptual Site Plan</i>.</p>
<p>3. Sufficient landscape buffers and walls shall be provided on-site to screen sensitive receptors from truck access, parking, and storage.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Project would include an approximately 14-foot-high retaining and screen wall along the of the northern and southern truck courts. The proposed Project would be setback from the residences to the north with landscaping and parking.</p>
<p>4. Building massing shall be consistent with the City’s Industrial Design Guidelines so as to reduce visual dominance on adjacent sensitive receptors.</p>	<p>Consistent. As shown in Figure 3-8, <i>Building Elevations</i>, the buildings would include four-sided architecture. The building design, colors, and materials would be consistent throughout all sides of the buildings. In addition, landscaping and trees would be located around the perimeter of the buildings to enhance the view of the site.</p>
<p>5. Community outreach throughout the planning process shall occur. The level of public outreach for each</p>	<p>Consistent. The Draft EIR and Final EIR would include and address all public comments received during the Notice</p>

Good Neighbor Guideline Policy	Project Consistency
project shall be determined by City staff based on the project's scope and surroundings.	of Preparation comment period and Draft EIR comment period.
Site Design, Access, and Layout	
1. Buildings shall be set back a minimum of one foot for every one foot of building height, but no less than 25 feet, when adjacent to a sensitive receptor.	Consistent. As discussed in Section 3.0, <i>Project Description</i> , the building would be setback approximately 205 feet from the northern property line.
2. Dock high doors shall be a minimum of 250' from the property line of adjacent sensitive receptors.	Consistent. As shown in Figure 3-7, <i>Conceptual Site Plan</i> , the dock doors would be setback approximately 264 feet from the northern property line.
3. Decorative walls shall be used to screen industrial uses from adjacent sensitive receptors. Landscaping (and berming for walls greater than six feet in height) shall be used to reduce the visual impact of the walls.	Consistent. As discussed in Section 3.0, <i>Project Description</i> , the Project would include an approximately 14-foot-high retaining and screen wall along the interior of the northern and southern truck courts which would not obstruct public views. The screen walls would include various plant materials in order to reduce the visual impact of the walls on adjacent sensitive receptors.
4. To the maximum extent feasible, truck driveways shall not be placed on any portion of the street that fronts sensitive receptors.	Consistent. As shown in Figure 3-7, <i>Conceptual Site Plan</i> , truck driveways would be located on the eastern and western portion of the Project site facing away from the sensitive receptors to the north.
5. Facilities shall be designed to provide adequate on-site parking and queuing for trucks/trailers away from sensitive receptors.	Consistent. The Project would provide 409 automobile parking stalls which exceeds the 390-parking stall requirement. In addition, the Project would include 192 truck trailer stalls. Thus, the Project would provide adequate parking onsite and would not require street parking. Trailer parking areas and truck courts would be screened with 14-foot-high walls to minimize impacts to nearby sensitive receptors. In addition, as further described in Section 5.12, <i>Transportation</i> , no queuing impacts would occur.
6. Check-in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width of 12 feet) are permitted to achieve the required on-site truck queuing. The general queuing and spill-over of trucks onto surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public road right-of-way or adjacent to sensitive receptors.	Consistent. The Project would provide 409 automobile parking stalls which exceeds the 390-parking stall requirement. In addition, the Project would include 192 truck trailer stalls. Thus, the Project would provide adequate parking onsite and would not require street parking. In addition, as further described in Section 5.12, <i>Transportation</i> , no queuing impacts would occur.
7. Required passenger vehicle parking should be separated from enclosed truck parking/truck court, and have separate primary access.	Consistent. As shown in Figure 3-7, <i>Conceptual Site Plan</i> , truck trailer parking would be located on the northern and southern side of the Project site with gates on each side of the parking areas separating them from the passenger parking areas on the eastern and western portion of the Project site.
8. Underground stormwater facilities are preferred over above-ground basins. If above-ground facilities are needed, these should be designed so that the depth (i.e. under 18") does not require	Consistent. As discussed in Section 5.8, <i>Hydrology and Water Quality</i> , the Project would utilize an underground modular wetland in order to treat stormwater.

Good Neighbor Guideline Policy	Project Consistency
perimeter fencing and can be incorporated as additional landscape buffer.	
9. A minimum of 50% of site plantings shall be evergreen broadleaf tree species.	Consistent. As shown in Figure 3-9, <i>Conceptual Landscape Plan</i> , 73% of the site plantings shall be evergreen broadleaf tree species.
10. Front setbacks shall include a minimum 25-foot landscape planter. For property lines adjacent to a sensitive receptor, side setbacks shall include a minimum 10 foot landscape planter, and rear setbacks shall include a minimum 5 foot landscape planter.	Consistent. As shown in Figure 3-7, <i>Conceptual Site Plan</i> , the Project would include 25-foot landscaped setbacks along the northern, eastern and western project boundaries. Additionally, the proposed Project would provide a setback along the southern boundary of the Project site and proposed private driveway which would include five and a half feet of landscaping followed by a five-foot-wide sidewalk and then an additional five and a half feet of landscaping.
11. No parking shall be permitted in the landscape setback area.	Consistent. As shown in Figure 3-7, <i>Conceptual Site Plan</i> , landscape setbacks do not include parking.
Signage and Information	
1. Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.	Consistent. Signage would be included as a design feature, which would be reviewed and approved by the Building and Safety Department during plan check.
2. Anti-idling signs are required to be posted at warehouses to stipulate a 3-minute idling restriction.	
3. Legible, durable, weather-proof signs are required at all truck exit driveways directing truck drivers to the truck route and State Highway System.	
4. During construction, signs are required to be in public view with contact information for a designated representative of the building occupant and an SCAQMD representative who is designated to receive complaints about excessive dust, fumes, or odors on this site.	
5. New and existing industrial uses shall provide truck drivers with information on the closest restaurants, fueling stations, truck repair facilities, and lodging (i.e. by posting in offices/breakrooms).	Consistent. Information regarding closest restaurants, fueling stations, truck repair facilities, and lodging would be posted onsite consistent with this policy.
Air Quality	
<p>1. In compliance with CEQA, conduct SCAQMD URBEMIS and EMFAC computer models to identify the significance of air quality impacts on sensitive receptors.</p> <p>a) Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project-specific and cumulative impact analysis. Appendix A: Page 4 of 6 INDUSTRIAL GOOD NEIGHBOR POLICIES Environmental Considerations.</p> <p>b) Require “Health Risk Assessments” for industrial uses within 1,000 feet of sensitive receptors.</p>	Consistent. An Air Quality Analysis was completed for the Project and is included as Appendix B which shows that the Project would be consistent with AQMD guidelines. In addition, a Health Risk Assessment (included as Appendix G) was completed for the Project and found that both construction and operational health risks would be less than significant.
<p>2. Minimize the air quality impacts of trucks on sensitive receptors</p> <p>a) Design facilities with queuing of trucks on-site and away from sensitive receptors.</p>	Consistent. As discussed in Section 5.1, <i>Air Quality</i> , the Project would result in air pollutant and DPM emissions that would be below SCAQMD thresholds. Therefore, the Project would not result in significant impacts on sensitive

Good Neighbor Guideline Policy	Project Consistency
<ul style="list-style-type: none"> b) Prevent the queuing of trucks on street or elsewhere outside the facility. c) The installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use and required where transport refrigeration units (TRUs) are proposed to be used. 	<p>receptors. However, the Project would also comply with the regulations set forth by SCAQMD for idling, would provide adequate onsite queuing space, and alternatively fueled onsite equipment. Further, the Project would only provide truck access off of Murrieta Road and Geary Street, oriented away from existing residences, and would provide separate access points and parking areas for trucks and passenger vehicles. Additionally, there would be 20 parking stalls dedicated for electric vehicle (EV) charging at the time of Project opening and 80 EV Capable stalls to accommodate future demand.</p>
<p>3. Require Transportation Demand Management measures for industrial uses with over one hundred employees to reduce work-related vehicle trips.</p>	<p>Consistent. The facility tenant would establish a rideshare program as required by South Coast AQMD Rule 2202. In addition, the Project would include bicycle parking for Project employees.</p>
<p>4. Use of electric-powered hand tools, forklifts, aerial lifts, materials lifts, hoists, pressure washers, plate compactors, and air compressors, when feasible.</p>	<p>Consistent. The proposed Project would include use of electric powered construction equipment when feasible.</p>
<p>5. For buildings with 50 or more dock high doors, site plans are required to identify a planned location for future electric truck charging stations and install conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.</p>	<p>Consistent. The Project is a speculative high-cube warehouse. Prior to issuance of building permits, building plans shall identify the location of future electric truck charging stations (minimum of three) and install conduit to those spaces, consistent with mitigation measure GHG-7 in Section 5.6, <i>Greenhouse Gas Emissions</i>.</p>
<p>6. The following environmentally responsible construction practices are required:</p> <ul style="list-style-type: none"> a) Use of most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment). b) Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose. c) The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study. d) Streets adjacent to the development site shall be swept on a regular basis as determined by the City inspector to remove any construction related debris and dirt. e) Construction equipment maintenance records and data sheets, which includes equipment design specifications and equipment emission control tier classifications, as well as any other records necessary to verify compliance with items listed above, shall be kept on-site and furnished to the City upon request. 	<p>Consistent. Construction of the proposed Project would utilize CARB Tier 3 and 4 equipment and would keep construction equipment maintenance records throughout construction. Where feasible, the Project would provide charging for electric-powered construction equipment. As described in Section 5.12, <i>Transportation</i>, no queuing impacts would occur.</p>
Noise and Traffic	
<p>1. Use of perimeter walls, buildings, and/or enhanced landscaping to reduce noise impacts as appropriate.</p>	<p>Consistent. As discussed in Section 5.10, <i>Noise</i>, operational noise impacts would be less than significant</p>

Good Neighbor Guideline Policy	Project Consistency
	with inclusion of the 14-foot-high wall screening the truck courts.
2. Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors	Consistent. Section 5.10, <i>Noise</i> , noise impacts on nearby sensitive receivers during construction would be less than significant. In addition, construction hours would be limited to the hours allowed in the City’s Municipal Code Section 9.215.060(C) which permits construction between the hours of 6:30 am and 7:00 pm, with no activity allowed on Sundays and nationally recognized holidays.

Other Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect.

The Project would comply with the following plans which would further reduce potential impacts.

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Menifee is within the jurisdiction of the Santa Ana Regional Water Quality Control Board Water Quality Control Plan (RWQCB). The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board’s regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term “water quality standards,” as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting public health and welfare and maintaining or enhancing water quality and potential beneficial uses of the water. The Project complies with the Basin Plan by virtue of compliance with regulatory and water quality permitting requirements intended to maintain water quality standards, as discussed in Section 5.8, *Hydrology and Water Quality*.

5.9.7 CUMULATIVE IMPACTS

Cumulative projects in the City of Menifee would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Cumulative projects in the City of Menifee would utilize regional planning documents such as SCAG’s RTP/SCS during planning, and the City’s General Plan would be consistent with the regional plans, to the extent that they are applicable. Cumulative projects in this jurisdiction would be required to comply with the applicable land use plan or they would not be approved without a General Plan amendment.

The proposed Project would be consistent with the General Plan land use designation and zoning designation and would be consistent with the surrounding uses. Past and present cumulative projects do not involve amendments that would eliminate application of policies that were adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what future applications might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

5.9.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

None.

Plans, Programs, or Policies

None.

5.9.9 PROJECT DESIGN FEATURES

None.

5.9.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact LU-2 would be less than significant.

5.9.11 MITIGATION MEASURES

None.

5.9.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact LU-2 would be less than significant.

5.9.13 REFERENCES

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5.10 Noise

5.10.1 INTRODUCTION

This Draft EIR section evaluates the potential noise impacts that would result from implementation of the proposed Project. It discusses the existing noise environment within and around the Project site, as well as the regulatory framework for regulation of noise. This section analyzes the effect of the proposed Project on the existing ambient noise environment during construction and operational activities; and evaluates the Project's noise effects for consistency with relevant local agency noise policies and regulations. This section includes data from the following City documents and report prepared by Urban Crossroads in Appendix H.

- *City of Menifee General Plan 2030*, adopted 2013
- *City of Menifee General Plan 2030 Environmental Impact Report*, certified December 2013
- *City of Menifee Development Code*
- *Murrieta Road Warehouse Noise and Vibration Analysis*, prepared by Urban Crossroads, April 2024 (Appendix H)

5.10.1.1 Noise and Vibration Terminology

Various noise descriptors are utilized in this Draft EIR analysis, and are summarized as follows:

dB: Decibel, the standard unit of measurement for sound pressure level.

dBA: A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Leq: The equivalent sound level, which is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The Leq of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The Leq may also be referred to as the average sound level.

Lmax: The instantaneous maximum noise level experienced during a given period of time.

Lmin: The instantaneous minimum noise level experienced during a given period of time.

Lx: The sound level that is equaled or exceeded "x" percent of a specified time period. The "x" thus represents the percentage of time a noise level is exceeded. For instance, L50 and L90 represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

Ldn: Also termed the "day-night" average noise level (DNL), Ldn is a measure of the average of A-weighted sound levels occurring during a 24-hour period, accounting for the greater sensitivity of most people to nighttime noise by weighting noise levels at night ("penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: The Community Noise Equivalent Level, which, similar to the Ldn, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The "ambient noise level" is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

5.10.1.2 Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change in noise levels is considered to be a barely perceptible difference.
- A change in noise levels of 5 dBA is considered to be a readily perceptible difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

5.10.1.3 Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over hard surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as that would be expected at a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source.

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.

5.10.1.4 Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

5.10.2 REGULATORY SETTING

5.10.2.1 Federal Regulations

There are no federal regulations concerning noise impacts that are applicable to the Project.

5.10.2.2 State Regulations

California Green Building Standards Code

The State of California's Green Building Standards Code (CALGreen) contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level of 50 dBA Leq in occupied areas during any hour of operation (Section 5.507.4.2).

5.10.2.3 Local and Regional Regulations

Perris Valley Airport Land Use Compatibility Plan

The Perris Valley Airport (PV) is located approximately 1.3 miles north of the Project Site. This places the Project site within the Perris Valley Airport Influence Area and is subject to the Riverside County Airport Land Use Compatibility Plan Policy Document (RC ALUCP). The RC ALUCP outlines policies for determining the land use compatibility planning in the vicinity of airports throughout Riverside County. The noise contour boundaries used to determine the potential aircraft-related noise impacts at the Project site are found on Map PV-3 of the RC ALUCP. As shown on Exhibit 3-C, the Project site is located outside the 55 dBA CNEL noise level contour boundaries. Therefore, based on the RC ALUCP compatibility criteria, the activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.

City of Menifee General Plan

The City of Menifee General Plan contains the following policies related to noise that are applicable to the Project within the Noise Element. Additionally, the City of Menifee General Plan Noise Element includes Table N-b3 which identifies normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for various land uses within the City.

- | | |
|----------------------|---|
| Goal N-1 | Noise-sensitive land uses are protected from excessive noise and vibration exposure. |
| Policy N-1.1 | Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications. |
| Policy N-1.2 | Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the city's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes. |
| Policy N-1.7 | Mitigate exterior and interior noises to the levels listed in the table below [included as Table 5.10-1 in this DEIR] to the extent feasible, for stationary sources adjacent to sensitive receptors. |
| Policy N-1.9 | Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures. |
| Policy N-1.10 | Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors adjacent to the I-215 or within the projected noise contours of any adjacent airports. |
| Policy N-1.13 | Require new development to minimize vibration impacts to adjacent uses during demolition and construction. |
| Policy N-1.20 | Adhere to any applicable Riverside County Airport Land Use Commission land use compatibility criteria, including density, intensity, and coverage standards. |

City of Menifee Municipal Code

Development Code, Section 9.210.060 (C) and (D). To control noise impacts associated with the construction of the proposed Project, the City has established limits to the hours of operation. Section 9.210.060(C) of

the City’s Development Code indicates that private construction projects, located within one-quarter of a mile from an occupied residence, are considered exempt from the Development Code noise standards, as shown in Table 5.10-1 below, if they occur within the permitted hours of 6:30 a.m. and 7:00 p.m., with no activity allowed on Sundays and nationally recognized holidays.

Table 5.10-1: Development Code Stationary Source Noise Standards

Stationary Source Noise Standards		
Land Use	Interior Standards	Exterior Standards
10:00 p.m. to 7:00 a.m.	40 Leq (10-minute)	45 Leq (10-minute)
7:00 a.m. to 10:00 p.m.	55 Leq (10-minute)	65 Leq (10-minute)

City of Menifee Development Code Table 9.210.060-1

Development Code, Section 9.210.070. Vibrations. To control vibration impacts associated with the operation of the proposed Project, Section 9.210.0670 of the City’s Development Code indicates that all uses shall be so operated so as not to generate vibration discernible without instruments by the average person while on or beyond the lot upon which the source is located or within an adjoining enclosed space if more than one establishment occupies a structure. Vibration caused by motor vehicles, trains and temporary construction are exempt from this standard.

Construction Standards

As described above, to control noise impacts associated with the construction of the proposed Project, the City of Menifee has established limits to the hours of operation. According to Section 9.210.060(C) of the City’s Development Code, listed above, private construction projects, located within one-quarter of a mile from an occupied residence, are considered exempt from the Development Code noise standards if they occur within the permitted hours of 6:30 a.m. and 7:00 p.m., with no activity allowed on Sundays and nationally recognized holidays (12). Additionally, neither the General Plan Noise Element nor Development Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or permanent increase in ambient noise levels.

According to the Federal Transit Administration (FTA), local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land use. Therefore, to evaluate whether the Project will generate potentially significant short-term noise levels at the closest noise sensitive residential receiver locations, a daytime exterior construction noise level of 80 dBA Leq is used as a reasonable threshold to assess construction noise level impacts based on the FTA detailed analysis construction noise criteria with a nighttime exterior construction noise level of 70 dBA Leq. According to the FTA, daytime is defined as construction occurring between the hours of 7:00 am and 10:00 pm whereas nighttime is defined as construction occurring between 10:00 pm and 7:00 am. As construction for the proposed Project would occur during the daytime hours defined and allowed by the City of Menifee Development Code Section 9.210.060(C), thresholds for nighttime exterior construction noise levels would not need to be evaluated.

Vibration Standards

To analyze vibration impacts originating from the operation and construction of the development, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. The City of Menifee does not identify specific vibration level limits. Therefore, for analysis purposes, the Caltrans *Transportation and Construction Vibration Guidance Manual*, (California Department of Transportation, April 2020, p. 38) Table 19, vibration damage criteria are used to assess potential temporary construction-related impacts at adjacent building locations. The nearest noise sensitive buildings adjacent to the Project site, identified by address in Table 5.10-2 below, can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

5.10.3 ENVIRONMENTAL SETTING

To assess the existing noise level environment, long-term 24-hour noise level measurements were taken at various locations, which are shown in Figure 5.10-1. The noise level measurements were positioned as close to the nearest sensitive receptors, shown in Figure 5.10-3 below, as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the Project site are dominated by the transportation-related noise associated with surface streets. A description of these locations and the existing noise levels are provided in Table 5.10-2.

Table 5.10-2: 24-Hour Ambient Noise Level Measurements

Location ¹		Energy Average Noise Level (dBA L _{eq}) ²	
		Daytime	Nighttime
L1	Located north of the Project site near single-family residence at 25815 Floyd Avenue.	53.7	44.5
L2	Located north of the Project site near single-family residence at 25955 Floyd Avenue.	48.8	44.7
L3	Located east of the Project site near a construction company at 26414 Murrieta Road.	63.7	60.2
L4	Located south of the Project site near single-family residence at 25910 Camino Juarez.	56.9	52.3
L5	Located southwest of the Project site near single-family residence at 25735 McLaughlin Road.	55.4	52.3

Source: Urban Crossroads, 2024 (Appendix H)

1. See Figure 5.10-1 for the noise level measurement locations.

2. Energy (logarithmic) average levels. The 24-hour measurement worksheets are included in Appendix 5.2.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

5.10.3.1 Existing Vibration

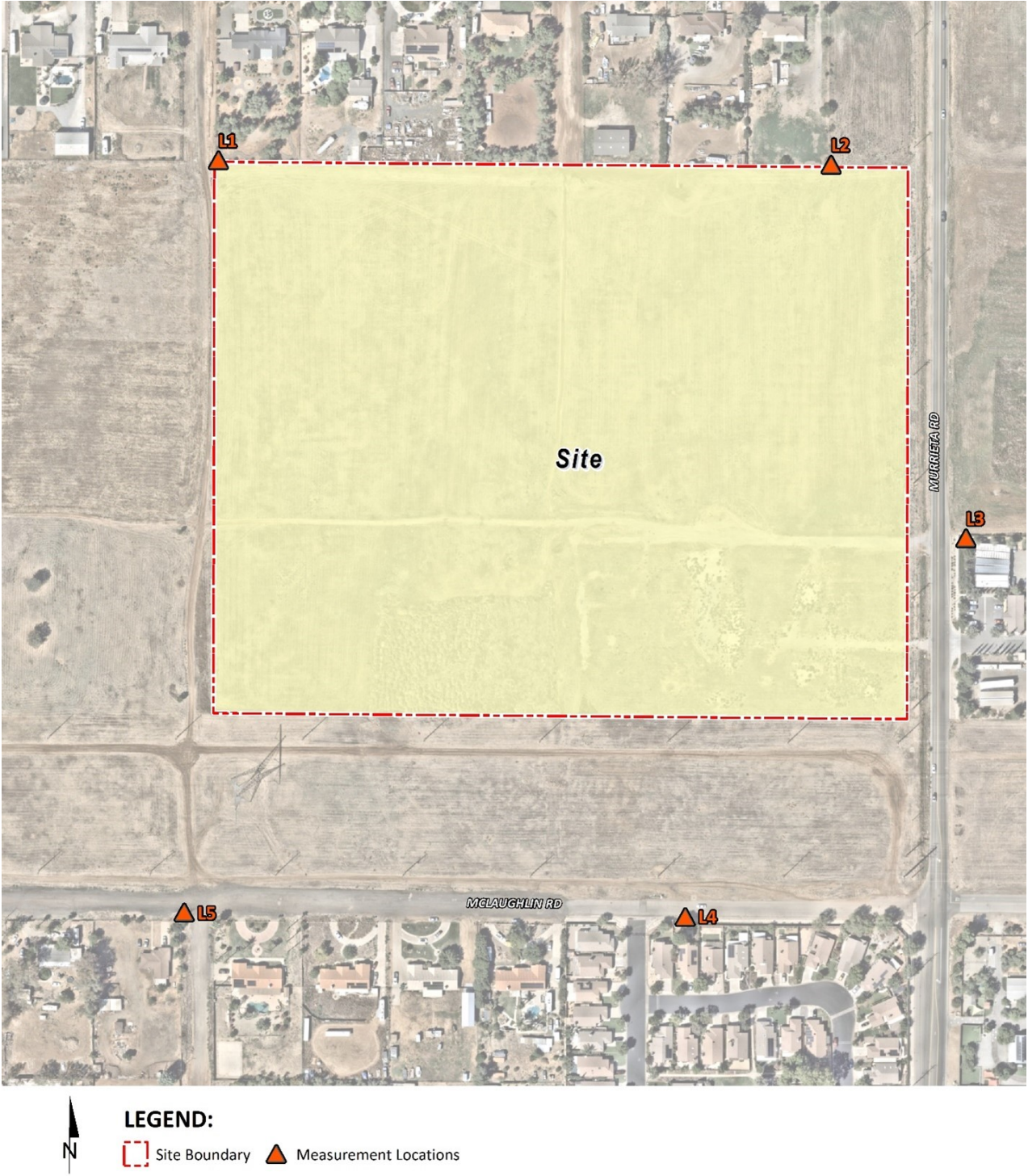
Aside from periodic construction work that may occur in the vicinity of the Project site, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

5.10.3.2 Existing Airport Noise

The noise contour boundaries used to determine the potential aircraft-related noise impacts at the Project site are found on Exhibit 3-C of the Perris Valley Airport Land Use Compatibility Plan. As shown on Figure 5.10-2, the Project site is located outside the 55 dBA CNEL noise level contour boundaries and warehousing land use is considered clearly acceptable.

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Noise Measurement Locations



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Perris Valley Airport Noise Contours



LEGEND:

-  Project Site Boundary
-  Airport Influence Area
-  55 dBA CNEL Noise Contour
-  60 dBA CNEL Noise Contour
-  65 dBA CNEL Noise Contour

Source: Riverside County Airport Land Use Compatibility Plan Policy Document (July 2010)

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5.10.3.3 Sensitive Receivers

Noise sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include residences, schools, hospitals, and recreation areas. The noise sensitive receptors that are in the vicinity of the Project site are described below and shown in Figure 5.10-3. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location.

- R1 Location R1 represents existing noise sensitive residence at 25705 Floyd Avenue, approximately 63 feet northwest of the Project site. R1 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2 Location R2 represents the existing noise sensitive residence at 25875 Floyd Avenue, approximately 47 feet north of the Project site. R2 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R3 Location R3 represents the existing noise sensitive residence at 25955 Floyd Avenue, approximately 47 feet north of the Project site. R3 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R4 Location R4 represents the existing noise sensitive residence at 25910 Camino Juarez, approximately 371 feet south of the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
- R5 Location R5 represents the existing noise sensitive residence at 25707 McLaughlin Road, approximately 428 feet southwest of the Project site. R5 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

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Sensitive Receiver Locations



LEGEND:

-  Site Boundary
-  Receiver Locations
-  Distance from receiver to Project site boundary (in feet)

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5.10.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to result in:

- NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- NOI-2 Generation of excessive groundborne vibration or groundborne noise levels.
- NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

Construction Noise and Vibration

A significant construction noise and vibration impact could occur if Project related construction activities:

- Occur between hours of 7:00pm and 6:30am., Sundays, or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer (City of Menifee Development Code, Section 9.210.060(C));
- Create noise levels which exceed the FTA's daytime exterior construction noise level of 80 dBA Leq or 70 dBA Leq nighttime acceptable noise level threshold at nearby sensitive receiver locations; or
- Generate vibration levels which exceed the Caltrans *Transportation and Construction Vibration Guidance Manual* vibration threshold of 0.3 PPV in/sec at nearby buildings.

Noise-Sensitive Receptors

The Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level CNEL and equivalent continuous noise level (L_{eq}).

The approach used in this noise analysis recognizes *that* there is no single noise increase that renders a noise impact significant, based on a 2008 California Court of Appeal ruling on *Gray v. County of Madera*. For example, if the ambient noise environment is quiet (<60 dBA) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria may be exceeded. Therefore, for this analysis, a *readily perceptible* 5 dBA or greater project-related noise level increase is considered a significant impact when the without project noise levels are below 60 dBA. Per the FICON, in areas where the without project noise levels range from 60 to 65 dBA, a 3 dBA barely perceptible noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance. The FICON guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in baseline ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without Project (baseline) noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dBA or readily perceptible, 3 dBA or barely

perceptible, and 1.5 dBA depending on the underlying without Project noise levels for noise-sensitive uses. These levels of increases and their perceived acceptance at noise sensitive receiver locations are consistent with guidance provided by both the Federal Highway Administration and Caltrans.

Non-Noise Sensitive Receptors

The City of Menifee General Plan Noise Element, Table N-b3, *Land Use Compatibility for Community Noise Environments* was used to establish the satisfactory noise levels of significance for non-noise-sensitive land uses in the Project study area. As shown on Table N-b3, the *normally acceptable* exterior noise level for non-noise-sensitive land uses is 70 dBA CNEL. (City of Menifee, December 2013). To determine if Project-related traffic noise level increases are significant at off-site non-noise-sensitive land uses, a *barely perceptible* 3 dBA criteria is used. When the without Project noise levels are greater than the *normally acceptable* 70 dBA CNEL land use compatibility criteria, a *barely perceptible* 3 dBA or greater noise level increase is considered a significant impact since the noise level criteria is already exceeded. The noise level increases used to determine significant impacts for non-noise-sensitive land uses is generally consistent with the FICON noise level increase thresholds for noise-sensitive land uses but instead rely on the City of Menifee General Plan Noise Element, Table N-b3, *Land Use Compatibility for Community Noise Environments normally acceptable* 70 dBA CNEL exterior noise level criteria.

Significance Criteria Summary

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed Project. Table 5.10-3 shows the significance criteria summary matrix that includes the allowable criteria used to identify potentially significant incremental noise level increases.

Table 5.10-3: Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive ¹	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive ²	If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive	If ambient is < 60 dBA Leq ¹	≥ 5 dBA Leq Project increase	
		If ambient is 60 - 65 dBA Leq ¹	≥ 3 dBA Leq Project increase	
		If ambient is > 65 dBA Leq ¹	≥ 1.5 dBA Leq Project increase	
Construction	Noise-Sensitive	Noise Level Threshold ⁴	80 dBA Leq	70 dBA Leq
		Vibration Level Threshold ⁵	0.3 PPV (in/sec)	

Source: Urban Crossroads, 2024 (Appendix H)

1 FICON, 1992.

2 City of Menifee General Plan Noise Element, Table N-b3.

3 City of Menifee Development Code, Section 9.210.060 (Appendix 3.1) Not Included.

4 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

5 Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

5.10.5 METHODOLOGY

FHWA Traffic Noise Prediction Model

The expected roadway noise level increases from vehicular traffic were calculated using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model-FHWA-RD-77-108. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California, the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. Adjustments are then made to the REMEL to account for the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis.

Off-site Traffic Noise Analysis

To assess the off-site transportation CNEL noise level impacts associated with development of the proposed Project, noise contours were developed based on the Traffic Impact Analysis (TIA), included as appendix K (EPD Solutions, Inc, 2024). Noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway.

Construction Noise

To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the proposed Project were combined with the existing ambient noise level measurements at the sensitive receiver locations. The Menifee Municipal Code limits construction hours to reduce noise; however, neither the Municipal code or City of Menifee General Plan establishes a numeric maximum acceptable construction source noise levels threshold at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a *substantial temporary or periodic noise increase*. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land uses. The construction noise levels are therefore compared against the FTA's threshold to assess the level of significance associated with temporary construction noise level impacts. Since the Menifee Municipal Code only permits construction for private construction projects between the hours of 6:30 a.m. and 7:00 p.m., nighttime noise levels were not considered within this analysis.

To describe construction noise activities, this construction noise analysis was prepared using reference construction equipment noise levels from the FHWA published the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Operational Noise

The on-site Project-related noise sources are expected to include loading dock activity, roof-top air conditioning units, parking lot vehicle movements, diesel fire pump, trash enclosure activity, and truck movements. The increase in noise levels generated by these activities have been quantitatively estimated and compared to the applicable noise standards listed previously.

Vibration

Aside from noise levels, groundborne vibration would also be generated during construction of the Project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the Project site. The potential ground-borne vibration levels resulting from construction activities occurring from the proposed Project were estimated by data published by the Federal Transit Administration (FTA). Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to the applicable thresholds of significance listed previously.

5.10.6 ENVIRONMENTAL IMPACTS

IMPACT NOI-1: THE PROJECT WOULD RESULT IN 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.

Construction

Less than Significant.

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: site preparation, grading, building construction, paving and architectural coating. Noise levels generated by heavy construction equipment range from approximately 68 dBA Leq to 81 dBA Leq at 50 feet from the noise source, as shown on Table 5.10-4. Consistent with FTA guidance for general construction noise assessment, Table 5.10-4 presents the combined noise levels for the loudest construction equipment, assuming they operate at the same time.

Table 5.10-4: Construction Reference Noise Levels

Construction Stage	Reference Construction Equipment ¹	Reference Noise Level @ 50 feet (dBA Leq)	Composite Reference Noise Level (dBA Leq) ²	Reference Power Level (dBA Leq) ³
Site Preparation	Tractor	80	84.0	115.6
	Backhoe	74		
	Grader	81		
Grading	Scraper	80	83.3	114.9
	Excavator	77		
	Dozer	78		
Building Construction	Crane	73	80.6	112.2
	Generator	78		
	Front End Loader	75		
Paving	Paver	74	77.8	109.5

Construction Stage	Reference Construction Equipment ¹	Reference Noise Level @ 50 feet (dBA L _{eq})	Composite Reference Noise Level (dBA L _{eq}) ²	Reference Power Level (dBA L _{eq}) ³
	Dump Truck	72		
	Roller	73		
Architectural Coating	Man Lift	68	76.2	107.8
	Compressor (air)	74		
	Generator (<25kVA)	70		

¹ FHWA Road Construction Noise Model.

² Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.

³ Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings.

However, per Section 9.210.060(C) of the City’s Development Code permits construction activities between the hours of 6:30 a.m. and 7:00 p.m., with no activity allowed on Sundays and nationally recognized holidays. Construction occurring consistent with these provisions is exempt from regulation. The proposed Project’s construction activities would occur pursuant to these regulations. Thus, the construction activities would be in compliance with the City’s construction-related noise standards.

Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. The construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators.

As shown on Table 5.10-4, construction noise from the Project at the nearby receiver locations would range from 52.2 to 68.8 dBA Leq. As detailed in Table 5.10-5, the nearest receiver locations will satisfy the reasonable daytime 80 dBA L_{eq} significance threshold during Project construction activities. Therefore, impacts related to construction noise would be less than significant.

Table 5.10-5: Construction Equipment Noise Level Summary

Receiver Location ¹	Construction Noise Levels (dBA L _{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ²
R1	65.4	64.7	62.0	59.3	57.6	65.4
R2	68.8	68.1	65.4	62.7	61.0	68.8
R3	68.3	67.6	64.9	62.2	60.5	68.3
R4	62.4	61.7	59.0	56.3	54.6	62.4
R5	60.0	59.3	56.6	53.9	52.2	60.0

Source: Urban Crossroads, 2024 (Appendix H)

¹ Construction noise source and receiver locations are shown on Figure 5.10-4.

² Construction noise level calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver locations.

Table 5.10-6: Construction Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA L _{eq})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	65.4	80	No
R2	68.8	80	No
R3	68.3	80	No
R4	62.4	80	No
R5	60.0	80	No

Source: Urban Crossroads, 2024 (Appendix H)

¹ Construction noise source and receiver locations are shown on Figure 5.10-4.

² Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 5.10-4.

³ Construction noise level thresholds as shown on Table 5.10-2.

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

Offsite Construction Noise

To support the Project development, there will be grading, trenching, and paving for off-site improvements associated with roadway construction and utility installation for the Project. The loudest phase of construction associated with off-site roadway and utility improvements would likely be grading/excavation activities, which would generate similar noise levels compared to the grading/excavation phase of the proposed Project's on-site construction activities previously outlined in Table 5.10-3.

It is expected that the off-site construction activities would not take place at any one location for the entire duration of construction due to the nature of the linear construction activity. Construction noise from this off-site work would, therefore, be relatively short-term and the noise levels would be reduced as construction work moves linearly along the selected alignment and farther from sensitive uses. Therefore, due to the temporary nature of Project construction, impacts related to the construction of off-site roadway and utility improvements would be less than significant. However, in order to further reduce noise levels for nearby sensitive receptors, the Project would implement the following Project Design Features (PDFs).

- PDF-1: Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.
- PDF-2: All stationary construction equipment shall be placed in such a manner so that the emitted noise is directed away from any sensitive receivers.
- PDF-3: Construction equipment staging areas shall be located at the greatest feasible distance between the staging area and the nearest sensitive receivers.
- PDF-4: The construction contractor shall limit equipment and material deliveries to the same hours specified for construction equipment (between the hours of 6:30am to 7:00pm, with no deliveries allowed on Sundays and nationally recognized holidays).
- PDF-5: Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment.
- PDF-6: No music or electronically reinforced speech from construction workers shall be allowed.

Additionally, as shown in Figure 3-11, *Offsite Improvements*, a portion of the Project's off-site improvements would occur within Ethanac Road, adjacent to the Perris city limits. Thus, consistent with PPP NOI-2, construction associated with off-site improvements on Ethanac Road would adhere to the construction noise hours permitted by Section 7.34.060 of the Perris Municipal Code which states:

Construction is permitted between the hours of 7:00 a.m. of any day and 7:00 p.m., and is not permitted on Sundays or on any legal holiday, with the exception of Columbus Day and Washington's birthday.

As described previously, all other construction is required to comply with Section 9.210.060(C) of the Menifee Development Code which permits construction to occur within the hours of 6:30 a.m. and 7:00 p.m., with no activity allowed on Sundays and nationally recognized holidays. Therefore, the off-site roadway and utility improvement construction activities would result in a less than significant impact.

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Construction Noise Source Locations



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Nighttime Concrete Pour

Nighttime concrete pouring activities would occur as part of the Project construction. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during daytime hours. The pouring activities would be limited to within the actual building footprint. Since the nighttime concrete pours would take place outside the permitted time allowed in the City of Menifee Development Code, Section 9.210.060(C) which permits construction activities between the hours of 6:30 a.m. and 7:00 p.m. with no activity allowed on Sundays and nationally recognized holidays, the Project Applicant would be required to obtain authorization for nighttime work from the City of Menifee.

As shown on Table 5.10-6, concrete pouring activities would range from 37.2 to 53.5 dBA L_{max} at the nearby receiver locations. With the authorization from the City of Menifee, the nighttime concrete pour activities would satisfy the 70 dBA L_{eq} nighttime residential noise level threshold at all the nearest noise sensitive receiver locations. Therefore, impacts from nighttime concrete pouring activities onto nearby receptors would be less than significant.

Table 5.10-7: Nighttime Concrete Pour Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA L_{max})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	50.1	70	No
R2	53.5	70	No
R3	53.0	70	No
R4	47.1	70	No
R5	44.7	70	No

Source: Urban Crossroads, 2024 (Appendix H)

1 Construction noise source and receiver locations are shown on Figure 5.10-4.

2 Nighttime Concrete Pour noise model inputs are included in Appendix 10.2.

3 Exterior nighttime noise level standards as shown on Table 5.10-2.

4 Do the estimated Project construction noise levels exceed the construction noise level threshold?

Operation

Less than Significant Impact. To present the potential worst-case noise conditions, this analysis assumes the proposed warehouse building would be operational 24 hours per day, seven days per week. Consistent with similar warehouse uses, the business operations of the proposed Project would primarily be conducted within the enclosed building, except for traffic movement, parking and loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include loading dock activity, roof-top air conditioning units, parking lot vehicle movements, diesel fire pump, trash enclosure activity, and truck movements. As described previously, the Project site is located within the vicinity of existing residences, which are sensitive receivers. The locations of operational noise sources are shown in Figure 5.10-5.

The Noise Impact Analysis (included as Appendix H) calculated the operational source noise levels that would be generated by the proposed Project and the noise increases that would be experienced at the closest sensitive receptor locations.

Operational Noise Standard Compliance

Tables 5.10-7 and 5.10-8 show the estimated Project’s operational noise levels. Table 5.10-7 shows that the daytime hourly noise levels at the off-site sensitive receiver locations are expected to range from 41.3 to 49.1 dBA L_{eq} .

Table 5.10-8: Daytime Operational Noise Levels

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Loading Dock Activity	44.6	49.0	46.9	42.5	40.0
Roof-Top Air Conditioning Units	24.7	32.7	36.3	31.0	25.4
Parking Lot Vehicle Movements	44.4	27.4	42.3	32.7	34.5
Trash Enclosure Activity	0.0	0.0	0.0	7.5	3.9
Truck Movements	32.2	24.8	27.2	21.1	25.8
Total (All Noise Sources)	47.7	49.1	48.5	43.2	41.3

Source: Urban Crossroads, 2024 (Appendix H)

¹ See Figure 5.10-5 for the noise receiver locations.

Table 5.10-8 shows the operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the sensitive receptor locations would range from 41.2 to 49.1 dBA Leq.

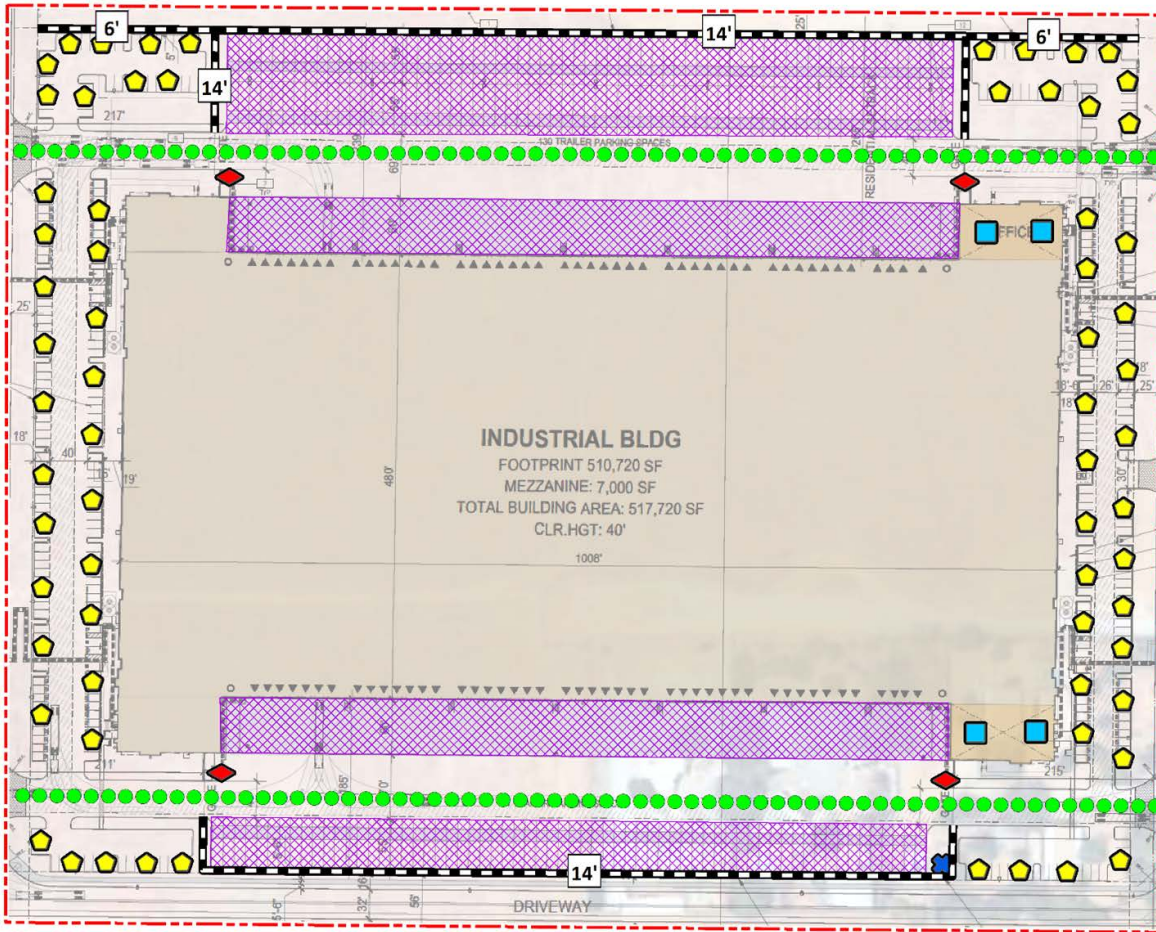
Table 5.10-9: Nighttime Operational Noise Levels

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Loading Dock Activity	44.6	49.0	46.9	42.5	40.0
Roof-Top Air Conditioning Units	22.3	30.3	33.9	28.6	23.0
Parking Lot Vehicle Movements	44.4	27.4	42.3	32.7	34.5
Trash Enclosure Activity	0.0	0.0	0.0	7.5	3.9
Truck Movements	28.2	20.8	23.2	17.1	21.8
Total (All Noise Sources)	47.6	49.1	48.4	43.1	41.2

Source: Urban Crossroads, 2024 (Appendix H)

¹ See Figure 5.10-5 for the noise receiver locations.

Operational Noise Sources



LEGEND:

- | | | |
|--------------------------------|-------------------------------|--|
| Site Boundary | Parking Lot Vehicle Movements | Truck Movements |
| Loading Dock Activity | Trash Enclosure Activity | Planned Noise Barrier |
| Roof-Top Air Conditioning Unit | Diesel Fire Pump | 14' Planned Noise Barrier Height (in feet) |

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Operational Noise Level Increases

To evaluate if noise from operation of the proposed Project would result in a substantial increase in ambient noise levels, operational noise levels were combined with the existing ambient noise level measurements at the nearby receiver locations. The difference between the combined Project operational and ambient noise levels describes the noise level increases to the existing ambient noise environment. As indicated on Tables 5.10-9 and 5.10-10, the increase in noise would range from 0.0 to 2.5 dBA L_{eq} , which would not generate a significant daytime or nighttime operational noise level increase at the nearby receiver locations as compared to the significance criteria outlined in Table 5.10-2. Therefore, impacts would be less than significant.

Table 5.10-10: Daytime Project Operational Noise Level Increases

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	47.3	L1	53.7	54.6	0.9	5.0	No
R2	47.6	L2	48.8	51.3	2.5	5.0	No
R3	46.8	L2	48.8	50.9	2.1	5.0	No
R4	43.2	L4	56.9	57.1	0.2	5.0	No
R5	41.3	L5	55.4	55.6	0.2	5.0	No

Source: Urban Crossroads, 2024 (Appendix H)

¹ See Figure 5.10-3 for the receiver locations.

² Total Project daytime operational noise levels as shown on Table 5.10-13.

³ Reference noise level measurement locations as shown on Figure 5.10-1.

⁴ Observed daytime ambient noise levels as shown on Table 5.10-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 5.10-2.

Table 5.10-11: Nighttime Operational Noise Level Increases

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	47.2	L1	44.5	49.1	4.6	5.0	No
R2	47.6	L2	44.7	49.4	4.7	5.0	No
R3	46.7	L2	44.7	48.8	4.1	5.0	No
R4	43.1	L4	52.3	52.8	0.5	5.0	No
R5	41.2	L5	52.3	52.6	0.3	5.0	No

Source: Urban Crossroads, 2024 (Appendix H)

¹ See Figure 5.10-3 for the receiver locations.

² Total Project daytime operational noise levels as shown on Table 5.10-13.

³ Reference noise level measurement locations as shown on Figure 5.10-1.

⁴ Observed daytime ambient noise levels as shown on Table 5.10-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 5.10-2.

Off-Site Traffic Noise

Significant and Unavoidable Impact. The proposed Project would generate traffic-related noise from operation. As described in Section 3.0, *Project Description*, 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. To identify the potential of traffic from the proposed Project to generate noise impacts, noise contours were developed based on the Traffic Impact Analysis included as Appendix K. Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway.

Traffic Noise Contours. Noise contours were used to assess the Project’s incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. Tables 5.10-12 through 5.10-16 below present a summary of the Existing exterior dBA CNEL traffic noise levels for each traffic condition. Tables 5.10-17 through 5.10-121 below present a summary of the Opening Year exterior dBA CNEL traffic noise levels for each traffic condition.

Existing Project Traffic Noise Level Increases. Table 5.10-12 shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior traffic noise levels are expected to range from 48.3 to 76.0 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 5.10-13 shows the Existing with Project Scenario 1 conditions would range from 64.9 to 77.2 dBA CNEL. Table 5.10-14 shows the Existing with Project Scenario 2 conditions would range from 54.5 to 76.1. Table 5.10-15 shows that the Existing with Project Scenario 1 off-site traffic noise level increases would range from 0.0 to 17.6 dBA CNEL. Additionally, as shown in Table 5.10-16 the Existing with Project Scenario 2 off-site traffic noise level increases would range from 0.0 to 6.2 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 5.10-2, land uses adjacent to the study area roadway segments would experience potentially significant noise level impacts at three road segments for Existing with Project Scenario 1: Geary Street south of Ethanac Road, Murrieta south of Ethanac Road, and Ethanac Road east of Murrieta Road due to Project-related traffic noise levels. It should be noted that Ethanac Road east of Murrieta Road was identified within the 2013 General Plan EIR as having a significant noise increase upon General Plan buildout (General Plan EIR Tables 5.12-7 and 5.12-8).

Additionally, land uses adjacent to the study area roadway segments would experience potentially significant noise level impacts at one road segment for Existing with Project Scenario 2: Geary Street south of Ethanac Road.

Table 5.10-12: Existing Without Project Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Geary St.	s/o Ethanac Rd.	Sensitive	48.3	RW	RW	RW
2	Murrieta Rd.	n/o Ethanac Rd.	Sensitive	64.9	RW	RW	106
3	Murrieta Rd.	s/o Ethanac Rd.	Sensitive	68.1	RW	80	172

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
4	Murrieta Rd.	n/o Circulation Dwy.	Non-Sensitive	68.2	RW	81	175
5	Murrieta Rd.	n/o Mclaughlin Rd.	Non-Sensitive	68.2	RW	81	175
6	Ethanac Rd.	w/o Geary St.	Sensitive	73.6	92	197	425
7	Ethanac Rd.	w/o Murrieta Rd.	Sensitive	73.8	95	205	442
8	Ethanac Rd.	e/o Murrieta Rd.	Sensitive	74.4	105	226	487
9	Ethanac Rd.	w/o Barnett Rd.	Non-Sensitive	74.3	102	220	474
10	Ethanac Rd.	e/o Barnett Rd.	Non-Sensitive	76.0	132	285	614

Source: Urban Crossroads, 2024 (Appendix H)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table 5.10-13: Existing with Project Scenario 1 – No Signal Noise Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Geary St.	s/o Ethanac Rd.	Sensitive	65.9	RW	42	91
2	Murrieta Rd.	n/o Ethanac Rd.	Sensitive	64.9	RW	50	107
3	Murrieta Rd.	s/o Ethanac Rd.	Sensitive	69.9	50	107	230
4	Murrieta Rd.	n/o Circulation Dwy.	Non-Sensitive	69.3	RW	96	208
5	Murrieta Rd.	n/o Mclaughlin Rd.	Non-Sensitive	68.2	RW	82	177
6	Ethanac Rd.	w/o Geary St.	Sensitive	73.6	92	197	425
7	Ethanac Rd.	w/o Murrieta Rd.	Sensitive	74.8	111	240	516
8	Ethanac Rd.	e/o Murrieta Rd.	Sensitive	76.0	134	288	621
9	Ethanac Rd.	w/o Barnett Rd.	Non-Sensitive	76.0	133	286	616
10	Ethanac Rd.	e/o Barnett Rd.	Non-Sensitive	77.2	160	344	741

Source: Urban Crossroads, 2024 (Appendix H)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table 5.10-14: Existing with Project Scenario 2 – with Signal Noise Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Geary St.	s/o Ethanac Rd.	Sensitive	54.5	RW	RW	RW
2	Murrieta Rd.	n/o Ethanac Rd.	Sensitive	65.0	RW	50	108
3	Murrieta Rd.	s/o Ethanac Rd.	Sensitive	68.4	RW	85	182

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
4	Murrieta Rd.	n/o Circulation Dwy.	Non-Sensitive	68.3	RW	83	179
5	Murrieta Rd.	n/o Mclaughlin Rd.	Non-Sensitive	68.3	RW	83	178
6	Ethanac Rd.	w/o Geary St.	Sensitive	73.6	92	197	425
7	Ethanac Rd.	w/o Murrieta Rd.	Sensitive	73.9	97	209	449
8	Ethanac Rd.	e/o Murrieta Rd.	Sensitive	74.5	106	228	491
9	Ethanac Rd.	w/o Barnett Rd.	Non-Sensitive	74.5	106	228	492
10	Ethanac Rd.	e/o Barnett Rd.	Non-Sensitive	76.1	136	292	630

Source: Urban Crossroads, 2024 (Appendix H)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table 5.10-15: Existing with Project Scenario 1 – No Signal Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Geary St.	s/o Ethanac Rd.	Sensitive	48.3	65.9	17.6	5.0	Yes
2	Murrieta Rd.	n/o Ethanac Rd.	Sensitive	64.9	64.9	0.0	3.0	No
3	Murrieta Rd.	s/o Ethanac Rd.	Sensitive	68.1	69.9	1.8	1.5	Yes
4	Murrieta Rd.	n/o Circulation Dwy.	Non-Sensitive	68.2	69.3	1.1	n/a	No
5	Murrieta Rd.	n/o Mclaughlin Rd.	Non-Sensitive	68.2	68.2	0.0	n/a	No
6	Ethanac Rd.	w/o Geary St.	Sensitive	73.6	73.6	0.0	1.5	No
7	Ethanac Rd.	w/o Murrieta Rd.	Sensitive	73.8	74.8	1.0	1.5	No
8	Ethanac Rd.	e/o Murrieta Rd.	Sensitive	74.4	76.0	1.6	1.5	Yes
9	Ethanac Rd.	w/o Barnett Rd.	Non-Sensitive	74.3	76.0	1.7	3.0	No
10	Ethanac Rd.	e/o Barnett Rd.	Non-Sensitive	76.0	77.2	1.2	3.0	No

Source: Urban Crossroads, 2024 (Appendix H)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 5.10-2)?

Table 5.10-16: Existing with Project Scenario 2 – with Signal Traffic Noise Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Geary St.	s/o Ethanac Rd.	Sensitive	48.3	54.5	6.2	5.0	Yes

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
				No Project	With Project	Project Addition	Limit	Exceeded?
2	Murrieta Rd.	n/o Ethanac Rd.	Sensitive	64.9	65.0	0.1	3.0	No
3	Murrieta Rd.	s/o Ethanac Rd.	Sensitive	68.1	68.4	0.3	1.5	No
4	Murrieta Rd.	n/o Circulation Dwy.	Non-Sensitive	68.2	68.3	0.1	n/a	No
5	Murrieta Rd.	n/o McLaughlin Rd.	Non-Sensitive	68.2	68.3	0.1	n/a	No
6	Ethanac Rd.	w/o Geary St.	Sensitive`	73.6	73.6	0.0	1.5	No
7	Ethanac Rd.	w/o Murrieta Rd.	Sensitive	73.8	73.9	0.1	1.5	No
8	Ethanac Rd.	e/o Murrieta Rd.	Sensitive	74.4	74.5	0.1	1.5	No
9	Ethanac Rd.	w/o Barnett Rd.	Non-Sensitive	74.3	74.5	0.2	3.0	No
10	Ethanac Rd.	e/o Barnett Rd.	Non-Sensitive	76.0	76.1	0.1	3.0	No

Source: Urban Crossroads, 2024 (Appendix H)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 5.10-2)?

Opening Year Project Traffic Noise Level Increases. Table 5.10-17 presents the Opening Year Cumulative without Project conditions CNEL noise levels. The Opening Year without Project exterior noise levels are expected to range from 48.7 to 79.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 5.10-18 shows the Opening Year with Project Scenario 1 conditions would range from 65.9 to 80.4 dBA CNEL. Table 5.10-19 shows the Opening Year with Project Scenario 2 conditions would range from 64.1 to 80.4 dBA CNEL. Table 5.10-20 shows that the Opening Year Project Scenario 1 off-site traffic noise level increases would range from 0.0 to 17.2 dBA CNEL. Table 5.10-21 shows that the Opening Year Project Scenario 2 off-site traffic noise level increases would range from 0.0 to 15.4 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 5.10-2, land uses adjacent to the study area roadway segments would experience potentially significant level impacts for Opening Year with Project Scenario 1 at two road segments: Geary Street south of Ethanac Road and Murrieta Road south of Ethanac Road due to Project-related traffic noise levels. Additionally, land uses adjacent to the study area roadway segments would experience potentially significant level impacts for Opening Year with Project Scenario 2 at two road segments: Geary Street south of Ethanac Road and Murrieta Road south of Ethanac Road due to Project-related traffic noise levels.

Table 5.10-17: Opening Year Cumulative (2026) without Project Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Geary St.	s/o Ethanac Rd.	Sensitive	48.7	RW	RW	RW
2	Murrieta Rd.	n/o Ethanac Rd.	Sensitive	71.4	62	134	288
3	Murrieta Rd.	s/o Ethanac Rd.	Sensitive	68.6	RW	87	187
4	Murrieta Rd.	n/o Circulation Dwy.	Non-Sensitive	68.8	RW	89	192
5	Murrieta Rd.	n/o McLaughlin Rd.	Non-Sensitive	68.7	RW	88	190

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
6	Ethanac Rd.	w/o Geary St.	Sensitive	75.9	131	283	609
7	Ethanac Rd.	w/o Murrieta Rd.	Sensitive	75.9	131	282	607
8	Ethanac Rd.	e/o Murrieta Rd.	Sensitive	78.3	189	407	877
9	Ethanac Rd.	w/o Barnett Rd.	Non-Sensitive	78.2	187	402	867
10	Ethanac Rd.	e/o Barnett Rd.	Non-Sensitive	79.8	239	516	1112

Source: Urban Crossroads, 2024 (Appendix H)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table 5.10-18: Opening Year Cumulative (2026) with Project Scenario 1 – No Signal Noise Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Geary St.	s/o Ethanac Rd.	Sensitive	65.9	RW	42	91
2	Murrieta Rd.	n/o Ethanac Rd.	Sensitive	71.4	62	134	289
3	Murrieta Rd.	s/o Ethanac Rd.	Sensitive	70.3	52	113	243
4	Murrieta Rd.	n/o Circulation Dwy.	Non-Sensitive	69.7	RW	104	223
5	Murrieta Rd.	n/o Mclaughlin Rd.	Non-Sensitive	68.7	RW	89	192
6	Ethanac Rd.	w/o Geary St.	Sensitive	75.9	131	283	609
7	Ethanac Rd.	w/o Murrieta Rd.	Sensitive	76.5	145	312	671
8	Ethanac Rd.	e/o Murrieta Rd.	Sensitive	79.0	212	457	985
9	Ethanac Rd.	w/o Barnett Rd.	Non-Sensitive	79.0	210	453	976
10	Ethanac Rd.	e/o Barnett Rd.	Non-Sensitive	80.4	260	561	1209

Source: Urban Crossroads, 2024 (Appendix H)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table 5.10-19: Opening Year Cumulative (2026) with Project Scenario 2 – With Signal Noise Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Geary St.	s/o Ethanac Rd.	Sensitive	64.1	RW	42	91
2	Murrieta Rd.	n/o Ethanac Rd.	Sensitive	71.4	62	134	289
3	Murrieta Rd.	s/o Ethanac Rd.	Sensitive	70.7	52	113	243
4	Murrieta Rd.	n/o Circulation Dwy.	Non-Sensitive	69.4	RW	104	223
5	Murrieta Rd.	n/o Mclaughlin Rd.	Non-Sensitive	68.7	RW	89	192
6	Ethanac Rd.	w/o Geary St.	Sensitive	75.9	131	283	609
7	Ethanac Rd.	w/o Murrieta Rd.	Sensitive	76.7	145	312	671

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
8	Ethanac Rd.	e/o Murrieta Rd.	Sensitive	79.0	212	457	985
9	Ethanac Rd.	w/o Barnett Rd.	Non-Sensitive	79.0	210	453	976
10	Ethanac Rd.	e/o Barnett Rd.	Non-Sensitive	80.4	260	561	1209

Source: Urban Crossroads, 2024 (Appendix H)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table 5.10-20: Opening Year with Project Scenario 1 – No Signal Traffic Noise Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Geary St.	s/o Ethanac Rd.	Sensitive	48.7	65.9	17.2	5.0	Yes
2	Murrieta Rd.	n/o Ethanac Rd.	Sensitive	71.4	71.4	0.0	1.5	No
3	Murrieta Rd.	s/o Ethanac Rd.	Sensitive	68.6	70.3	1.7	1.5	Yes
4	Murrieta Rd.	n/o Circulation Dwy.	Non-Sensitive	68.8	69.7	0.9	n/a	No
5	Murrieta Rd.	n/o Mclaughlin Rd.	Non-Sensitive	68.7	68.7	0.0	n/a	No
6	Ethanac Rd.	w/o Geary St.	Sensitive	75.9	75.9	0.0	1.5	No
7	Ethanac Rd.	w/o Murrieta Rd.	Sensitive	75.9	76.5	0.6	1.5	No
8	Ethanac Rd.	e/o Murrieta Rd.	Sensitive	78.3	79.0	0.7	1.5	No
9	Ethanac Rd.	w/o Barnett Rd.	Non-Sensitive	78.2	79.0	0.8	3.0	No
10	Ethanac Rd.	e/o Barnett Rd.	Non-Sensitive	79.8	80.4	0.6	3.0	No

Source: Urban Crossroads, 2024 (Appendix H)

¹ Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 5.10-2)?

Table 5.10-21: Opening Year with Project Scenario 2 – With Signal Traffic Noise Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Geary St.	s/o Ethanac Rd.	Sensitive	48.7	64.1	15.4	5.0	Yes
2	Murrieta Rd.	n/o Ethanac Rd.	Sensitive	71.4	71.4	0.0	1.5	No
3	Murrieta Rd.	s/o Ethanac Rd.	Sensitive	68.6	70.7	2.1	1.5	Yes
4	Murrieta Rd.	n/o Circulation Dwy.	Non-Sensitive	68.8	69.4	0.6	n/a	No
5	Murrieta Rd.	n/o Mclaughlin Rd.	Non-Sensitive	68.7	68.7	0.0	n/a	No
6	Ethanac Rd.	w/o Geary St.	Sensitive	75.9	75.9	0.0	1.5	No

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
				No Project	With Project	Project Addition	Limit	Exceeded?
7	Ethanac Rd.	w/o Murrieta Rd.	Sensitive	75.9	76.7	0.8	1.5	No
8	Ethanac Rd.	e/o Murrieta Rd.	Sensitive	78.3	79.0	0.7	1.5	No
9	Ethanac Rd.	w/o Barnett Rd.	Non-Sensitive	78.2	79.0	0.8	3.0	No
10	Ethanac Rd.	e/o Barnett Rd.	Non-Sensitive	79.8	80.4	0.6	3.0	No

Source: Urban Crossroads, 2024 (Appendix H)

¹ Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 5.10-2)?

To reduce the potentially significant Project traffic noise level increases on the on the impacted study area for Existing with Project Scenario 1 and 2 and Opening Year with Project Scenario 1 and 2 conditions, potential mitigation measures, including rubberized asphalt hot mix pavement and off-site noise barriers, were analyzed.

Due to the potential noise attenuation benefits, rubberized asphalt was evaluated to determine if it would reduce impacts from noise from Project-related roadway improvements associated with Project construction. To reduce traffic noise levels at the noise source, Caltrans research has shown that rubberized asphalt can provide noise attenuation of approximately 4 dBA for automobile traffic noise levels. Traffic noise is generated primarily by the interaction of the tires and pavement, the engine, and exhaust systems. For automobiles noise, as much as 75 to 90-percent of traffic noise is generated by the interaction of the tires and pavement, especially when traveling at higher and constant speeds. The effectiveness of reducing traffic noise levels is higher on roadways with low percentages of heavy trucks, since the heavy truck engine and exhaust noise is not affected by rubberized alternative pavement due to the truck engine and exhaust stack height above the pavement itself. Per Caltrans guidance a truck stack height is modeled using a height of 11.5 feet above the road. With the primary off-site traffic noise source consisting of heavy trucks with a stack height of 11.5 feet off the ground, the tire/pavement noise reduction benefits associated rubberized asphalt will be primarily limited to autos. While the off-site Project-related traffic noise level increases would theoretically be reduced with the 4 dBA reduction provided by rubberized asphalt, the reduction would not provide reliable benefits for the noise levels generated by heavy truck traffic. This is, as previously stated, due to the noise source height difference between automobiles and trucks. While rubberized asphalt would provide some noise reduction, the Noise Impact Analysis prepared for the Project (included as Appendix H) recognizes that this is only effective for tire-on-pavement noise at higher speeds and would not reduce truck-related off-site traffic noise levels associated with truck engine and exhaust stacks to less than significant levels. Since the use of rubberized asphalt would not lower the off-site traffic noise levels below a level of significance, rubberized asphalt is not proposed as mitigation for the Project.

Since existing noise-sensitive receiving land uses, single-family residences along Geary Street and Murrieta Road, are located adjacent to the impacted roadway segments in the Project study area, implementation of off-site noise barriers were also evaluated to determine if it would reduce impacts from noise. Offsite noise barriers considered were similar to the 14-foot high screening walls included for the Project as described in Section 3.0 *Project Description*. Off-site noise barriers are estimated to provide a readily perceptible 5 dBA reduction which, according to the FHWA, is simple to attain when blocking the line-of-sight from the noise source to the receiver. Caltrans guidance in the Highway Design Manual, Section 1102.3(3), indicates that for design purposes, the noise barrier should intercept the line of sight from the exhaust stack of a truck to the receptor, and an 11.5-foot-high truck stack height is assumed to represent the truck engine and exhaust

noise source. Therefore, any exterior noise barriers at receiving noise sensitive land uses experiencing Project-related traffic noise level increases would need to be high and long (continuous) enough to block the line-of-sight from the noise source from heavy trucks (at 11.5 feet high per Caltrans) to the residential receivers along Geary Street and Murrieta Road (at 5 feet high per FHWA guidance) in order to provide a 5 dBA reduction per FHWA guidance.

In addition, according to FHWA guidance, outdoor living areas are generally limited to outdoor living areas of frequent human use (e.g., backyards of single-family homes). Therefore, front and side yards of residential homes adjacent to Geary Street and Murrieta Road do not represent noise sensitive areas of frequent human use that require exterior noise mitigation. Exterior noise mitigation in the form of noise barriers is not anticipated to provide the FHWA attainable reduction of 5 dBA required to reduce the off-site traffic noise level increases and would also require potential openings for driveway access to individual residential lots fronting Geary Street and Murrieta Road. As such, off-site noise barriers would not be feasible and would not lower the off-site traffic noise levels below a level of significance; and therefore, noise barriers are not proposed as mitigation for the Project.

Due to reasons outlined above, neither form of mitigation is recommended for implementation as neither would reduce nor eliminate the off-site traffic noise level increases at the adjacent land uses along the following impacted roadway segments:

- Murrieta Road s/o Ethanac Road
- Geary Street s/o Ethanac Road
- Ethanac Road e/o Murrieta Road (identified as experiencing significant/unavoidable traffic noise increase by 2013 General Plan EIR)

Therefore, the Project's off-site traffic noise level increases at adjacent noise sensitive land uses under Existing with Project Scenario 1 and 2 and Opening Year with Project Scenario 1 and 2 conditions are considered a significant and unavoidable impact. This is consistent with the 2013 General Plan EIR, which found that no mitigation measures were available that would prevent noise levels along major transportation corridors from increasing as a result of substantial increase in traffic volumes with General Plan buildout.

In summary, construction noise from the Project at the nearby receiver locations would range from 52.2 to 68.8 dBA Leq satisfying the reasonable daytime 80 dBA Leq significance threshold during Project construction. Concrete pouring activities would also satisfy the 70 dBA Leq nighttime residential noise level threshold at all the nearest noise sensitive receiver locations. Therefore, impacts related to construction noise would be less than significant. In terms of operation noise level, the difference between the combined Project operational and ambient noise would range from 0.0 to 2.5 dBA Leq, which would not generate a significant daytime or nighttime operational noise level increase at the nearby receiver locations as compared to the significance criteria outlined in Table 5.10-2. Therefore, impacts would be less than significant for operation noise level increases. However, as described above, the Project's off-site traffic noise level increases at adjacent noise sensitive land uses under Existing with Project Scenario 1 and 2 and Opening Year with Project Scenario 1 and 2 conditions are considered a significant and unavoidable impact. Therefore, the proposed Project would generate a substantial 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. Impacts would be significant and unavoidable.

IMPACT NOI-2: THE PROJECT WOULD NOT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS.

Construction

Less than Significant Impact. Construction activities for development of the Project would include excavation, and grading activities, which have the potential to generate low levels of groundborne vibration. People working in close proximity to the construction could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.

Excavation and grading activities are required for implementation of the Project and can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec peak particle velocity (PPV) at 25 feet, as shown in Table 5.10-22.

Table 5.10-22: Vibration Source Levels for Construction Equipment

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

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

Table 5.10-23 presents the expected Project-related vibration levels at the adjacent receiver locations. At distances ranging from 24 to 1,506 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.003 to 0.081 in/sec PPV and would not exceed the FTA’s most stringent threshold of 0.3 in/sec PPV threshold at any receiver locations. Other building structures surrounding the Project site are farther away and would experience further reduced vibration. Therefore, impacts related to construction vibration would be less than significant.

Table 5.10-23: Project Construction Vibration Levels

Location ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³						Thresholds PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Vibratory Roller	Highest Vibration Level		
R1	63'	0.001	0.009	0.019	0.022	0.052	0.052	0.3	No
R2	47'	0.001	0.014	0.029	0.035	0.081	0.081	0.3	No
R3	47'	0.001	0.014	0.029	0.035	0.081	0.081	0.3	No
R4	371'	0.000	0.001	0.001	0.002	0.004	0.004	0.3	No
R5	428'	0.000	0.000	0.001	0.001	0.003	0.003	0.3	No

¹ Construction noise source and receiver locations are shown on Exhibit 5.10-1.

² Distance from receiver to limits of construction activity.

³ Based on the Vibration Source Levels of Construction Equipment (Table 5.10-21).

⁴ Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.

⁵ Does the peak vibration exceed the acceptable vibration thresholds?

"PPV" = Peak Particle Velocity

Source: Urban Crossroads, 2024 (Appendix H).

Operation

Less than Significant Impact. Operation of the proposed industrial warehouse building would include heavy trucks for loading dock activities, deliveries, and moving trucks, and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, typical vibration levels for heavy truck activity at normal traffic speeds would be approximately 0.006 in/sec PPV, based on the FTA's *Transit Noise Impact and Vibration Assessment*. Truck movements onsite and on Murrieta Road, Ethanac Road, Geary Street, and the proposed private driveway along the southern boundary of the Project site would be travelling at very low speed, so it is expected that truck vibration at nearby sensitive receivers would be less than FTA's vibration standard of 0.2 in/sec PPV, and therefore, would be less than significant.

IMPACT NOI-3: THE PROJECT WOULD NOT, FOR A PROJECT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP OR AN AIRPORT LAND USE PLAN, OR WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS.

Less than Significant Impact.

The Project site is located approximately 1.3 miles south of the Perris Valley Airport. The Project site is within the Perris Valley Airport Influence Area and is therefore subject to the *Riverside County Airport Land Use Compatibility Plan Policy Document* (RC ALUCP). According to Table 2B of the RC ALUCP *Supporting Compatibility Criteria: Noise*, the planned Project warehousing land use is considered *clearly acceptable* with exterior noise levels of less than 60 dBA CNEL, *normally acceptable* with exterior noise levels ranging from 60-65 dBA CNEL, and *marginally acceptable* with exterior noise levels above 65 dBA CNEL (Riverside County Airport Land Use Commission, 2004).

As shown on Map PV-3 of the RC ALUCP, the Project site is located outside the 55 dBA CNEL noise level contour boundaries and is considered *clearly acceptable*. Therefore, based on the RC ALUCP compatibility criteria, "the activities associated with the specified land use can be carried out with essentially no interference from the noise exposure" (Riverside County Airport Land Use Commission, 2004). Thus, implementation and development of the Project would not result in a safety hazard or exposure to excessive noise for people residing or working in the area, and impacts would be less than significant.

5.10.7 CUMULATIVE IMPACTS

Cumulative noise assessment considers development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the Project area (as shown on Figure 5-1, *Cumulative Projects*, in Section 5.0, *Environmental Impact Analysis*). As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed Project to result in cumulative noise impacts. Therefore, the cumulative study area for noise impacts is the general vicinity of the Project site.

Development of the proposed Project in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, the City's Municipal Code Section 8.01.010 permits construction activities Monday through Saturday from 6:30 a.m. to 7:00 p.m. and prohibits construction on Sunday or nationally recognized holidays. Exceptions to these standards may be granted only by the City Building Official and/or City Engineer. Also, construction noise and vibration is localized in nature and decreases substantially with distance. In order to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to the proposed Project construction. As shown on Figure 5-1, there are no cumulative

projects adjacent to or within hearing distance of the Project site. The closest cumulative project is the Northern Gateway Commerce Center (Cumulative Project No. 14), which proposes a 1,286,607 square foot (SF) fulfillment center on 70.04-acres approximately 0.24 mile east of the Project site along Hull Street and has a planning application currently under review. Additionally, Capstone Industrial (Cumulative Project No. 13) is another proposed Project with a planning application under review, which proposes a 700,037 SF warehouse building on 40.03-acres approximately 0.25 mile west of the Project site along Byers Road.

Cumulative construction could result in the exposure of people to or the generation of excessive groundborne vibration and noise increases. However, the nearest cumulative Projects are over 1,000 feet away from the proposed Project and no overlap of construction activities would occur. Construction activities for cumulative projects would also be required to adhere to Municipal Code construction noise regulations. Thus, construction noise and vibration levels from the Project would not combine to become cumulatively considerable, and cumulative noise and vibration impacts associated with construction activities would be less than significant.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed Project and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the proposed Project in the opening year cumulative traffic volumes on the roadways in the Project vicinity. The noise levels associated with these traffic volumes with the proposed Project were identified previously in Table 5.10-20 and 5.10-21. As shown, cumulative development along with the proposed Project would increase local noise levels above the threshold for those roadway segments, therefore cumulative impacts associated with traffic noise would also be cumulatively considerable and significant and unavoidable, consistent with the cumulative traffic noise impact identified by the 2013 General Plan EIR.

5.10.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

California Code of Regulations, Title 24

Plans, Programs, or Policies

PPP NOI-1: Construction Noise. The Menifee Municipal Code Section 8.01.010 permits construction activities Monday through Saturday from 6:30 a.m. to 7:00 p.m. and prohibits construction on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.

PPP NOI-2: Off-site Construction Noise on Ethanac Road. Construction associated with off-site improvements on Ethanac Road are required to adhere to the construction noise hours permitted by Section 7.34.060 of the Perris Municipal Code which states: construction is permitted between the hours of 7:00 a.m. of any day and 7:00 p.m. of the following day, and it not permitted on Sundays or on any legal holiday, with the exception of Columbus Day and Washington's birthday.

5.10.9 PROJECT DESIGN FEATURES

- **PDF-1:** Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.
- **PDF-2:** All stationary construction equipment shall be placed in such a manner so that the emitted noise is directed away from any sensitive receivers.
- **PDF-3:** Construction equipment staging areas shall be located at the greatest feasible distance between the staging area and the nearest sensitive receivers.

- **PDF-4:** The construction contractor shall limit equipment and material deliveries to the same hours specified for construction equipment (between the hours of 6:30am to 7:00pm, with no deliveries allowed on Sundays and nationally recognized holidays).
- **PDF-5:** Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment.
- **PDF-6:** No music or electronically reinforced speech from construction workers shall be allowed.

5.10.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts related to NOI-1 would be potentially significant. Impacts related to Impact NOI-2 and NOI-3 would be less than significant.

5.10.11 MITIGATION MEASURES

None are feasible.

5.10.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to NOI-1 would be significant and unavoidable. Impacts related to Impact NOI-2 and NOI-3 would be less than significant.

5.10.13 REFERENCES

City of Menifee. (2013). *General Plan 2030*. Retrieved February 22, 2024, from <https://www.cityofmenifee.us/221/General-Plan>

City of Menifee. (2023). *Municipal Code*. Retrieved February 22, 2024, from <https://codelibrary.amlegal.com/codes/menifee/latest/overview>

Riverside County Airport Land Use Commission. October 2004. *Airport Land Use Compatibility Plan*.

Urban Crossroads. April 2024. *Murrieta Road Warehouse Noise and Vibration Analysis*. Appendix H.

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5.11 Public Services

5.11.1 INTRODUCTION

This section of the Draft EIR addresses impacts of the proposed Project to public services, including fire protection and emergency services and police protection. This section addresses whether there are physical environmental effects of new or expanded public facilities that are necessary to maintain acceptable service levels. This section analyzes whether any physical changes resulting from a potential increase in service demands from Project implementation could result in significant adverse physical environmental effects. Thus, an increase in staffing associated with public services, or an increase in calls for services, would not, by themselves, be considered a physical change in the environment. However, physical changes in the environment resulting from the construction of new facilities or an expansion of existing facilities to accommodate the increased staff or equipment needs resulting from the Project could constitute a significant impact. The analysis in this section is based, in part, on the following documents and resources:

- *City of Menifee General Plan 2030*, adopted 2013
- *City of Menifee General Plan Final Environmental Impact Report*, certified December 2013
- City of Menifee Municipal Code

5.11.2 REGULATORY SETTING

5.11.2.1 Federal Regulations

There are no federal regulations pertaining to public services that would be applicable to the proposed Project.

5.11.2.2 State Regulations

California Building Code

The California Building Code (CBC) includes fire safety requirements, including the installation of sprinklers in all commercial and residential buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

California Code of Regulations (CCR) Title 24, Part 9 (2022 California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of wildland-urban interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2022 (adopted January 1, 2023).

The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-

safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

5.11.2.3 Local and Regional Regulations

General Plan

The City of Menifee General Plan 2030 contains the following policies related to public services that are applicable to the proposed Project.

Fire Protection Services

Goal S-4 **A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.**

Policy S-4.2 Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City. The City will continue to coordinate with the Riverside County Fire Department, for Interagency coordination, to respond to emergency calls in Menifee and to provide training and ongoing programs for public education.

Policy S-4.9 Ensure all new development and/or redevelopment within the SRA will comply with all provisions of Title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations) for SRAs and VHFHSZs.

Policy S-4.17 The City should ensure that all new development has adequate water, sewer, and fire protection consistent with the most current California Building Code and California Fire Code and will comply with the Board of Forestry and Fire Protection Fire Safe Regulations.

Police Services

Policy CD-3.9 Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.

Menifee Municipal Code

Title 17, Chapter 17.01: Development Impact Fees. Developments within the City of Menifee are required to comply with the provisions of City Ordinance No. 2022-364 which establishes development impact fees (DIFs) to mitigate the cost of public facilities needed to offset the impact of new development.

5.11.3 ENVIRONMENTAL SETTING

5.11.3.1 Riverside County Fire Department

Menifee Fire Department Office of the Fire Marshal (OFM) is operated jointly by the Riverside County Fire Department (RCFD) and Cal Fire, which provides fire prevention, suppression, and paramedic services to the City of Menifee, including to the Project site. The OFM provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. The OFM provides for the management of community safety services such as fire prevention, building construction plans and permits, household hazardous waste, and local oversight and collection program for hazardous materials.

The City of Menifee is served by four fire stations, two of which are within approximately five miles of the Project site. At minimum, each station is equipped with a Type 1 fire engine staffed with a three-person engine company (City of Menifee, 2013). The characteristics of the two stations closest to the Project site are listed in Table 5.11-1, below.

Table 5.11-1: Menifee Fire Stations in Project Vicinity

RCFD Station No.	Address	Distance to Project Site (roadway miles)	Equipment
Station 7	28349 Bradley Road, Menifee, CA 92586	2.8	1 Fire Engine (Type 1) 1 medic squad
Station 5	28971 Goetz Road, Menifee, CA 92587	5.2	1 Fire Engine (Type 1)

Source: Riverside County Fire, 2021.

In 2020, the average response time in the City was approximately 4.8 minutes (City of Menifee, n.d.). This response time is below the National Fire Protection Association’s (NFPA) recommended first-response arrival time of 6 minutes or less, at least 90 percent of the time (City of Menifee, 2013). Additionally, the NFPA also recommends full response to a structural fire occur within 10 minutes, at least 90 percent of the time. Under the Automatic Aid Agreement, neighboring fire stations within the RCFD may also assist in responding to emergency calls in Menifee. Depending on the severity of the incident, other local, State, and federal agencies may assist the RCFD in providing emergency resources such as equipment or personnel. According to the City of Menifee Annual Comprehensive Financial Report the total calls for service in 2023 for the OFM was 13,578 (City of Menifee, 2023). Additionally, Station 7, which would have primary responsibility for servicing the Project site receives approximately 7,193 calls per year.

5.11.3.2 Menifee Police Department

The Menifee Police Department was established in July 2020 and provides law enforcement services to the City of Menifee, including the Project site. At the time of establishment, the station was staffed with over 60 officers and 17 professional staff (Menifee Police Department, n.d.). As of March 2024, there are 93 officers and 27 professional staff. The Menifee Police Department patrol unit provides first level police services. The patrol unit consists of four patrol teams assigned over six beats. The Menifee Police Station is located at 29714 Haun Road, Menifee, CA 92586, approximately 5.7 roadway miles southeast of the Project site. The total calls for service in the 2023 fiscal year for the Menifee Police Department was 73,192 (City of Menifee, 2023).

5.11.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to result in a 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:

- PS-1 Fire protection services;
- PS-2 Police protection services;
- PS-3 Schools;
- PS-4 Parks services; or

PS-5 Other public facilities.

The Initial Study (Appendix A) established that the proposed Project would not result in potentially significant impacts related to Thresholds PS-3 through PS-5; therefore, no further assessment of these thresholds is required in this Draft EIR.

5.11.5 METHODOLOGY

The evaluation of impacts to public services is based on whether the existing public service can meet the demands of the Project and established thresholds based on planned growth projections identified in the General Plan and General Plan EIR or if the Project would result in the need for new or the expansion of existing government services and facilities, including fire and police stations.

5.11.6 ENVIRONMENTAL IMPACTS

IMPACT PS-1: THE PROJECT WOULD NOT 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 FIRE PROTECTION SERVICES:

Less than Significant Impact. As described above, the City of Menifee is served by four fire stations operated by the Menifee Fire Department OFM, which provides fire prevention, suppression, and paramedic services to the City of Menifee. The first responding station within the primary responsibility area for the proposed Project is Fire Station 7, about 2.8 roadway miles south of the Project site and approximately a 7-minute drive from the site with no traffic. Fire Station 5 would also provide fire services, located 5.2 miles southwest of the Project site and approximately an 8-minute drive from the site with no traffic.

Impacts to fire services are considered significant if Project implementation would result in increased demand for services that would require the construction of new or expansion of existing fire facilities, the construction of which could cause significant environmental impacts. Development of the proposed Project would consist of the construction of a new 533,252 SF distribution warehouse facility (including the three percent development buffer), with related site improvements. The proposed development would be on a 28.27-acre site, which is currently vacant and undeveloped.

Construction and operation of the proposed Project would increase the number of structures and employees in the Project area, which may increase demand for fire protection and emergency medical services. According to the Menifee General Plan EIR, an increase in 8,000 residential units would result in an additional 2,000 fire and emergency service calls per year. As discussed in the Initial Study, operation of the proposed Project is estimated to generate a need for 652 employees; however, it is anticipated that these employees would come from within the region and thus would not contribute to a large increase in population. No residential units would be constructed by the proposed Project. In addition, the proposed Project is consistent with the existing General Plan land use designation of Economic Development Corridor and the maximum allowed FAR. Conservatively including the three percent development buffer as described in Section 3.0, *Project Description*, buildout of the proposed Project would result in a FAR of 0.50, which is less than the maximum allowed FAR of 1.0. Thus, buildout of the Project site has been accounted for and would not result in unanticipated growth within the City. Since the proposed Project would not contribute to a large population increase, the proposed Project would not result in additional fire service calls due to an increase in residential units.

Additionally, the Menifee Fire Department, OFM, currently reviews all new development plans, and future development is required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow. The Project applicant would be required to demonstrate sufficient fire flow and would be required to comply with the most current provisions of the Fire Fee Schedule which requires a fee payment that the City applies to the funding of fire protection facilities. Proposed improvements would also reduce the overall existing fire hazard risk from removal of dry vegetation and would also improve emergency access. The proposed Project would be accessible via two driveways from Geary Street and three driveways from Murrieta Road. Proposed access to the Project site would be reviewed by the Community Development Department and the OFM to ensure compliance with fire protection standards. Additionally, the proposed Project would be required to adhere to the 2022 California Fire Code, which would minimize the demand upon fire stations, personnel, and equipment. The proposed warehouse would be concrete tilt up construction which contains a low fire hazard risk rating (Concrete Centre, n.d.). The building would be equipped with fire extinguishers, wet and dry sprinkler systems, pre-action sprinkler systems, pursuant to the California Fire Code adopted under Section 8.20.010 of the Municipal Code, CBC, and other existing regulations regarding fire safety. Accordingly, the Project is unlikely to generate a large number of new service calls.

As described above, Station 7 is the busiest fire station within the City of Menifee, responding to a total of 7,193 service calls out of the 13,578 calls received for all four fire stations in 2023. Station 7 does not currently have the ability to expand or add additional resources; however, the proposed Project is not anticipated to result in an increase in service calls and would be required to pay DIFs pursuant to the City of Menifee's Municipal Code, Chapter 17.01, as included as PPP PS-1. The City of Menifee collects DIF from development projects and is mandated to use the DIF funds to construct new fire and emergency service facilities. DIFs collected offset any Project-related demand on existing fire services. The fees would ensure that adequate fire protection and emergency/medical services would be provided and maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of facilities as needed. Because no fire protection facilities exist on the Project site, development of the Project would not conflict with existing fire structures or require modification of fire protection facilities. Compliance with applicable local and state regulations, such as payment and implementation of the DIF program and compliance to applicable design requirements, would ensure that implementation of the Project maintain the level of fire protection services and facilities and do not further exacerbate impacts on public services or response times. Overall, the Project would receive adequate fire protection service and would not result in adverse physical impacts. Therefore, Project impacts to fire services would be less than significant.

IMPACT PS-2: THE PROJECT WOULD NOT 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 POLICE PROTECTION SERVICES.

Less than Significant Impact. Impacts to police services are considered significant if Project implementation would result in increased demand for services that would require the construction of new or expansion of existing police facilities. The Menifee Police Station is located at 29714 Haun Road Menifee, CA 92586, which is approximately 5.7 roadway miles southeast of the Project site.

Implementation of the proposed Project would result in the development of a new distribution warehouse facility, totaling 533,252 SF (including the three percent development buffer) on 28.27 acres of land. Crime and safety issues during Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. During operation, the proposed Project may generate

a typical range of police service calls, such as burglaries, thefts, and employee disturbances. The proposed Project would address typical operational security concerns by providing low-intensity security lighting and fencing. Pursuant to the City's existing permitting process, the Police Department would review and approve the final site plans to ensure that the City's CPTED measures (General Plan Policy CD-3.9) are incorporated appropriately to provide a safe environment.

As previously explained above, growth resulting from the proposed Project has been accounted for within the 2030 General Plan, as the proposed Project is consistent with the General Plan land use designation. Since the proposed Project would not contribute to a large population increase, the proposed Project would not result in the need for new or expanded police services or facilities to support the Project.

Additionally, the proposed Project would be required to pay public facility DIFs pursuant to the City of Menifee Municipal Code, Chapter 17.01, included as PPP PS-1. The collection of DIFs would ensure the level of police protection services is maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of facilities as needed. Therefore, Project impacts to police services would be less than significant.

5.11.7 CUMULATIVE IMPACTS

Fire Protection. The cumulative assessment for fire services considers the development of the Project in conjunction with projected growth in the area served by the Menifee fire stations. The Project, as with any development within the City of Menifee, would incrementally increase the demand for fire services. Consequently, the Project and other development projects within the City would require payment of DIFs pursuant to Ordinance No. 2022-364, which would provide the necessary funding to offset impacts to fire services.

Buildout of the City was analyzed under the General Plan EIR, which stated that four new fire stations would be required in order to meet acceptable service ratios with an increase in development. The General Plan EIR determined that buildout of the potential fire stations would result in less than significant impacts with payment of DIFs. Any potential improvements would be subject to City policies, that are designed to protect environmental resources, as well as environmental review under CEQA, separate from this Project. Related projects in the region would be required to demonstrate their level of impact on public services and also pay their proportionate development fees in order to provide funding for future construction of a new fire station. Therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

Police Protection. The cumulative assessment for police services considers the development of the proposed Project in conjunction with projected growth in the area served by the Menifee Sheriff's Station. The proposed Project would not significantly increase the need for police services in Menifee, cities surrounding Menifee, or the region. As discussed above, the Project applicant would pay the required development impact fees pursuant to City Ordinance No. 2022-364. Additionally, as discussed above, the proposed Project would not impact acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or result in the need for new or the expansion of existing government services and facilities, as it does not propose the construction of residential units nor is the Project likely to increase the population of the region. Related projects in the region would be required to demonstrate their level of impact on public services and also pay their proportionate development fees. Therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

5.11.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

California Fire Code (CFC; California Code of Regulations, Title 24, Part 9)

Plans, Programs, or Policies

PPP PS-1: Development Impact Fees. Prior to the issuance of building permits, the Applicant shall provide payment of the appropriate fees set forth by in Ordinance No. 2022-364 by the City of Menifee related to the funding of public safety and other public facilities.

5.11.9 PROJECT DESIGN FEATURES

None.

5.11.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts PS-1 and PS-2 would be less than significant.

5.11.11 MITIGATION MEASURES

No mitigation measures are required.

5.11.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts PS-1 and PS-2 would be less than significant.

5.11.13 REFERENCES

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5.12 Transportation

5.12.1 INTRODUCTION

This section describes the existing transportation and circulation conditions of the Project site, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes potential environmental impacts, and recommends measures to reduce or avoid adverse impacts that could occur from implementation of the proposed Project. This analysis in the section is based, in part, on the following resources:

- *City of Menifee General Plan 2030*, adopted 2013
- *City of Menifee General Plan Final Environmental Impact Report*, certified 2013
- City of Menifee Municipal Code
- *Traffic Impact Analysis (TIA)*, prepared by EPD Solutions, Inc., January 2024 (Appendix K)
- *Vehicle Miles Traveled (VMT) Analysis*, prepared by EPD Solutions, Inc., December 2023 (Appendix L)

5.12.2 REGULATORY SETTING

5.12.2.1 State Regulations

Senate Bill 743

Senate Bill 743 (SB 743) was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. SB 743 specified that the new criteria should promote the reduction of greenhouse gas (GHG) emissions, the development of multimodal transportation networks, and a diversity of land uses. The bill also specified that delay-based LOS could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3, *Determining the Significance of Transportation Impacts*, was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 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. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

5.12.2.2 Local and Regional Regulations

SCAG 2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and State governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in September 2020. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with State GHG emissions reduction goals, such as SB 375. With respect to transportation infrastructure, SCAG anticipates in the RTP/SCS that the six-county region will have to accommodate 22.5 million residents by 2045 while also meeting the GHG emissions reduction targets set by the California Air

Resources Board. SCAG is empowered by State law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

Transportation Uniform Mitigation Fee (TUMF)

In 2000, the WRCOG established the Transportation Uniform Mitigation Fee (TUMF) Program to mitigate the cumulative regional impacts of projected future growth and new development on the region's arterial highway system. The TUMF Program applies a uniform mitigation fee to new development projects that is collected by each WRCOG member agency. The collected funds are pooled and used by WRCOG to fund transportation network improvements, including roads, bridges, interchanges, and railroad grade separations, identified by the public works departments of WRCOG member agencies and listed in the Regional System of Highways and Arterials (RHSA) (WRCOG (Western Riverside Council of Governments), 2021).

City of Menifee General Plan

The City of Menifee General Plan Circulation Element contains the following policies related to transportation that are applicable to the proposed Project:

- Policy C-1.2** Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.
- Policy C-1.5** Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.
- Policy C-3.2** Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.
- Policy C-5.1** Designate and maintain a network of city truck routes that provides for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses.
- Policy C-5.3** Support efforts to reduce/eliminate the negative environmental impacts of goods movement.

Menifee Active Transportation Plan

The City of Menifee adopted an Active Transportation Plan (ATP) to meet the City's goals and vision for providing a transportation system that supports walking, cycling, public transit and automobiles. The ATP includes recommended actions, projects and programs to support increasing bicycling and walking as well as improve non-motorized travel infrastructure to provide safer, walkable streets throughout the City for residents that are dependent on these modes (City of Menifee, 2020).

5.1 2.3 ENVIRONMENTAL SETTING

Existing Roadway Network

The existing roadway network in the vicinity of the Project site includes the following:

- **Interstate 215.** Interstate 215 (I-215) provides regional access to the Project site and is located approximately 0.9 mile east of the Project site and accessible via Ethanac Road interchange. At this location, the interstate consists of three lanes in each direction. From Ethanac Road, I-215 connects to I-15 approximately 13.5 miles to the south and State Route (SR) 60 approximately 20.0 miles to the north.
- **State Route 74.** State Route 74 (SR 74) provides regional access and is located approximately 3.2 miles to the northeast. In this location, the highway consists of two lanes in each direction. SR 74 connects to I-215 and SR-79.
- **Ethanac Road.** Ethanac Road is classified as an Expressway according to the City of Menifee General Plan Circulation Element. Ethanac Road is currently comprised of two lanes in each direction. Ethanac Road includes a Class II Bike Lane and a pedestrian path.
- **Murrieta Road.** Murrieta Road is classified as a secondary road according to City of Menifee General Plan. Murrieta Road features two lanes in each direction East of the Project site. Murrieta Road does not currently include a bike lane. Murrieta Road is designated as Community On-Street Bike Lanes (Class II) in the City’s General Plan.
- **Geary Street.** Geary Street is classified as a Rural Collector/Local Street according to City of Menifee General Plan. Geary Street is currently an unpaved road west of the Project site.

Existing Truck Routes Services

Ethanac Road to the north, Menifee Road to the east, and McCall Boulevard (east of I-215) to the southeast are the General Plan Circulation Element truck routes in the vicinity of the Project site.

Traffic Study Area

The study area provided below includes those intersections to which the Project would add 50 or more peak hour trips (Appendix K (TIA)). The traffic study area includes signalized intersections and two-way stop controlled (TWSC) intersections. The following intersections were included in the traffic analysis:

1. Geary St/Ethanac Road
2. Geary St/Project Driveway 1
3. Geary St/Project Driveway 2
4. Murrieta Rd/Ethanac Road
5. Murrieta Rd/Project Driveway 3
6. Murrieta Rd/Project Driveway 4
7. Murrieta Rd/Project Driveway 5
8. Case Rd-Barnett Rd/Ethanac Road
9. I-215 SB Ramps/Ethanac Road
10. I-215 NB Ramps/Ethanac Road

Existing Levels of Service

As shown in Table 5.12-1, no existing intersections currently operate at an unsatisfactory LOS during the AM & PM peak hour under Existing Conditions.

Table 5.12-1: Existing Peak Hour Levels of Service

Intersection	Control Type	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1. Geary St/Ethanac Rd	TWSC	11.8	B	10.7	B

Intersection	Control Type	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
2. Geary St/Project Dwy 1	TWSC	-	-	-	-
3. Geary St/Project Dwy 2	TWSC	-	-	-	-
4. Murrieta Rd/Ethanac Rd	Signal	46.6	D	46.0	D
5. Murrieta Rd/Project Dwy 3	TWSC	-	-	-	-
6. Murrieta Rd/Project Dwy 4	TWSC	-	-	-	-
7. Murrieta Rd/Project Dwy 5	TWSC	-	-	-	-
8. Case Rd-Barnett Rd/Ethanac Rd	Signal	61.9	E	53.4	D
9. I-215 SB Ramps/Ethanac Rd	Signal	28.3	C	26.8	C
10. I-215 NB Ramps/Ethanac Rd	Signal	38.6	D	38.6	D

Source: EPD Solutions, 2024 (Appendix K)
 TWSC = Two Way Stop Control
 Delay Reported in Seconds per Vehicle
 LOS = Level of Service
 Unsatisfactory Level of Service

Existing Site Access

Regional access to the Project site is provided via I-215, located approximately 0.9 mile to the east, and State Route 74 (SR-74), located approximately 3.2 miles to the northwest. Local access to the site is provided from Murrieta Road, a designated secondary road, and Geary Street, a designated Rural Collector/Local Street.

Existing Transit Services

Public transportation services within the City are provided by the Riverside Transit Agency (RTA). The nearest RTA bus stop the Project site is located near the Murrieta Road and McCall Boulevard intersection, approximately 1.5 miles southeast of the Project site. Murrieta Road, east of the Project site, and Ethanac Road, north of the Project site, are identified as potential future on-road transit service areas in the City’s General Plan.

The Metrolink-91 Perris Valley Line has a stop 0.9 mile northeast of the Project site, on Case Road near Perris Crossing, within the City of Perris. The Perris South Metrolink Station is also located approximately 1.8 miles to the northeast within the City of Perris.

Existing Bicycle and Pedestrian Facilities

The nearest bicycle facility to the Project site is a Class II bike lane on Ethanac Road, located approximately 0.2 mile north. The City’s General Plan Circulation Element identifies Murrieta Road east of the Project site as a proposed Class II bike lane.

Existing Vehicle Miles Traveled

The Project site is currently vacant and undeveloped. The Project site does not generate regular vehicle trips that would result in VMT from the site. The Project site is located in a low VMT area, which is defined as a traffic analysis zone (TAZ) with a total daily VMT/Service Population (SP) (employment plus population) that is less than the County of Riverside General Plan Buildout VMT per service population. However, due to a difference between the project land use and the assumed land uses in the VMT model, this screening criteria

would not be appropriate. Therefore, the Project would not satisfy the requirements of Screening Criteria 2. The County of Riverside General Plan Buildout VMT/SP is 35.68. The Project Baseline (2018) VMT/SP is 25.94.

5.12.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- TRA-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- TRA-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).
- TRA-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- TRA-4 Result in inadequate emergency access.

The Initial Study (Appendix A) established that the proposed Project would not result in potentially significant impacts related to TRA-4; therefore, no further assessment of this threshold is required in this Draft EIR.

Vehicle Miles Travelled Significance Criteria

State CEQA Guidelines Section 15064.3(b)(1) provides that for land use projects:

VMT traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The City of Menifee Guidelines for the Preparation of VMT Analysis contain the following screening thresholds to assess whether further VMT analysis is required. If the project meets any of the following screening thresholds, then the VMT impact of the project is considered less than significant and further VMT analysis is not required.

1. **Screening Criteria 1 - Transit Priority Area Screening:** According to the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact.
2. **Screening Criteria 2 - Low VMT Area Screening:** The City's guidelines include a screening threshold for residential and office projects located in a low VMT generating area. Low VMT generating area is defined as a TAZ with a total daily VMT/Service Population (employment plus population) that is less than the County of Riverside General Plan Buildout VMT per service population.
3. **Screening Criteria 3 – Project Type Screening:** This criterion would apply to land uses that are considered local serving, as well as projects that generate less than 110 daily vehicle trips.

The City's guidelines require use of the Riverside County Model (RIVCOM) for preparation of VMT analysis. The project would result in a significant VMT impact if either of the following conditions are satisfied:

1. The baseline project generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population, or
2. The cumulative project generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population.

5.12.5 METHODOLOGY

On September 27, 2013, Senate Bill (SB) 743 was signed into State law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the State had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and thereby contribute to the reduction of GHG emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32). SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA.

Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis. As outlined in State CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, information provided related to LOS is provided for informational purposes only for the City's use in evaluating the Project and considering conditions of approval outside of the CEQA framework, and is not provided to analyze potentially significant CEQA impacts from the Project.

Project Trip Distribution Methodology

Vehicle trips for the proposed Project were generated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021).

Volume Forecast Methodology

Forecast traffic volumes for the Opening Year (2026) conditions were developed by applying a growth rate of 2 percent per year to the existing (2023) traffic counts and adding traffic from nearby cumulative development projects (approved and not yet built and those under review). Cumulative projects provided by the City of Menifee are included in the Cumulative analysis. Additionally, since the proposed development is located in proximity to the boundary of the City of Perris, cumulative projects in the City of Perris were included in the Cumulative analysis. Data and information utilized to develop the list of cumulative projects within the City for Perris included a list of current development projects that are either approved or under construction as well as a list of development projects under review with the City (City of Perris, 2023a and 2023b).

Vehicle Miles Traveled Analysis Methodology

Consistent with the City's Guidelines, the VMT screening thresholds were used to identify if the Project could have an impact on VMT. When a project fails to meet any of the aforementioned screening criteria, a more comprehensive VMT analysis is warranted. The City's guidelines require use of the RIVCOM for preparation of VMT analysis. A VMT analysis was conducted in accordance with the RIVCOM for VMT analysis.

RIVCOM model utilizes socio-economic data (SED) (e.g., population, households, employment, etc.) instead of land use information for the purposes of commute VMT estimation. Project building square footage must first be converted to an appropriate employment type and employee estimate for input into RIVCOM. The threshold VMT/Service Population (SP) (which is equal to the County of Riverside General Plan Buildout VMT/SP) is 35.68 VMT/SP. The VMT/SP was calculated by dividing project generated VMT by the Project's employee estimate to obtain the efficiency metric of VMT per employee.

5.12.6 ENVIRONMENTAL IMPACTS

IMPACT TRA-1: THE PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

Less than Significant Impact.

Transit: As described previously, the Project vicinity is served by RTA. There are no bus stops within one mile of the Project site. The nearest RTA bus stop is located near the Murrieta Road and McCall Boulevard intersection, approximately 1.5 miles southeast of the Project site. . Additionally, the Metrolink-91 Perris Valley Line has a stop 0.9-mile northeast of the Project site, on Case Road near Perris Crossing, within the City of Perris. This existing transit service would continue to serve its ridership in the area and may also serve employees of the Project. The proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Facilities: As detailed previously, the nearest bicycle facility to the Project site is a Class II bike lane on Ethanac Road, located approximately 0.2 mile north. In addition, the City's General Plan Circulation Element identifies Murrieta Road east of the Project site as a proposed Class II bike lane. Implementation of the proposed Project would not alter or conflict with existing or planned bike lanes or bicycle transportation, including the ultimate buildout of Murrieta Road as a Class II bike lane. Full buildout of Murrieta Road would include striping for on street bicycle lanes, which would be reviewed and approved by the City Menifee Engineering Department. Additionally, the proposed Project would include on-site long-term and short-term storage for bikes including bike racks. Thus, impacts related to bicycle facilities would not occur.

Pedestrian Facilities: There are currently no sidewalks within the vicinity of the Project site. The Project would develop a 6-foot-wide sidewalk along the frontage on Geary Street, Murrieta Road, and the new driveway south of the building. Because no sidewalks currently exist along the Project site frontages, the Project would improve pedestrian facilities and the sidewalk network along the Project frontages. The proposed Project would not conflict with pedestrian facilities, but instead would provide additional facilities. Thus, impacts related to pedestrian facilities would not occur.

Truck Route Facilities: The City of Menifee General Plan Circulation Element designates truck routes and provides street standards within the City of Menifee. The existing truck routes that currently serve the Project vicinity include Ethanac Road to the North, Menifee Road to the East, McCall Boulevard (east of I-215) to the Southeast. As discussed in Section 3.0, *Project Description*, the Project would include two driveways on Geary Street and three driveways on Murrieta Road. The Project would include a 40-foot-wide westbound-only truck roadway along the southern boundary to the Project site. No aspect of the proposed Project would require a change to the truck route network. Therefore, the Proposed Project is consistent with the truck routes identified in the City's General Plan Circulation Element.

Roadway Facilities

Operations

Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project vicinity. The trip generation for the proposed Project was analyzed in accordance with the TUMF High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019). The proposed Project is estimated to generate approximately 1,135 daily trips, 65 AM (50 inbound and 15 outbound) peak hour trips, and 88 PM (25 inbound and 63 outbound) peak hour trips, as shown in Table 5.12-2 below.

Table 5.12-2: Proposed Project Trip Generation

Land Use	Units	AM Peak Hour			PM Peak Hour						
		Daily	In	Out	Total	In	Out	Total			
Trip Rates											
TUMF Fulfillment Center Rates ¹	TSF	2.129	0.094	0.028	0.122	0.046	0.119	0.165			
Passenger Vehicles	TSF	1.750	0.079	0.024	0.103	0.040	0.104	0.144			
2-4 Axle Trucks	TSF	0.162	0.006	0.002	0.008	0.003	0.008	0.011			
5-Axle Trucks	TSF	0.217	0.008	0.003	0.011	0.003	0.007	0.010			
Total Vehicle Trip Generation											
Project Warehouse		533.252	TSF	1,135	50	15	65	25	63	88	
Vehicle Mix¹		% Daily	% AM	% PM							
Passenger Vehicles		82.20%	84.40%	87.30%	933	42	13	55	22	55	77
2-Axle Trucks		1.30%	1.100%	1.10%	15	1	0	1	0	0	1
3-Axle Trucks		2.50%	2.20%	2.20%	28	1	0	1	1	1	2
4-Axle Trucks		3.80%	3.30%	3.30%	43	2	0	2	1	2	3
5+-Axle Trucks		10.20%	9.00%	6.10%	116	5	1	6	2	4	5
		100.00%	100.00%	100.00%	1,135	50	15	65	25	63	88

TSF = Thousand Square Feet

¹ Trip rates and truck percentages from Exhibit 6 of the TUMF High-Cube Warehouse Trip Generation Study, January 29, 2019. 2, 3 and 4 axle trucks were split as follows: 50% 4-axle, 33.3% 3-axle, and 16.7% 2-axle.

Construction

Construction of the proposed Project is anticipated to occur over an 11-month period, beginning in the first quarter of 2025. Construction-related trips generated on a daily basis throughout various construction activities would be derived from construction workers and delivery of materials. It is anticipated Project construction would also generate haul trips distributed throughout the site preparation and grading period. During construction, there would also be passenger car construction trips associated with crew arrivals and departures. The weekday AM peak period is 7:00 a.m. to 9:00 a.m., and the weekday PM peak period is 4:00 p.m. to 6:00 p.m. It is anticipated the majority of construction crews would arrive and depart outside the peak hours, while delivery trucks would arrive and depart throughout the day. As detailed in Section, 3.0, *Project Description*, Project grading is expected to result in a net import of 28,400 cubic yards (CY) of soil. As shown on Table 5.12-3, the building construction phase of construction would generate the most vehicular trips per day from approximately 224 workers and 67 vendors per day.

Table 5.12-3: Daily Construction Vehicle Trips

Construction Activity	Worker Trips Per Day	Vendor Trips Per Day	Hauling Trips Per Day
Offsite Grading	0	1	3
Offsite Paving	0	0	0
Site Preparation	18	4	0
Grading	20	11	107
Building Construction	224	67	0
Paving	15	6	0
Architectural Coating	45	0	0

Source: Urban Crossroads, 2024 (Appendix B)

All construction equipment, including construction worker vehicles, would be staged on the Project site for the duration of the construction period. In addition, as part of the grading and building plan review processes, the City construction permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures (as applicable). Therefore, construction impacts related to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system would be less than significant.

IMPACT TRA-2: THE PROJECT WOULD NOT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES § 15064.3, SUBDIVISION (B).

Less than Significant.

As described previously, State CEQA Guidelines Section 15064.3(b) focuses on determining the significance of VMT-related transportation impacts. As detailed previously, the City of Menifee's guidelines for the preparation of VMT Analysis contain the following screening thresholds to assess whether a project has the potential to result in an impact and further VMT analysis is required. If the Project meets any of the following screening thresholds, then the VMT impact of the Project is considered less than significant and further VMT analysis is not required.

1. The project is located within a Transit Priority Area (TPA).
2. The project is located in a low VMT generating area.
3. Project Type - the project is a local-serving land use or generates less than 110 daily vehicle trips.

The applicability of each screening criteria in comparison to the proposed Project is discussed below.

Screening Criteria 1 - Transit Priority Area Screening

According to the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact.

The Project is not located in a TPA. Therefore, the Project would not satisfy the requirements of Screening Criteria 1 – TPA screening.

Screening Criteria 2 - Low VMT Area Screening

The City's guidelines include a screening threshold for residential and office projects located in a low VMT generating area. Low VMT generating area is defined as a TAZ with a total daily VMT/Service Population (employment plus population) that is less than the County of Riverside General Plan Buildout VMT per service population.

The Project zone is in a low VMT area. However, due to a difference between the project land use and the assumed land uses in the VMT model, this screening criteria would not be appropriate. Therefore, the Project would not satisfy the requirements of Screening Criteria 2.

Screening Criteria 3 – Project Type Screening:

This criterion would apply to land uses that are considered local serving, as well as projects that generate less than 110 daily vehicle trips.

The Project is not considered a local serving use. Furthermore, the Project would generate 933 daily passenger vehicle trips, which is more than 110 daily vehicle trips, and therefore the Project would not meet Screening Criteria 3.

Since the Project failed to meet the screening criteria, a more comprehensive VMT analysis was prepared. RIVCOM has adopted the County of Riverside General Plan Buildout VMT/SP as the threshold of significance

for industrial projects. County of Riverside General Plan Buildout VMT/SP is 35.68. As shown in Table 5.12-4, the Project VMT/SP would be 25.94 for the Baseline (2018) scenario and 27.12 for the Cumulative (2045) scenario. As such, the Projects VMT/SP would be below the threshold for both the Baseline (2018) and Cumulative (2045) scenarios. Therefore, Project VMT impacts would be less than significant.

Table 5.12-4: VMT Analysis Summary

Scenario	Project VMT/SP	Threshold ¹	% Below the Threshold	Significant
Baseline (2018)	25.94	35.68 VMT/SP	27.3%	No
Analysis Year (2023)	26.16		26.7%	No
Cumulative (2045)	27.12		24.0%	No

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

Source: EPD solutions, 2023 (Appendix L)

IMPACT TRA-3: THE PROJECT WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).

Less than Significant Impact.

Construction

The Project proposes development of the site in one phase lasting approximately 11 months. During construction, worker vehicles, haul trucks, and vendor trucks would be staged on the portion of the Project site under construction for the duration of the construction period. As part of the grading plan and building plan review processes, City permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures and measures to properly route heavy-duty construction vehicles entering and leaving the site (as applicable). As a result, impacts related to vehicular circulation design features and incompatible uses during construction of the proposed Project would be less than significant.

Operation

As previously stated, access to the Project site would be provided via five driveways, including two on Geary Street and three on Murrieta Road. Additionally, the Project would include a 26-foot-wide fire access road throughout the site. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. As previously stated in Section 3.0, *Project Description*, trucks traveling to the Project site would primarily utilize Ethanac Road westbound, to Murrieta Road southbound. Truck traffic would then either access the site via the northern and southern driveways on Murrieta Road or would utilize the private truck only driveway along the south portion of the site to Geary Street northbound where. All trucks traveling northbound on Geary Street 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 also exit the site via Geary Street northbound for the other driveways.

Off-site improvements for the proposed Project would include paving of Geary Street along the entire 990-foot western Project site boundary to a 40-foot width. In addition, the Project would improve the existing dirt road portion of Geary Street from the northwestern end of the Project site north to Ethanac Road. This portion of the roadway improvement not abutting the Project site boundary would include paving at a width of 36-feet and would not include the construction of sidewalks or curbs. Furthermore, the Project would expand the existing 12-foot 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 consistent with the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. In addition, the Project would include construction of a 32-foot-wide private driveway along the entire 1,233.5-foot southern boundary of the Project site. Lastly, the Project would develop a 6-foot-wide sidewalk along the frontage on Geary Street, Murrieta Road and the new driveway south of the building.

Trucks accessing and leaving from the Project site would be routed away from roadways with significant passenger vehicle usage and trucks would be required to utilize existing City-designated truck routes to access I-215 and SR-74 and I-15, which would limit potential safety conflicts between passenger vehicles and trucks.

Onsite traffic signing and striping would also be implemented in conjunction with detailed construction plans with implementation of the Project. Additionally, sight distance at the Project's access points would be reviewed with respect to City standards at the time of final grading, landscape, and street improvement plan reviews. Additionally, Project frontage improvements and site access points would be constructed to be consistent with the identified roadway classifications and respective cross-sections in accordance with the City of Menifee General Plan Circulation Element. Compliance with existing regulations would be ensured through the City's construction permitting process. As a result, impacts related to vehicular circulation design features would be less than significant.

5.12.7 CUMULATIVE IMPACTS

The cumulative traffic study area for the proposed Project includes the City of Menifee and the information utilized in this cumulative analysis is based on the potential to combine with impacts from projects in the vicinity of the proposed Project, and projections contained within RIVCOM.

Conflict with Circulation Plan or Program

The evaluation of Impact TR-1 concluded that the proposed Project would not result in significant impacts related to transportation or policies addressing the circulation system. The proposed Project was determined to not impact transit and roadway facilities. The truck route usage and roadway operations of the Project were determined to not conflict with the City's circulation system. Cumulative development in the City would be subject to site-specific reviews, including reviews of sidewalk, bike lane, and bus stop designs that would reduce the potential for cumulatively considerable impacts. As the Project would result in a less-than-significant impact and cumulative projects require compliance with existing circulation regulations, potential impacts from the Project would not cumulatively combine with other projects to result in cumulatively considerable impacts. Thus, cumulative impacts related to conflict with circulation plans and programs would be less than significant.

Vehicle Miles Traveled

The Project would result in 25.94 VMT/SP for the Baseline (2018) scenario and 27.12 VMT/SP for the Cumulative (2045) scenario, which is under the RIVCOM threshold of 35.68 VMT/SP, as shown in Table 5.12-4, *VMT Analysis Summary*, above. Therefore, the Project would have less than significant cumulative impact on VMT/SP for both the baseline and cumulative years. As such, the Project VMT impacts are not cumulatively considerable.

Design and Roadway Hazards

The evaluation of Impact TR-3 concluded that the proposed Project would not result in significant impacts related to incompatible uses or hazards due to roadway design. The proposed circulation layout would be

required to be installed in conformance with City design standards to ensure that no potentially hazardous design features or inadequate emergency access would be introduced by the Project that could combine with potential hazards from other projects. In addition, cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews, including reviews by police and fire protection authorities that would reduce the potential of cumulatively considerable design hazards. Therefore, potential impacts related to circulation design features would not occur from the Project and would not combine with hazards from other projects. Thus, cumulative impacts would be less than significant.

5.12.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- SB 743
- SCAG 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy

Plans, Programs, or Policies

None.

5.12.9 PROJECT DESIGN FEATURES

PDF TRA-1: Sidewalks. The Project would construct 6-foot-wide sidewalks along the Project's frontage on Geary Street, Murrieta Road and the new driveway south of the building.

5.12.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact TRA-1, TRA-2, and TRA-3 would be less than significant.

5.12.11 MITIGATION MEASURES

No mitigation measures are required.

5.12.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact TRA-1, TRA-2, and TRA-3 would be less than significant.

5.12.13 NON-CEQA LEVEL OF SERVICE ANALYSIS – FOR INFORMATIONAL PURPOSES ONLY

Level of Service Analysis

As discussed above, the City of Menifee General Plan established a LOS policy standard within the City. According to Circulation Element Policy C-1.2, the LOS standard for the City is to require development to mitigate its traffic impacts and achieve a peak hour LOS of D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted. Although LOS congestion is no longer a CEQA significance threshold, the City uses LOS analyses to identify specific improvements that individual projects need to install or contribute to as part of maintaining and improving the overall network (e.g., road improvements may include sidewalks, bicycle lanes, or transit stop /shelters that improve the non-

vehicular circulation network as well). Therefore, the following is presented from the Traffic Impact Analysis (Appendix K) for informational purposes only for the City's use in evaluating the Project and considering conditions of approval outside of the CEQA framework.

The development of the proposed project would cause an increase in delay at the following intersections. It should be noted that these four intersections would operate at an unsatisfactory LOS in the opening year without Project:

- 4. Murrieta Road/Ethanac Road (LOS F at AM/PM peak hour)
- 8. Case Road-Barnett Road /Ethanac Road (LOS F at AM/PM peak hour)
- 9. I-215 SB Ramps/Ethanac Road (LOS F at AM/PM peak hour)
- 10. I-215 NB Ramps/Ethanac Road (LOS F at AM/PM peak hour)

As such, the LOS Analysis concluded that the Project would be required to pay fair share for the following improvements to achieve a satisfactory LOS or better. The following fair share contributions proposed would be included as conditions of approval to the Project.

4. Murrieta Rd/Ethanac Rd: Widen and restripe the NB shared left-thru-right lane to provide exclusive left-turn, thru, and left-turn lanes.

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

9. I-215 SB Ramps/Ethanac Road: Widen and restripe the southbound (SB) shared thru-left turn lane to provide an exclusive left-turn lane, to remove the SB thru movement and to add a second right-turn lane. Widen and restripe the eastbound (EB) approach to add two thru-lanes and a right-turn lane. Widen and restripe the westbound (WB) approach to add a second left-turn lane. In addition, add overlap right-turn phasing during the SB phase.

10. I-215 NB Ramps/Ethanac Road: Widen and restripe the northbound (NB) shared thru-left turn lane to provide two left-turn lanes, to remove the NB thru movement and a right-turn lane. Widen and restripe the EB approach to add an exclusive left-turn lane and a thru-lane. Widen and restripe the WB approach to add three thru-lanes and an exclusive right-turn lane. In addition, add overlap right-turn phasing during the NB phase.

All affected intersections in Scenarios 1 and 2 would improve to a satisfactory LOS with the recommended improvements, as stated in the Project's TIA. It should be noted that the ultimate planned configuration of Ethanac Road is that of a six-lane roadway. The roadway expansion would help reduce the delay experienced at the intersections of I-215 SB Ramps/NB Ramps and Ethanac Road. To improve the LOS to satisfactory, it is only feasible to remove through movement on I-215 ramps and add overlap phasing with SB movement and NB movement on I-215 ramps. Removing through movement can also improve safety and through movements on freeway ramps are low volume movements.

Additionally, the project would add traffic to the already over-capacity segment of Ethanac Road between Case Road and I-215 SB Ramps and between Murrieta Road and Barnett Road. Widening Ethanac Road to its General Plan designation would result in satisfactory operations. Therefore, the proposed Project would

be required to pay fair share contributions for these improvements, included as conditions of approval to the Project.

5.12.14 REFERENCES

City of Menifee. (2020). *Active Transportation Plan Final Report*. Retrieved February 23, 2024, from <https://www.cityofmenifee.us/DocumentCenter/View/12390/Menifee-ATP-Final-Report---December-2020---High-Res>

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EPD Solutions. (2023). *Vehicle Miles Travelled (VMT) Analysis Memorandum*.

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5.13 Tribal Cultural Resources

5.13.1 INTRODUCTION

This section addresses potential impacts to tribal cultural resources associated with implementation of the Project. The analysis in this section is based, in part, on the following documents and resources:

- *City of Menifee General Plan 2030*, adopted 2013
- *Cultural Resources Study for the IPT Menifee Warehouse Project*, BFS Environmental Services, 2023 (Appendix D)

Additionally, part of this analysis is based upon Project-specific coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project region. In accordance with Public Resources Code Section 15120(d), certain information and communications that disclose the location of archaeological sites and sacred lands are allowed to be exempt from public disclosure.

5.13.2 REGULATORY SETTING

5.13.2.1 Federal Regulations

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979 regulates the protection of archaeological resources and sites on federal and Native American lands. The ARPA regulates authorized archaeological investigations on federal lands; increased penalties for looting and vandalism of archaeological resources; and required that the locations and natures of archaeological resources be kept confidential in most cases. In 1988, amendments to the ARPA included a requirement for public awareness programs regarding archaeological resources.

Native American Graves Protection and Repatriation Act (NAGPRA)

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

5.13.2.2 State Regulations

California Public Resources Code

Archaeological resources are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code (PRC). In addition, cultural resources are recognized as nonrenewable resources and therefore receive protection under the PRC and the California Environmental Quality Act (CEQA).

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the Native American Heritage Commission (NAHC). These sections also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

California Assembly Bill 52

Assembly Bill 52 (AB 52) established a requirement under CEQA to consider “tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation.” Public Resources Code (PRC) Section 21074(a) defines “tribal cultural resources” (TCRs) as “[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” that are either “[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources” or “in a local register of historical resources.” Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered TCRs. PRC Section 21074(b), (c). The lead agency may also in its discretion treat a resource as a TCR if it is supported with substantial evidence.

Projects for which a notice of preparation for a Draft EIR was filed on or after July 1, 2015, are required to have lead agencies offer California Native American tribes traditionally and culturally affiliated with the project area consultation on CEQA documents prior to submitting an EIR in order to protect TCRs. PRC Section 21080.3.1(b) defines “consultation” as “the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties’ cultural values and, where feasible, seeking agreement.” Consultation must “be conducted in a way that is mutually respectful of each party’s sovereignty [and] recognize the tribes’ potential needs for confidentiality with respect to places that have traditional tribal cultural significance.” The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency’s determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe’s request for consultation on a project.
5. Consultations are complete when the lead agencies and California Native tribes participating have agreed on measures to mitigate or avoid a significant impact on a TCR, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC Sections 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on TCRs and discuss feasible alternatives or mitigation to avoid or lessen an impact.

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered on a project site, disturbance of the site must halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact the NAHC by telephone within 24 hours.

5.13.2.3 Local and Regional Regulations

General Plan

The City of Menifee General Plan contains the following policies related to TCRs that are applicable to the Project (City of Menifee, 2013):

Open Space and Conservation Element

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

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

Policy OSC-5.3 Preserve sacred sites identified in consultation with the appropriate Native American tribes whose ancestral territories are within the city, such as Native American burial locations, by avoiding activities that would negatively impact the sites, while maintaining the confidentiality of the location and nature of the sacred site.

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

Policy OSC-5.5 Develop clear policies regarding the preservation and avoidance of cultural resources located within the city, in consultation with the appropriate Native American tribes who have ancestral lands within the city.

Policy OSC-5.6 Develop strong government-to-government relationships and consultation protocols with the appropriate Native American tribes with ancestral territories within the city in order to ensure better identification, protection and preservation of cultural resources, while also developing appropriate educational programs, with tribal participation, for Menifee residents.

5.13.3 ENVIRONMENTAL SETTING

5.13.3.1 Native American Tribes

The Project is within an area historically inhabited by the Cahuilla, the Gabrielino, and the Luiseno people. As part of preparation of the Cultural Resources Assessment (Appendix D), Brian F. Smith and Associates (BFSA) conducted research using several resources to identify potential TCRs within the Project site. The assessment included a records search at the Eastern Information Center (EIC) at the University of California, Riverside (UCR), background and literature research, a search of the Sacred Lands File (SLF) by the NAHC, outreach efforts with Native American tribal representatives, an examination of geological maps, and an intensive-level pedestrian survey of the Project site. The search results identified five cultural resources (three prehistoric and two historic) within one mile of the property, none of which are within the property boundaries. The prehistoric resources include two bedrock milling features that have both been destroyed and one isolated core. The historic resources consist of the historic Yoder Ranch and one water conveyance system (BFSA Environmental Services, 2023).

5.13.3.2 Site Conditions

As discussed in Section 5.4, *Cultural Resources*, the Project site is currently vacant but has been previously disturbed by cultivation, residential use, or development along Geary Road. The Project site previously contained modular residential structures on the east side of the property, however, these structures were removed as of October 2022. Additionally, it was determined that the site is not listed on the NAHC Sacred Lands File.

5.13.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or
- TCR-2 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.13.5 METHODOLOGY

The TCR analysis is based on the Cultural Resources Assessment (Appendix D) and consultation carried out by the City of Menifee pursuant to AB 52. The Cultural Resources Assessment included an archaeological and historical records search, completed at the EIC at UCR on May 21, 2021. This search included the Project site with an additional one-mile buffer. Pedestrian surveys were conducted at the Project site; see Section 5.4 for details on the Methodology. The NAHC was contacted to perform a SLF search; and local Native American tribes were contacted to elicit local knowledge of cultural resource issues related to the Project.

5.13.6 ENVIRONMENTAL IMPACTS

IMPACT TCR-1: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE § 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(K).

Less than Significant with Mitigation Incorporated. Assembly Bill (AB) 52 and Senate Bill (SB) 18 require meaningful consultation between lead agencies and California Native American tribes regarding potential

impacts on TCRs. TCRs 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 (PRC Section 21074). On June 3, 2021, a SLF search and a list of Native American tribes who may have knowledge of cultural resources in the Project area was requested from the NAHC. On June 25, 2021, the NAHC responded with a list of Native American tribes and indicated that the SLF search yielded negative results for known TCRs or sacred lands within a 1-mile radius of the Project site. To identify if any TCRs are potentially located within the Project site, the City sent notices regarding the Project in November 2022, to the Native American tribes provided by the NAHC.

Responses were received for the Project from the Pechanga Band of Indians, Rincon Band of Luiseno Indians, and the Agua Caliente Band of Cahuilla Indians which concluded in no further comment on the Project, as described below.

A response was received from the Pechanga Band of Indians on December 1, 2022, requesting consultation on the Project. However, the City maintains quarterly consultation meetings with Pechanga and therefore discussed the Project on January 23, 2023, and on April 13, 2023, whereby the tribe concluded they had no further comment as the Project would be required to comply with the City's standard conditions of approval (COAs), included as Standard Condition TCR-1 and TCR-2, as well as the City's standard mitigation measure (MM), included as MM TCR-1. Standard Condition TCR-1 addresses inadvertent discovery of human remains, Standard Condition TCR-2 addresses non-disclosure of location reburials, and MM TCR-1 addresses Native America monitoring during ground-disturbing activities. MM TCR-1 is a standard mitigation measure for development Projects within the City of Menifee, for which the language has been agreed to by Native American tribes through consultation. Additionally, the City maintains quarterly consultation meetings with the Soboba Band of Luiseno Indians and therefore discussed the Project on January 26, 2023, and on April 18, 2023, whereby the tribe confirmed they had no further comment. The Cultural Resources Study was also provided to the Soboba Band of Luiseno Indians on April 5, 2023.

Further, on December 21, 2022, the Rincon Band of Luiseno Indians also requested more information and applicable documents related to the Project. On June 12, 2023, a follow-up response was received from the Rincon Band of Luiseno Indians in which they agreed with the Cultural Resource Assessment's proposed Mitigation Measure (MM CUL-1) and stated they had no further comment.

On December 22, 2022, a response was received from the Agua Caliente Band of Cahuilla Indians requesting more information. Thereafter, on April 11, 2023, the Agua Caliente Band of Cahuilla Indians provided a follow-up response confirming they had no further comment after reviewing the provided documents.

During the course of the tribal consultation process, no Native American tribe provided the City with substantial evidence indicating that TCRs were found previously on the Project site. However, due to the Project site's location being in an area where Native American tribes are known to have a cultural affiliation, there is the possibility that archaeological resources, including TCRs, could be encountered during ground disturbing construction activities. As such, Mitigation Measure CUL-1 is included to require a qualified professional archeologist to prepare and implement a Cultural Resources Monitoring Program that will include measures to ensure the proper treatment of any unknown resources that are unearthed during construction activities. Preparation and implementation of the Cultural Resources Monitoring Program by the Project Archaeologist would be conducted in tandem with the tribal monitor(s) as specified in MM TCR-1. In addition, the proposed Project would be subject to Standard Conditions TCR-1 and TCR-2 for human remains and non-disclosure of location reburials. With implementation of MM CUL-1 and MM TCR-1, impacts to TCRs would be less than significant.

IMPACT TCR-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE § 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE § 5024.1. IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCE CODE § 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.

Less than Significant with Mitigation Incorporated. In accordance with Public Resource Code (PRC) Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

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

The Project site does not meet any of the criteria listed above from PRC Section 5024.1(c). As described in the previous response, there are no resources onsite that meet the criteria for the CRHR. None of the Native American tribes contacted by the City provided the City with substantial evidence indicating that TCRs, as defined in Public Resources Code Section 21074, are present on the Project site or have been found previously on the Project site. The Project site contains no known resources significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 However, Mitigation Measure CUL-1 has been included to require a qualified professional archeologist to prepare and implement a Cultural Resources Monitoring Program that will include measures to ensure the proper treatment of any unknown resources that are unearthed during construction activities. Additionally, MM TCR-1 has been included to require Native America monitoring during ground-disturbing activities. With implementation of Mitigation Measure CUL-1 and MM TCR-1, impacts to TCRs would be less than significant.

In the unlikely event that human remains are encountered during grading or soil disturbance activities, the California Health and Safety Code Section 7050.5 Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98), included as PPP TCR-1, would ensure that any potential impacts to human remains and TCRs would be less than significant. Additionally, compliance with Standard Conditions TCR-1 and TCR-2 would further ensure that any potential impacts to human remains would be less than significant.

5.13.7 CUMULATIVE IMPACTS

The Project's potential to result in cumulatively considerable impacts to TCRs were analyzed in conjunction with other projects located in the influence areas of the tribes in the region. There is potential for TCRs to be uncovered during construction activities from the Project. Other development projects within the region would have a similar potential to uncover TCRs. Cumulative impacts would be reduced by each development project's compliance with applicable regulations, consultations required by AB 52 and project-specific mitigation. Project implementation of Mitigation Measure CUL-1 would reduce Project-level impacts to less

than significant, and the Project's contribution to cumulatively significant impacts related to inadvertent discoveries of TCRs would also be reduced to less than significant.

5.13.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Government Code Sections 5097.9-5097.99
- California Health and Safety Code Section 7050.5
- California Public Resources Code Sections 21073 et seq. (AB 52)

Standard Conditions, Plans, Programs, or Policies

PPP TCR-1: Human Remains. Should human remains or funerary objects be discovered during Project construction, the Project would be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body (within a 100-foot buffer of the find) until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

Standard Condition TCR-1: Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The county Coroner must be notified of the find immediately. The remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC) within the period specified by law (24 hours). The NAHC will determine and notify a "most likely descendant." With the permission of the landowner or his/her authorized representative, the most likely descendant may inspect the site of the discovery. This inspection shall be completed within 48 hours of notification by the NAHC. The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Standard Condition TCR-2: Non-Disclosure of Location Reburials. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code section 7927.000, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code section 7927.000.

5.13.9 PROJECT DESIGN FEATURES

None.

5.13.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impacts TCR-1 and TCR-2 would be potentially significant.

5.13.11 MITIGATION MEASURES

Mitigation Measure CUL-1, as previously listed in Section 5.4, *Cultural Resources*.

Mitigation Measure TCR-1: Native American Monitoring (Soboba Band of Luiseño Indians and Pechanga Band of Indians). Tribal monitor(s) from both tribes shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseño, as well as the Pechanga Band of Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribes and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

5.13.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of MM CUL-1 and MM TCR-1, impacts to TCR-1 and TCR-2 would be less than significant.

5.13.13 REFERENCES

BFSA Environmental Services. (2023). *Cultural Resources Study for the IPT Menifee Warehouse Project*.

City of Menifee. (2013). *General Plan 2030, Open Space and Conservation Element*. Retrieved from City of Menifee: <https://www.cityofmenifee.us/221/General-Plan>

5.14 Utilities and Service Systems

5.14.1 INTRODUCTION

This section of the Draft EIR evaluates the potential effects on utilities and service systems from implementation of the proposed Project by identifying anticipated demand and existing and planned utility availability. This includes water supply and infrastructure, wastewater, drainage, and solid waste, electric power, natural gas, and telecommunications. Information on utility providers and infrastructure capacity in this section is from:

- *City of Menifee General Plan 2030*, adopted 2013
- *City of Menifee General Plan Final Environmental Impact Report*, certified December 2013
- *Preliminary Hydrology and Hydraulics Study*, prepared by Ware Malcomb, 2023 (Appendix I)

Because CEQA focuses on physical environmental effects, this section analyzes whether increases in demand for utilities and service systems would result from implementation of the proposed Project that would result in significant adverse physical environmental effects. For example, an increase in wastewater generation, by itself, would not be considered a physical change in the environment; however, physical changes in the environment resulting from the construction of new facilities or an expansion of existing wastewater facilities could constitute a significant impact under CEQA.

5.14.2 REGULATORY SETTING

5.14.2.1 Federal Regulations

Clean Water Act

The Clean Water Act (CWA) was enacted by Congress in 1972 and is the primary federal law regulating water quality in the United States. The objective of the CWA is to reduce or eliminate water pollution in the nation's rivers, streams, lakes, and coastal waters. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint source discharge programs, and wetlands protection. The United States Environmental Protection Agency (USEPA) has delegated the responsibility for administration of CWA portions to State and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

5.14.2.2 State Regulations

Water

California Urban Water Management Planning Act

Section 10610 of the California Water Code established the California Urban Water Management Planning Act (CUWMPA), requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in its water service. The CUWMPA states that every urban water supplier that provides water

to 3,000 or more customers, or that annually provides more than 3,000 acre-feet (AF) of water service, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The CUWMPA describes the contents of UWMPs as well as methods for urban water suppliers to adopt and implement the plans.

Senate Bill 610

Senate Bill (SB) 610 requires public urban water suppliers with 3,000 or more service connections to identify existing and planned sources of water for planned developments of a certain size. It further requires the public water system to prepare a water supply assessment (WSA) for projects that meet the following criteria:

- a) A proposed residential development of more than 500 dwelling units;
- b) A proposed shopping center employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- c) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- d) A hotel or motel, or both, with more than 500 rooms;
- e) An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area; or
- f) A mixed-use project that includes one or more of the projects above.

The components of a WSA include existing water demand, future water demand by the project, and must ensure that water is available for the project during normal years, a single dry year, and multiple dry years during a 20-year future projection period. The WSA must also describe whether the project's water demand is accounted for in the water supplier's UWMP. Supplies of water for future water supply must be documented in the WSA.

CALGreen Building Code

California Code of Regulations Title 24, Part 11, establishes the California Green Building Code or CALGreen. The CALGreen Code is updated every three years. It was recently updated in 2022 and became effective January 1, 2023. CALGreen sets forth water efficiency standards (i.e., maximum flow rates) for all new plumbing and irrigation fittings and fixtures.

Wastewater

There are no State regulations related to the provision of wastewater utilities.

Stormwater

There are no State regulations related to the provision of stormwater infrastructure.

Dry Utilities

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CALGreen) is updated every three years. The most recent update is the 2022 California Green Building Code Standards that became effective January 1, 2023. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements. These measures are intended to reduce wasteful or unnecessary uses of energy.

5.14.2.3 Local and Regional Regulations

General Plan

The Menifee General Plan includes the following goals and policies that are applicable to the proposed Project:

- | | |
|-----------------------|--|
| Goal LU-3 | A full range of public utilities and related services that provide for the immediate and long-term needs of the community. |
| Policy LU-3.4 | Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services. |
| Goal OSC-7 | A reliable and safe water supply that effectively meets current and future user demands. |
| Policy OSC-7.5 | Utilize a wastewater collection, treatment, and disposal system that adequately serves the existing and long-term needs of the community. |
| Policy OSC-7.6 | Work with the Eastern Municipal Water District to maintain adopted levels of service standards for sewer service systems. |
| Policy OSC-7.9 | Ensure that high quality potable water resources continue to be available by managing stormwater runoff, wellhead protection, and other sources of pollutants. |

5.14.3 ENVIRONMENTAL SETTING

5.14.3.1 Water

The Project site is located within the water service area of the Eastern Municipal Water District (EMWD), which provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. EMWD's water system includes 2,421 miles of transmission and distribution water mains, 4 operating regional water reclamation facilities, and 2 water filtration facilities (EMWD, 2021).

EMWD's Urban Water Management Plan (UWMP) is a tool that provides a summary of anticipated water supplies and demands for the next 20 years for the region that EMWD services including most of the City of Hemet, other cities, and unincorporated areas in Riverside County (Water Systems Consulting, Inc., 2021). EMWD has a diverse portfolio of local and imported water supplies to deliver treated water to its customers. Local supplies include recycled water, potable groundwater, and desalinated groundwater. Imported water supplies are received from the Metropolitan Water District of Southern California.

Water Infrastructure

Within the immediate vicinity of the Project site, an existing 27-inch domestic water line is located in Murrieta Road.

5.14.3.2 Wastewater

EMWD provides wastewater treatment and recycled water services throughout its service area, which includes the Project site. Sewage from the northern portion of the City of Menifee is conveyed to the Perris Valley Regional Water Reclamation Facility (RWRF), which has a treatment capacity of 22 million gallons

per day (gpd), with a typical daily flow of 15.5 million gpd (EMWD, 2021). Thus, the remaining daily capacity of the Perris Valley RWRP is approximately 6.5 million gpd.

Wastewater Infrastructure

An existing 8-inch diameter sewer line lies in Murrieta Road, adjacent to the Project site.

5.14.3.3 Stormwater

The Project site is currently vacant and undeveloped. As described in the Hydrology Report (included as Appendix I), minimal impervious surfaces exist on site. Topographically, the site is relatively flat, with elevations ranging from 1,421 to 1,442 feet. The site naturally drains to the northeast, and eventually flows off-site into the existing roadside drainage ditch along Murrieta Road. Runoff ultimately drains into an open channel north of the site and is discharged into the San Jacinto River.

Stormwater Infrastructure

The Riverside County Flood Control channel is currently located north of the Project site, to the north of Ethanac Road.

5.14.3.4 Dry Utilities

Electricity

Electricity is provided to the Project site by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons within its 50,000 square mile service area. Based on SCE's 2021 Power Content Label Mix, SCE derives electricity from varied energy resources including: natural gas, solar power generation, wind farms, nuclear power plants, hydroelectric generators, and geothermal power plants. SCE also purchases power from open market transactions, which do not have identifiable sources (California Energy Commission, 2024).

Electric Infrastructure

Existing overhead utility lines are located along Murrieta Road.

Natural Gas

The proposed Project is within the service area of Southern California Gas Company.

Natural Gas Infrastructure

Existing natural gas mainlines lie within Murrieta Road.

Telecommunications

Telecommunications would be provided to the proposed Project by a privately owned telecommunication company.

Telecommunications Infrastructure

Existing overhead utility lines are located along Murrieta Road.

5.14.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-1 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.
- UT-2 Not have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years.
- UT-3 Result in a determination by the wastewater treatment provider that would serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- UT-4 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.
- UT-5 Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

The Initial Study (Appendix A) established that the proposed Project would not result in potentially significant impacts related to Thresholds UT-2 through UT-5; therefore, no further assessment of these thresholds is required in this Draft EIR.

5.14.5 METHODOLOGY

The evaluation of utilities identifies if utility demand from the proposed Project would be accommodated via existing utility infrastructure available to the proposed Project. The evaluation identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.14.6 ENVIRONMENTAL IMPACTS

IMPACT UT-1: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER, WASTEWATER TREATMENT OR STORM WATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES, THE CONSTRUCTION OR RELOCATION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant Impact. The Project proposes to develop a new distribution warehouse facility with related site improvements on a 28.27-acre site. Existing utilities infrastructure for water, sewer, and dry utilities are within Murrieta Road. The proposed Project would construct new on-site water and sewer service lines to connect to the existing 27-inch water line and 8-inch sewer line. Electrical, gas, and telecommunication utilities would be extended to the site from existing facilities along Murrieta Road. The proposed Project would not require the construction of new public water, sewer, or dry utilities infrastructure to serve the Project site.

In addition to the sewage infrastructure, the proposed Project would not require the expansion of the Perris Valley RWRP to serve the Project site. Using the industrial wastewater generation rate (13.6 gallons per capita per day) from the City of Menifee General Plan EIR Table 5.17-2 and an estimated employee generation of 652 persons, the proposed Project would result in a wastewater generation of 8,867.2 gpd.

As previously described, the Perris Valley RWRF has a daily capacity of approximately 6.5 million gpd. Thus, wastewater generated by the proposed Project would account for 0.14 percent of the remaining daily capacity and would not require an expansion of the existing facility.

Regarding stormwater drainage, the proposed Project would construct an off-site biotreatment modular wetland system which would drain to a proposed 72-inch to 84-inch storm drain line to be constructed in Murrieta Road. Ultimately, runoff would be conveyed to the existing Riverside County Flood Control channel north of Ethanac Road. The construction activities related to the new off-site stormwater infrastructure that would be needed to serve the proposed warehouse facility are included as part of the proposed Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. In addition, construction activities related to on-site water, sewer, and dry utilities service connections have also been analyzed as a part of the proposed Project. For example, analysis of construction emissions for excavation and installation of the wastewater infrastructure is included in Sections 5.3, *Air Quality*, and 5.8, *Greenhouse Gas Emissions*, and noise related to construction activities is included in Section 5.12, *Noise* and greenhouse gas mitigation measures have been recommended, as necessary. Therefore, impacts would be less than significant.

5.14.7 CUMULATIVE IMPACTS

Water

Cumulative water supply impacts are considered on a water purveyor basis and are associated with the capacity of the infrastructure system and the adequacy of the water purveyor's infrastructure and primary sources of water that include groundwater, surface water, and purchased or imported water.

As described previously, the Project site is currently served by the EMWD's water utility and would connect to the existing 27-inch water main in Murrieta Road. The construction activities related to the new on-site water infrastructure that would be needed to serve the proposed Project are included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. Analysis of construction emissions for excavation and installation of the water infrastructure is included in Sections 5.3, *Air Quality* and 5.8, *Greenhouse Gas Emissions*. Since the Project proposes to connect to existing water infrastructure, it would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Thus, potential cumulative impacts from off-site water infrastructure expansions would not be generated by the proposed Project.

Wastewater

Cumulative wastewater infrastructure impacts are considered on a systemwide basis and are associated with the overall capacity of existing and planned infrastructure. The cumulative system evaluated includes the EMWD sewer system that serves the Project site which conveys wastewater to the Perris Valley Regional Water Reclamation Facility.

As described previously, the existing sewer system and wastewater treatment plant would have sufficient capacity to handle the flows resulting from implementation of the proposed Project. The continued regular assessment, maintenance, and upgrades of the sewer system by EMWD would reduce the potential of cumulative development projects to result in a cumulatively substantial increase in wastewater such that new or expanded facilities would be required. Thus, increases in wastewater in the sewer system would result in a less than significant cumulative impact.

Stormwater

The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Project area, from capture of runoff through final discharge points. The proposed Project includes installation of a storm drain system that would detain and treat runoff on-site. Runoff would ultimately be conveyed from the underground biotreatment system to a proposed storm drain main which discharges to the San Jacinto River. Unless a project is within a hydromodification exemption area, State and regional regulations require development projects to maintain pre-project hydrology, such that no net increase of offsite stormwater flows would occur. Santa Ana RWQCB permit conditions require a hydrology/drainage study to demonstrate that proposed storm drain systems are able to detain a minimum "Design Capture Volume," which is dependent on the specific characteristics of each site. As a result, increases of runoff from cumulative projects that could cumulatively combine to impact stormwater drainage capacity would be minimized, and cumulative impacts related to drainage infrastructure would be less than significant.

Dry Utilities

Cumulative dry utilities assessment considers development of the Project in combination with the other development projects within the vicinity of the Project area, as listed in Section 5.0 of this EIR. Cumulative impacts related to the provision of facilities for electricity and communications systems have been evaluated throughout this EIR, primarily associated with the emissions resulting from construction. In addition, existing dry utility lines are present along Murrieta Road. Therefore, cumulatively considerable impacts associated with the provision of utility facilities to serve the proposed Project would be less than significant.

5.1 4.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

None.

Plans, Programs, or Policies

None.

5.1 4.9 PROJECT DESIGN FEATURES

None.

5.1 4.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact UT-1 would be less than significant.

5.1 4.11 MITIGATION MEASURES

No mitigation measures are required.

5.1 4.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant, unavoidable, adverse impacts related to utilities and service system infrastructure would occur.

5.14.13 REFERENCES

- California Energy Commission. (2024). Retrieved from <https://www.energy.ca.gov/>
- City of Menifee. (2013). *City of Menifee General Plan 2030*. Adopted 2013. Retrieved February 21, 2024, from <https://www.cityofmenifee.us/221/General-Plan>
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- Water Systems Consulting, Inc. (2021, July). *Urban Water Management Plan*. Retrieved from Eastern Municipal Water District: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721

5.15 Wildfire

5.15.1 INTRODUCTION

This section addresses potential impacts to wildfire potential and wildfire hazards associated with implementation of the Project. The information and analysis in this section is based, in part, on the following documents and resources:

- *City of Menifee General Plan 2030*, adopted 2013
- *City of Menifee General Plan 2030 Environmental Impact Report*, certified December 2013
- City of Menifee Development Code

5.15.2 REGULATORY SETTING

5.15.2.1 Federal Regulations

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) requires utilities to adopt and maintain minimum clearance standards between vegetation and transmission voltage power lines. These clearances vary depending on voltage. In most cases, the minimum clearances required in state regulations are greater than the federal requirement. In California for example, the state has adopted General Order 95 rather than the North American Electric Reliability Corporation (NERC) Standards as the electric safety standard for the state.

National Fire Protection Association Codes, Standards, Practices, and Guides

National Fire Protection Association (NFPA) codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute (ANSI). This process brings together professionals representing varied viewpoints and interests to achieve consensus on fire and other safety issues. NFPA standards are recommended guidelines and nationally accepted good practices in fire protection but are not law or “codes” unless adopted as such or referenced as such by the California Fire Code or the Local Fire Agency.

Federal Wildland Fire Management Policy

The Federal Wildland Fire Management Policy was developed in 1995 and updated in 2001 by the National Wildfire Coordinating Group, a federal multi-agency group that establishes consistent and coordinated fire management policy across multiple federal jurisdictions. The Federal Wildland Fire Management Policy and its implementation are founded on the following guiding principles:

- Firefighter and public safety is the first priority in every fire management activity.
- The role of wildland fire as an essential ecological process and natural change agent will be incorporated into the planning process.
- Fire management plans, programs, and activities support land and resource management plans and their implementation.
- Sound risk management is a foundation for all fire management activities.
- Fire management programs and activities are economically viable, based upon values to be protected, costs, and land and resource management objectives.

- Fire management plans and activities are based upon the best available science.
- Fire management plans and activities incorporate public health and environmental quality considerations.
- Federal, State, tribal, local, interagency, and international coordination and cooperation are essential.
- Standardization of policies and procedures among federal agencies is an ongoing objective

National Fire Plan

The National Fire Plan was established in 2000 as a response to severe wildfires that had burned throughout the United States. The National Fire Plan focuses on reducing fire impacts on rural communities and assurance for sufficient firefighting capacity in the future. There are five key areas addressed under the National Fire Plan:

- Firefighting and Preparedness
- Rehabilitation and Restoration
- Hazardous Fuels Reduction
- Community Assistance
- Accountability

5.15.2.2 State Regulations

California Fire Code

The California Fire Code (CFC) is Chapter 9 of Title 24 of the California Code of Regulations (CCR). It was created by the California Building Standards Commission based on the International Fire Code created by the International Code Council. It is the primary means for setting and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazards classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years by the California Building Standards Commission.

CCR Title 14 Division 1.5

Title 14 of the CCR, Division 1.5, establishes the regulations for California Department of Forestry and Fire Protection (CAL FIRE) and is applicable in all State Responsibility Areas. State Responsibility Areas are areas where CAL FIRE is responsible for wildfire protection. Any development in a State Responsibility Area must comply with these regulations. Among other things, Title 14, Section 1270 et seq. establishes minimum standards for emergency access, fuel modification, setback to property lines, signage, and water supply.

State Responsibility Areas

Pursuant to Public Resources Code (PRC) Sections 4125-4128, the California Board of Forestry and Fire Protection classifies all lands in the state in order to determine which areas are under the financial responsibility of the state for preventing and suppressing wildfire. Lands under the financial responsibility of the state are classified as state responsibility areas (SRAs).

Fire Hazard Severity Zones

Fire Hazard Severity Zones (FHSZs) are geographical areas designated through California PRC Sections 4201 through 4204 and classified as Very High, High, or Moderate in SRAs or as Local Agency Very High FHSZs designated pursuant to California Government Code Sections 51175 through 51189.

5.15.2.3 Local and Regional Regulations

Riverside County Emergency Operations Plan

The County of Riverside Emergency Management Department is responsible for writing, reviewing, and updating the Emergency Operations Plan (EOP). This EOP applies to the County of Riverside. The EOP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents. The plan focuses on coordinating mutual aid and provides an overview of the operational concepts relating to various emergency situations, identifies components of the emergency response, and describes the overall responsibilities of the operational area for supporting stakeholders in protecting life and property. The current EOP, adopted by the County Board of Supervisors in 2019, specifies roles and responsibilities of County and local agencies in each of the four phases of emergency management: preparedness/planning, response, recovery, and mitigation.

Riverside County implements the EOP that serves as the foundation for response and recovery operations for the County of Riverside, as it establishes roles and responsibilities, assigns tasks, and specifies policies and general procedures. The plan includes critical elements of the Standardized Emergency Management System, the National Incident Management System, the Incident Command System, and the National Response Framework (County of Riverside, 2019).

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

Menifee is a participating jurisdiction within the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). The Riverside County LHMP provides the basis for the Governor's Office of Emergency Services to provide technical assistance and prioritize project funding and is a requirement of the Disaster Mitigation Act of 2000. The Act requires that local communities enact hazard reduction measures to minimize losses from disasters. The Riverside LHMP includes a risk assessment for wildfires, floods, earthquakes, nuclear incidents, civil unrest, and many other types of hazards (County of Riverside, 2023).

City of Menifee Emergency Operation Plan

Menifee's EOP addresses the City's planned response to emergencies associated with natural disasters and technological accidents. The EOP establishes emergency organization, assigns tasks, as well as specifies policies and general procedures during both response and recovery. The plan includes the critical elements of California's Standardized Emergency Management System (SEMS), the National Incident Management System (NIMS), as well as the Incident Command System (ICS), and the National Response Framework (NRF) (City of Menifee, 2021).

City of Menifee Local Hazard Mitigation Plan

The LHMP for the City of Menifee was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and follows FEMA's 2011 Local Hazard Mitigation Plan guidance. Further, the LHMP incorporates processes and mitigation actions to reduce or eliminate hazard risk where hazards are identified and profiled, including both short-term and long-term strategies, involving planning, policy changes, programs, projects, and other activities (City of Menifee, 2023).

City of Menifee General Plan

The City of Menifee General Plan contains the following policies related to wildfire that are applicable to the Project (City of Menifee, 2013):

Safety Element

Goal S-4 **A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wild/and structure fires.**

Policy S-4.1 Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire. Ensure all new development and/or redevelopment in the LRA and VHFHSZ will comply with the California Fire Code (CFC) and California Building Code (CBC). All new development within the LRA Very High Fire zone will comply with Chapter 49 of the California Fire Code and Chapter 7A of the California Building Code.

Policy S-4.2 Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City. The City will continue to coordinate with the Riverside County Fire Department, for Interagency coordination, to respond to emergency calls in Menifee and to provide training and ongoing programs for public education.

Policy S-4.3 Encourage owners of non-sprinklered high-occupancy structures to retrofit their buildings to include internal sprinklers.

Policy S-4.9 Ensure all new development and/or redevelopment within the SRA will comply with all provisions of Title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations) for SRAs and VHFHSZs.

Policy S-4.10 Ensure all new residential development as well as all new development and redevelopment within the LRA and VHFHSZ will comply with the most current version of the California Building Codes and California Fire Code.

Policy S-4.12 All new development located in the LRA VHFHSZ shall be required to provide a site-specific Fire Protection Plan (FPP) and a Fuel Modification Plan that address fuel modification or incorporate open space and other defensible space areas, as well as multiple points of ingress and egress before approval.

Policy S-4.13 All new development within the LRA VHFHSZ shall be responsible for long-term maintenance of fire reduction projects; including but not limited to, a roadside fuel reduction plan (including private/public road clearance), defensible space clearances (including fuel breaks) around structures, subdivisions, and other development in the VHFHSZ.

Policy S-4.17 The City should ensure that all new development has adequate water, sewer, and fire protection consistent with the most current California Building Code and California Fire Code and will comply with the Board of Forestry and Fire Protection Fire Safe Regulations.

City of Menifee Municipal Code

Chapter 8.20, Fire Code. Chapter 8.20 of the Menifee Municipal Code sets forth the application and adoption of the California fire code and provides building standards for access roads, building clearances and other fire-related requirements (City of Menifee, 2024).

5.15.3 ENVIRONMENTAL SETTING

Fire Agencies

Several fire agencies provide fire protection services within the Project area, including both wildland fire and structural fire response. The City of Menifee contracts for fire services with Cal Fire and Riverside County Fire (RCFD) providing a full range of fire protection services and would provide fire protection services to the Project site and local vicinity. The City of Menifee is served by four fire stations, two of which are within approximately five miles of the Project site.

Wildland Fire Hazards

According to the CAL Fire Hazard Severity Zone Map, the Project site is categorized as a State Responsibility Area (SRA) and is within a High Fire Hazard Severity Zone (CAL FIRE, 2024). As indicated in the General Plan Safety Element, the City of Menifee has areas of moderate-, high- and very high- fire hazard severity areas (City of Menifee, 2013). Areas south and southwest of the Project site are located with a State Responsibility Area (SRA) and are designated as Moderate to Very High FHSZ (CAL FIRE, 2024). However, surrounding areas to the north and to the east are not within a Fire Hazard Severity Zone.

Topography and Vegetation

The Project site is currently vacant and disturbed from previous agricultural activities and previous development. The site is vegetated by unplanned, non-native grasses as well as sparse shrubs. The approximately 28.27-acre Project site does not contain any existing structures or improvement on the site. The Project site is relatively flat throughout, with a slight slope in the southeasterly direction, and is in a flat area that is not adjacent to large slopes. The surrounding land includes rural residences to the north, vacant land to the east and west, and some newer residential neighborhoods situated to the south of the Project site. The Project site is bordered by Murrieta Road to the east and by Geary Street to the west which is a dirt road. Vacant land within the vicinity of the Project is also predominantly disturbed with non-native and native grasses and shrubs.

No significant slopes occur onsite or in the immediate vicinity. Elevations on the site range from 1,420 feet above mean sea level (AMSL) in the northeastern corner of the site to 1,440 feet AMSL in the southwestern corner of the site. The nearest slopes are located approximately 1 mile southwest of the Project site at the base of the Roy W. Kabian Memorial Park across Goetz Road.

Prevailing Winds

The predominant wind direction at the Project site area is south and west (NOAA, 2024). This suggests that a fire burning in the foothills southeast of the Project site would be unlikely to be blown across the site during normal prevailing wind conditions.

Large Fire History

According to CAL FIRE, relatively few wildfires have occurred within the region surrounding the Project site over the past five years:

In June 2023, the Garbani Fire Incident burned approximately 43 acres near Garbani Road and Evans Road approximately 16 miles south of the Project site within the City of Menifee. Involved agencies included Riverside County Fire Department. No damages or injuries were reported.

In June 2019, the Nuevo Fire Incident burned approximately 20 acres at the intersection of Nuevo Road and Menifee Road, northeast of the City of Menifee. This fire occurred approximately 5.5 miles northeast of the Project site. Involved agencies included CAL FIRE and the Riverside County Fire Department. No damages or injuries were reported.

5.15.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to, if located in or near State responsibility areas or lands classified as very high fire hazard severity zones:

- WF-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.
- WF-2 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.
- WF-3 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.
- WF-4 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.

The Initial Study (Appendix A) established that the proposed Project would not result in potentially significant impacts related to Threshold WF-1; therefore, no further assessment of this threshold is required in this Draft EIR.

5.15.5 METHODOLOGY

Impact analysis contained within this section is based on review of CAL FIRE wildfire hazard mapping and recent wildfire history within and adjacent to the City of Menifee. In addition, state and local fire hazard regulations were evaluated to identify applicable design requirements for the proposed Project in order to minimize wildfire risk. A review of local fire agencies' resources and responsibilities related to wildfires in proximity to the Project site was also conducted.

5.15.6 ENVIRONMENTAL IMPACTS

IMPACT WF-2: THE PROJECT WOULD NOT, 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.

Less than Significant.

As described above, the Project site is located in an SRA and is within a High Fire Hazard Severity Zone (FHSZ) (CAL FIRE, 2024). Additionally, areas south and southwest of the Project site are located within an SRA and are designated as Moderate to Very High FHSZ (CAL FIRE, 2024). However, surrounding areas to the north and to the east are not within a Fire Hazard Severity Zone. No significant slopes occur onsite or in the immediate vicinity. Elevations on the site range from 1,420 feet AMSL in the northeastern corner of the site to 1,440 feet AMSL in the southwestern corner of the site. The nearest slopes are located approximately 1 mile southeast of the Project site at the base of the Roy W. Kabian Memorial Park across Goetz Road. The predominant wind direction at the Project site area is south and west (NOAA, 2024). This suggests that

a fire burning in the foothills of the Roy W. Kabian Memorial Park southeast of the Project site would be unlikely to be blown across the site during normal prevailing wind conditions. Therefore, the Project site and adjacent areas are sparsely vegetated, flat, and do not contain other major factors that could exacerbate wildfire risks.

The Project would also be required to comply with the 2022 California Fire Code, 2022 California Building Code, and City of Menifee Municipal Code Chapter 8.20, Fire Code. The City of Menifee Fire Code provides building standards for access roads, building clearances and other fire-related requirements such as fire apparatus, construction materials and methods, and automatic sprinkler systems (City of Menifee, 2024). The proposed Project would include a speculative high-cube industrial warehouse, which would be required to be fully sprinklered throughout and would not exacerbate the fire risk to the environment. Compliance with these requirements would be verified by the City prior to issuance of building permits for the Project consistent with GP Policy S-4.9 and Policy S-4.1. Overall, after further analysis into the existing wind conditions in the vicinity of the Project site, previous fire history, as well as the slope and vegetation conditions, it was determined that the Project would not be susceptible to wildland flames. Therefore, the Project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors. Impacts would be less than significant.

IMPACT WF-3: THE PROJECT WOULD NOT 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.

Less than Significant.

As described above, the Project site is located in an SRA and is within a High Fire Hazard Severity Zone (FHSZ) (CAL FIRE, 2024). Additionally, areas south and southwest of the Project site are located within an SRA and are designated as Moderate to Very High FHSZ (CAL FIRE, 2024). However, surrounding areas to the north and to the east are not within a Fire Hazard Severity Zone. The proposed Project would include a speculative high-cube industrial warehouse, which would be required to comply with the California Building Code, California Fire Code, and City of Menifee Municipal code, as ensured prior to required issuance of building permits. The proposed building would also be required to be fully sprinklered throughout and would not exacerbate the fire risk to the environment. Additionally, the design of the proposed Project, including the internal private roadway, ingress, egress, and other streetscape changes are subject to the City's development standards.

Furthermore, the proposed Project would include improving the existing dirt road portion of Geary Street along the entire Project frontage and north to Ethanac Road. Geary Street would be improved to full width along the Project frontage and would include curb and gutter. The offsite improvement of Geary Street north of the Project site would include paving at a width of 36-feet and would not include construction of sidewalks or curbs. Proposed improvements to Geary Street would provide access to and from Ethanac Road north of the Project site. The proposed Project would also install a 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. However, the construction activities related to the new off-site stormwater infrastructure that would be needed to serve the proposed warehouse facility is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. These improvements would be temporary in nature and the construction of which would require compliance with applicable regulations and standards as identified above. Therefore, the installation of associated infrastructure would not exacerbate fire risk or cause impacts to the environment. Impacts would be less than significant.

IMPACT WF-4: THE PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES TO SIGNIFICANT RISKS, INCLUDING DOWNSLOPE OR DOWNSTREAM FLOODING OR LANDSLIDES, AS A RESULT OF RUNOFF, POST-FIRE SLOPE INSTABILITY, OR DRAINAGE CHANGES.

Less than Significant.

As described above, the Project site is located in an SRA and is within a High FHSZ (CAL FIRE, 2024). Additionally, areas south and southwest of the Project site are located within an SRA and are designated as Moderate to Very High FHSZ (CAL FIRE, 2024). However, surrounding areas to the north and to the east are not within a Fire Hazard Severity Zone. No significant slopes occur onsite or in the immediate vicinity. Elevations on the site range from 1,420 feet AMSL in the northeastern corner of the site to 1,440 feet AMSL in the southwestern corner of the site. The nearest slopes are located approximately 1 mile southeast of the Project site at the base of the Roy W. Kabian Memorial Park across Goetz Road. The proposed Project would not result in the creation of new slopes on or off-site as elevations onsite would range between 1,429 feet and 1,434 feet AMSL. Therefore, the potential for landslides as a result of post-fire slope instability are limited.

Stormwater from the Project site currently flows northeasterly from the southwestern corner of the Project site and eventually flows off site into the existing roadside drainage ditch along Murrieta Road. As further discussed in Section 5.8, *Hydrology and Water Quality*, the hydrologic features of the proposed Project have been designed to slow, filter, and retain stormwater and would not result in increased impacts related to flooding or drainage changes compared to the existing condition. The proposed underground storage chamber would retain stormwater while the two proposed biotreatment modular wetland systems would treat stormwater, reducing the potential for flooding onsite from runoff from wildfire-affected areas. Following treatment, on-site runoff would be discharged into the proposed storm main Line A-12 in Murrieta Road. Off-site flows would be conveyed into the proposed curb and gutter systems along the roadways surrounding the site and would combine with the on-site flows to be discharged to the same proposed storm main Line A-12 in Murrieta Road. As such, should a wildfire occur within the vicinity of the Project site, the drainage facilities onsite would capture and slow post-fire runoff, minimizing the potential for flooding downstream. Therefore, the Project would not expose people or structures to significant risks associated with wildfire, and impacts would be less than significant.

5.15.7 CUMULATIVE IMPACTS

This cumulative impact analysis for wildfire considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site as well as the projects identified in Table 5-1, *Cumulative Project List*, in Section 5.0, *Environmental Impact Analysis*. None of the projects identified in Table 5-1 are proposed adjacent to the Project site. However, there are multiple cumulative projects within the City of Menifee, in the general vicinity of the project. As with the proposed Project, any cumulative project that is proposed to be constructed adjacent to or within a FHSZ, either in a local responsibility area or SRA, would be required to adhere to the requirements set forth in the California Fire Code, California Building Code, and Menifee Municipal Code. Cumulative projects would be required to include fire sprinklers and fire alarms as required by existing regulation, which would be verified through the City's permitting process. Compliance with state and local standards would minimize wildfire risk at each cumulative project location. Because the Project and cumulative projects would be permitted in compliance with fire related regulations, cumulative impacts would be less than significant.

5.15.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Building Code
- California Fire Code
- City of Menifee Municipal Code Chapter 8.20

Plans, Programs, or Policies

None.

5.15.9 PROJECT DESIGN FEATURES

None.

5.15.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts WF-2 through WF-4 would be less than significant.

5.15.11 MITIGATION MEASURES

None.

5.15.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts WF-2 through WF-4 would be less than significant.

5.15.13 REFERENCES

CAL FIRE. (2024). Fire Hazard Severity Zone Viewer. Retrieved from <https://egis.fire.ca.gov/FHSZ/>

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6. Other CEQA Considerations

6.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

State CEQA Guidelines Section 15126.2(c) requires an EIR to describe “any significant impacts, including those which can be mitigated but not reduced to a level of insignificance.” As described in detail in Section 5.0 of this Draft EIR, implementation of the Project would result in environmental impacts that cannot be reduced to a level below significance after implementation of Project design features; regulatory requirements; plans, programs, policies; and feasible mitigation measures. The significant impacts that cannot be mitigated to a level below significance are summarized below.

6.1.1 Greenhouse Gas Emissions

Impact GHG-1, Greenhouse Gas Emissions (Project-level and Cumulative). Construction and operation of the Project would generate a net total of approximately 4,805.13 MTCO_{2e} per year, thereby exceeding the screening threshold of 3,000 MTCO_{2e} per year. The proposed Project would implement Mitigation Measures GHG-1 through GHG-8 in order to minimize impacts to the greatest extent feasible. With implementation of MMs GHG-1 through GHG-8, construction and operation of the Project would generate a total of 4,796.13 MTCO_{2e}/yr. Therefore, there are no feasible Project measures that would reduce substantially vehicular emissions, and more than 86 percent of all GHG emissions (by weight) would be generated by Project mobile sources (vehicle trips). Neither the Project Applicant nor the Lead Agency (City of Menifee) can substantively or materially affect reductions in Project mobile-source emissions beyond regulatory requirements imposed by the federal or State governments or the SCAQMD. Therefore, though the Project would implement mitigation measures to mitigate its GHG emissions to the maximum extent feasible, impacts related to GHG emissions would be significant and unavoidable on a project-level and cumulative basis.

Impact GHG-2, Conflict with Plan, Policy, or Regulation for Reducing Greenhouse Gas Emissions (Project-level and Cumulative). Despite the implementation of Mitigation Measure GHG-1 through GHG-8, the proposed Project would have a significant and unavoidable impact from GHG emissions exceeding SCAQMD thresholds. As such, the proposed Project would result in a conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs as it would exceed GHG significance thresholds, and impacts would be significant and unavoidable.

6.1.2 Noise

Impact NOI-1, Off-Site Traffic Noise (Project-level and Cumulative). The Opening Year with Project Scenario 1 conditions would range from 65.9 to 80.4 dBA CNEL. The Opening Year with Project Scenario 2 conditions would range from 64.1 to 80.4 dBA CNEL. The Opening Year Project Scenario 1 off-site traffic noise level increases would range from 0.0 to 17.2 dBA CNEL. The Opening Year Project Scenario 2 off-site traffic noise level increases would range from 0.0 to 15.4 dBA CNEL. Based on the significance criteria for off-site traffic noise, land uses adjacent to the study area roadway segments would experience potentially significant level impacts for Opening Year with Project Scenario 1 at two road segments: Geary Street south of Ethanac Road and Murrieta Road south of Ethanac Road due to Project-related traffic noise levels. Additionally, land uses adjacent to the study area roadway segments would experience potentially significant level impacts for Opening Year with Project Scenario 2 at two road segments: Geary Street south of Ethanac Road and Murrieta Road south of Ethanac Road due to Project-related traffic noise levels. As further described in Section 5.10, *Noise*, due to the nature of traffic noise from trucks, no feasible mitigation exists to reduce impacts to a less than significant level. Therefore, noise level increases associated with off-

site traffic in relation to the Project would be significant and unavoidable on a project-level and cumulative basis.

6.2 GROWTH INDUCEMENT

State CEQA Guidelines Section 15126.2(e), Growth Inducing Impact of the Proposed Project, requires that an EIR “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. In general terms, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

1. Directly or indirectly foster economic or population growth, or the construction of additional housing, in the surrounding environment;
2. Remove obstacles to population growth;
3. Require the construction of new or expanded facilities that could cause significant environmental effects; or
4. Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

1. Does the Project directly or indirectly foster economic or population growth or the construction of additional housing?

Growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in master plans, land use plans, or in projections made by regional planning agencies, such as SCAG. The Project would contribute to the economic and population growth in the City of Menifee and the surrounding areas and would require the need for approximately 652 employees, according to employment generation rates from the Southern California Association of Government’s (SCAG) which estimate operation of industrial warehouse uses require one employee for every 819 SF of building space. According to regional population projections included in SCAG’s 2020 RTP/SCS, the City of Menifee is projected to increase its employment in the City by 112 percent between 2016 and 2045 (from 13,800 jobs in 2016 to 29,200 jobs in 2045). The Project site has a General Plan land use designation of Economic Development Corridor (EDC) and is zoned Economic Development Corridor – Northern Gateway (EDC-NG). The proposed Project is consistent with the site’s existing land use and zoning designations. Thus, while the Project would contribute to employment growth through the proposed development within the Project site, the projected increases in employment from the Project are within SCAG’s 2020 RTP/SCS increases. Therefore, the growth would not be unexpected or constitute substantial unplanned growth. Additionally, SCAG regional growth forecasts are based upon, among other things, land uses designated in land use plans. As such, 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 Project would develop a new industrial warehouse on a vacant, previously developed site that would be consistent with the General Plan approved in 2013 and is therefore consistent with SCAG’s growth projections.

The proposed Project may cause an indirect economic growth as it would generate revenue to the City through taxes generated by the development. Additionally, employees (short-term construction and long-term operational employees) from the Project site would purchase goods and services in the region, but any secondary increase in employment growth associated with meeting these incremental demands would be marginal, as these goods and services could be accommodated by existing providers. The Project is highly unlikely to result in any new or additional physical impacts to the environment based on the amount of existing and planned future commercial and retail services, which can serve Project employees, available in areas near the Project site.

In addition, the proposed Project would create jobs that a majority of could likely be filled by residents of Menifee, Perris, and the surrounding Riverside County areas. Employees would live in housing either already built or are planned for development in Menifee, Perris, and the surrounding Riverside County areas and the surrounding areas. Because it is anticipated that most of the future employees from implementation of the Project would already be living in the Inland Empire area, the Project's introduction of employment opportunities would not induce substantial growth in the area and cause the need for additional housing.

The Project would implement economic activity that would result in an improvement in the jobs-household ratio by providing employment within the largely residential area of Menifee, which is a benefit of the Project. The employees that would fill these roles are also 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). Most of the new jobs that would be created by the Project would be positions that do not require a specialized workforce. 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 induce an unanticipated influx of new labor into the region or the need for additional 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 (California Department of Finance, 2022). Thus, the Project would not result in the influx of new labor to serve the increased economic activities that would result from implementation of the Project.

2. Does the Project remove obstacles to population growth?

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The Project would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

As described in Section 3.0, *Project Description*, the Project would include approximately 4.5 acres (approximately 1.5 linear miles) of construction improvements in the form of roadway and utility improvements. The Project proposes improving the existing roadways on Geary Street and Murrieta Road to accommodate safe passage and turning movements of the vehicles that would access the site. Additionally, the Project would develop a private driveway along the southern boundary of the site. The Project does not propose roadway extensions or improvements into new undeveloped areas that would allow for additional growth and development. The Project also proposes installation of new potable water lines, irrigation lines, and sewer lines on the site that would connect to surrounding, existing infrastructure in in order to accommodate the demands of the Project. Additionally, the Project proposes installation of offsite stormwater drainage facilities in the form of a stormwater main and line on Murrieta Road extending to Ethanac Road as well as a modular wetland northeast of the Project site. The proposed infrastructure improvements have been designed to serve only the demands of the Project. Therefore, the Project would not expand stormwater drainage services, as well as other offsite improvements, into unplanned areas and would not result in significant growth inducing impacts.

3. Does the proposed Project require the construction of new or expanded facilities that could cause significant environmental effects?

Growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services that requires the construction of new public service facilities, or if it can be demonstrated that the potential growth significantly affects the environment in some other way. The proposed Project would slightly increase the demand for fire protection and emergency response and police protection. However, as described in Section 5.11, *Public Services*, the proposed Project would not require development of additional facilities or expansion of existing facilities to maintain existing levels

of service for public services. Based on service ratios and build out projections, the proposed Project would not create a demand for services beyond the capacity of existing facilities. Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the proposed Project would not occur. The proposed Project would not have significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

4. Does the Project encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively?

Similar to the surrounding cities and unincorporated areas, the City of Menifee is in the process of transitioning from its historical use of low-density residential and agricultural uses to more dense industrial uses and other urbanized uses as planned in the City of Menifee General Plan and through the construction of multiple industrial and commercial developments, residential developments and other types of development. Development of the Project site may place further development pressure on areas within the vicinity of the Project site which are currently undeveloped. However, the site has been long planned for urban uses by the General Plan. Also, areas directly south of the Project site are within Southern California Edison utility corridor followed by McLaughlin Road and residential land uses. Areas to the west are currently undeveloped. Areas to the east are predominantly undeveloped with one industrial land use. Areas to the north of the site are utilized for residential land uses. Areas surrounding the Project site that are not publicly owned (except for the public utility corridor), are planned for growth by the City of Menifee General Plan and are designated as EDC-NG. Further, the proposed infrastructure is only sized to serve the Project and would not have capacity to serve additional development projects in the area. The Project would not individually or cumulatively encourage or facilitate substantial growth.

Based on the foregoing analysis, the Project would not directly or indirectly result in substantial, adverse growth-inducing impacts.

6.3 SIGNIFICANT IRREVERSIBLE EFFECTS

State CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.... Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” (CEQA Guidelines Section 15126.2(d)). “Nonrenewable resource” refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources is not justified (e.g., the project involves the wasteful use of energy).

The Project would result in or contribute to the following irreversible environmental changes:

- Lands in the Project site would be committed to warehousing and industrial uses once the proposed buildings are constructed. Secondary effects associated with this irreversible commitment of land resources include:
 - Changes in views associated with construction of the new buildings and associated development (Appendix A, IS/NOP Section 5.1)
 - Increased traffic on area roadways (see Section 5.12, *Transportation*).
 - Emissions of air pollutants and greenhouse gas emissions associated with Project construction and operation (see Section 5.2, *Air Quality*, and Section 5.6, *Greenhouse Gas Emissions*).
 - Consumption of non-renewable energy associated with construction and operation of the proposed Project due to the use of automobiles, trucks, lighting, heating, and cooling systems, appliances, etc. (see Section 5.5, *Energy*).
 - Increased ambient noise associated with an increase in activities and traffic from the Project (see Section 5.10, *Noise*).
- Construction of the proposed Project as described in Section 3.0, *Project Description*, would require the use of energy produced from non-renewable resources and construction materials.

In regard to energy usage from the proposed Project, as demonstrated in the analyses contained in Section 5.5, *Energy*, the proposed Project would not involve wasteful or unjustifiable use of non-renewable resources, and conservation efforts would be enforced during construction and operation of proposed development. The proposed development would incorporate energy-generating and conserving Project design features, including those required by the California Building Code, California Energy Code Title 24, which specify green building standards for new developments. In addition, as listed in Section 5.6, *Greenhouse Gas Emissions*, the proposed Project would include sustainability features via Mitigation Measures GHG-1 through GHG-8 that would result in additional energy-efficiency. Project specific information related to energy consumption is provided in Section 5.5, *Energy*, of this Draft EIR

6.4 REFERENCES

- California Department of Finance. (May 2022). *E-5 Population and Housing Estimates for Cities Counties, and the State, 2020-2022*. Retrieved from: <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>
- City of Menifee. (December 2013). *General Plan Final Environmental Impact Report*. Retrieved from: <https://www.cityofmenifee.us/DocumentCenter/View/10782/Resolution-No-13-347-Certifying-FEIR-for-General-Plan-Adoption>
- City of Menifee. (December 2013). *General Plan Safety Element*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/14707/FINAL_Safety-Element-11222_complete
- City of Menifee. (December 2013). *General Plan Land Use Element*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/14701/FINAL_Land-Use-Element_11322
- Southern California Association of Governments (SCAG). (2023). *Connect SoCal Demographics and Growth Forecast*. Retrieved January 16, 2023, from: <https://scag.ca.gov/data-tools-local-profiles>
- U.S. Bureau of Labor Statistics. (2023). *BLS Data Finder 1.1*. Retrieved from: <https://beta.bls.gov/dataQuery/search>

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7. Effects Found Not Significant

CEQA Guidelines Section 15126.2(a) states that “[a]n EIR shall identify and focus on the significant effects on the environment.” During the preparation of this EIR, the Project was determined to have no potential to result in significant impacts to thresholds under 16 environmental issue areas as described below. Therefore, these thresholds areas were not required to be analyzed in detail in Section 5.0, *Environmental Impact Analysis*, of this Draft EIR.

CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. As allowed by CEQA Guidelines Section 15128, statements related to the above listed topic areas are presented below.

7.1 AESTHETICS

Scenic Vista

The Project would comply with setback standards as required by Section 9.140.040 of the City Municipal Code and would not encroach upon views of the neighboring mountains and foothills from pedestrians and motorists along public vantage points therefore impacts would be less than significant.

Scenic Highway

According to the California Department of Transportation (Caltrans) Scenic Highway Map, there is no officially designated State scenic highways adjacent to the Project site (California Department of Transportation, 2018). The closest Eligible State Scenic Highway, which is a portion of State Route 74 (SR-74) is located approximately 1.4 miles northeast of the Project site, which the site is not visible from. Therefore, the Project would not impact scenic resource within a state scenic highway.

Conflict with Regulations Governing Scenic Quality

The Project site and its surrounding vicinity have a land use designation of Economic Development Corridor. This designation is intended to accommodate most of the City’s new industrial development, in order to preserve other rural areas considered integral to the community character. Further, the zoning designation for the Project site and vicinity is Economic Development Corridor – Northern Gateway (EDC – NC). Although the existing area is vacant and undeveloped, the Project is consistent with the EDC – NG zoning development standards. Therefore, the Project would not conflict with applicable zoning regulations and impacts would be less than significant.

Light and Glare

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, impacts related to light and glare would be less than significant.

7.2 AGRICULTURE AND FOREST RESOURCES

Williamson Act Contract

The Project site is not intended for agricultural use and was planned for business park development with more traditional industrial uses (less office). The Project site is not currently under a Williamson Act contract. Therefore, the Project would not impact existing zoning for agricultural use or a Williamson Act contract.

Existing Zoning

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.

Forest Land/Timberland

The Project site is not zoned for and does not qualify as forest land, timberland, or Timberland Production Zone (TPZ). Further, the Project site is located in an urbanized area of the City 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 zoning of forest land or timberland or in the loss or conversion of forest land to non-forest use.

7.3 AIR QUALITY

Other Emissions/Odors Effects

The proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people.

Odors during construction resulting from emissions from construction equipment, architectural coatings, and paving activities 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 and would dissipate by the time such emissions reach any residences well below any level of odor concern. Short-term construction-related odors would also 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.

7.4 BIOLOGICAL RESOURCES

Wetlands

There are no wetlands or riparian areas on or adjacent to the Project site. Therefore, the Project would not impact state or federally protected wetlands.

Conflict with Biological Resource Policies

There are no trees located on the Project site therefore the Project would not conflict with City of Menifee Municipal Code Chapter 9.200 which regulates tree protection with the purpose of maintaining a healthy urban forest in the city including the protection of trees during development and redevelopment of properties in the City. As such, implementation of the Project would not impact protected trees and the Project would not conflict with local policies or ordinances protecting biological resources.

7.5 CULTURAL RESOURCES

Historical Resources

The Project site had been previously developed with modular residential structures in the southeast portion of the site. However, 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.

Human Remains

The Project site does not contain a cemetery; however, the Menifee Valley Cemetery is 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.

7.6 GEOLOGY AND SOILS

Fault Rupture

According to the Menifee General Plan Figure 5.6-2, *Fault Map*, there are no active or potentially active faults known on the site or in the City of Menifee (City of Menifee, 2013). 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 known fault lines would not occur.

Ground Shaking

Due to the Project's location within a seismically active region of Southern California, moderate to strong ground shaking can be expected at the Project site. However, as described above, there are no active or potentially active faults known on the site or in the City of Menifee. In addition, 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) which provides provisions for earthquake safety based on factors including building occupancy type, the types of soils onsite, and the probable strength of ground motion.

The proposed Project would also be developed in compliance with the Menifee Municipal Code, the recommendations of the Geotechnical Investigation (included in Appendix A of this EIR), 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.

Liquefaction

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, as concluded by the Geotechnical Investigation prepared for the Project site (included in Appendix A of this EIR), the subsurface conditions encountered at the boring locations are not considered to be conducive to liquefaction (Southern California Geotechnical, 2021). 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, liquefaction is not considered to be a design concern for this Project. 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.

Landslides

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 Project would not expose people or structures to substantial adverse effects involving landslides, and impacts related to landslides would not occur.

Soil Erosion

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. However, 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) which would reduce the potential for soil erosion. The SWPPP would identify potential sources of erosion and sedimentation to prevent loss of topsoil during construction, and to identify erosion control BMPs to reduce or eliminate the erosion and loss of topsoil, such as use of silt fencing, fiber rolls, or gravel bags; stabilized construction entrances/exits; hydroseeding, and similar measures. 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.

Furthermore, the Project would be required to prepare and implement a Water Quality Management Plan (WQMP) per City standards, which would ensure that RWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion. With implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant.

Result in on- or Offsite Landslide, Lateral Spreading, Subsidence, Liquefaction or Collapse

As described above, 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.

As described above, 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 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 (Southern California Geotechnical, 2021). In addition, the 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.

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 (Southern California Geotechnical, 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 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 (Southern California Geotechnical, 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.

Expansive Soils

The Geotechnical Investigation 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 (Southern California Geotechnical, 2021). Based on the field investigation and laboratory testing conducted for the Geotechnical Investigation, it was determined that onsite soils possess a low to medium expansion potential (Southern California Geotechnical, 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.

Alternative Waste Disposal Systems

The proposed Project would develop new sewer infrastructure that would connect to 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.

Paleontological Resources

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. As such, a site-specific Paleontological Resources Assessment, included in Appendix A, was prepared for the proposed Project. The Paleontological Resource Assessment included a locality records search, literature review, and a field pedestrian survey. The records search determined that there are no known fossil localities 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 (BFS Environmental Services, 2023). 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, 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.

MM 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.

7.7 HAZARDS AND HAZARDOUS MATERIALS

Routine Transport, Use, or Disposal of Hazardous Materials

Construction: Construction activities for the proposed Project would involve routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and calking. 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 an 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.

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 Riverside 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.

Release of Hazardous Materials into the Environment

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 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.

A Phase I Environmental Assessment (Phase I ESA) was prepared for the Project site which determined that the Project site had been previously used for agricultural uses as what appears to be dry farming from 1938 to 2002 (Hillman Consulting, 2021). However, dry farming is not considered to be of concern. Additionally, in 1985, small residential structures were constructed on a portion of the land but have since been demolished.

The Phase I ESA identified one Recognized Environmental Condition (REC) and one de minimis condition related to the Project Site consisting of the following (Hillman Consulting, 2021):

- **Soil Stockpiles.** Several stockpiles of soil were observed on the vacant southwest portion of the site. A tenant indicated that the soil is off-site. As recommended by the Phase I ESA, a Limited Phase II Subsurface Investigation Report was prepared in September 2021. 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 (Hillman Consulting, 2021). 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.

Operation: As described previously, Project operations would include use of limited hazardous materials, such as solvents, cleaning agents, paints, 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 and impacts would be less than significant.

Hazardous Substances Within One-Quarter Mile of a School

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 Childcare located at 26704 Murrieta Road, Menifee, CA 92585, approximately 0.3 miles southeast of the Project site.

As discussed previously, use of the hazardous materials would be regulated by the Riverside County Department of Environmental Health Hazardous Materials Branch and construction-related emissions would be regulated by SCAQMD Rules 401 and 403. In addition, during operation, 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 of the proposed Project would not pose a significant hazard at nearby schools, and operational impacts would be less than significant.

Hazardous Materials Sites

The Project site is not identified on a list of hazardous materials sites. In addition, the Phase I ESA determined none of the nearby listings constituted a REC for the Project site (Hillman Consulting, 2021). 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.

Airport Hazards

The proposed Project is located approximately 1.43 miles southeast of the Perris Valley Airport. The proposed Project is within influence area Zone E, governed by the Riverside County Airport Land Use Commission (ALUC). The proposed Project is also located within Zone E of the March Air Reserve Base, located over 10 miles northwest of the Project site. However, the proposed Project is not located in any existing noise contours for either the Perris Valley Airport or March Air Reserve Base and 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 such, 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.

Emergency Response Plan

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 includes 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 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 go through the City's permitting process to implement appropriate measures to facilitate vehicle circulation. As such, the City 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.

However, 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.

7.8 HYDROLOGY AND WATER QUALITY

Groundwater Supplies/Groundwater Recharge

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 describes that recycled water is intended to be used for the needs of the industrial sector, as much as possible (Water Systems Consulting, Inc., 2021). 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. 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.

Flood Flows

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 (Federal Emergency Management Agency, 2014). 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. 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.

Flood Hazard, Tsunami, or Seiche Zones

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.

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, or impacts related to risk release of pollutants due to a tsunami.

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.

7.9 LAND USE AND PLANNING

Physically Divide Established Community

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.

7.10 MINERAL RESOURCES

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. Further, the Project site is not within a mineral resource zone as defined by the City of Menifee General Plan EIR (The Planning Center | DC & E, 2013). Therefore, impacts related to known mineral resources would not occur from implementation of the proposed Project.

7.11 POPULATION AND HOUSING

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 warehouse facility is consistent with the existing Economic Development Corridor (EDC) land use designation for the Project site and is therefore consistent with the Southern California Association of Government's (SCAG) regional growth forecasts. According to SCAG, the generation rate for employees required for operation of industrial warehouse uses is 1 employee for every 819 SF of building space (Southern California Association of Governments, 2020). 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. Department 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 (Department of Finance, 2022). Thus, impacts related to unplanned population growth from the proposed Project would be less than significant.

As mentioned previously the Project site is currently vacant and does not contain any housing. Thus, the proposed Project would not result in displacement of a substantial number of people or housing units that would require construction of replacement housing.

7.12 PUBLIC SERVICES

School Services

The Project's 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. 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 to school services would less than significant.

Parks

The Project's industrial uses 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, 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, impacts to public parks within the city would be less than significant.

Other Facilities

The proposed Project involves the development of a warehouse and would not provide new housing opportunities to the area or result in a direct substantial 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.

7.13 RECREATION

Implementation of the Project with industrial uses would not directly increase housing or population and therefore would not result in a direct 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.

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.

7.14 TRANSPORTATION

Inadequate Emergency Access

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.

7.15 UTILITIES AND SERVICE SYSTEMS

Water Supplies

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. Projected demands are based on planned development and land use of the service area. The UWMP concluded that under dry and multiple dry year scenarios, stored groundwater and imported water from Metropolitan, the District would be able to meet increased demands (Water Systems Consulting, Inc., 2021).

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.

Wastewater Treatment

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) (The Planning Center | DC & E, 2013). 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 RWRP and impacts would be less than significant.

Solid Waste Infrastructure Capacity

The proposed Project would produce solid waste 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. 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, construction of the Project would generate approximately 1,037 tons of waste (Environmental Protection Agency, 1998). 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.

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 (The Planning Center | DC & E, 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.

Solid Waste Statutes and Regulations

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 statutes 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.

7.16 WILDFIRE

Emergency Response/Evacuation Plan

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) (CAL FIRE, 2022). As previously stated, 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.

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8. Alternatives

8.1 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is to identify alternatives to the project."

Pursuant to CEQA Guidelines Section 15126.6(a), an EIR must describe a reasonable range of alternatives to the proposed project or to the project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed project's objectives. CEQA Guidelines Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, CEQA Guidelines Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative".

Pursuant to CEQA Guidelines Section 15126.6(d), discussion of each alternative presented in this EIR Section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (CEQA Guidelines Section 15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (CEQA Guidelines Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Project;
- The extent to which the alternative could accomplish the objectives of the proposed Project;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Project and potential alternatives to it; and
- The requirement of the CEQA Guidelines to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (CEQA Guidelines Section 15126.6(e)).

Neither the CEQA statute, the CEQA Guidelines, nor recent court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, "the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice" (CEQA Guidelines 15126(f)).

8.2 SIGNIFICANT ENVIRONMENTAL EFFECTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the Project being evaluated. This analysis evaluates both the potential to avoid or reduce a significant and unavoidable impact, and to avoid the need for mitigation to obtain less than significance levels.

The analysis in Chapter 5 of this Draft EIR determined that significant and unavoidable Project-specific and cumulative greenhouse gas emissions and noise impacts would occur, and that potentially significant impacts of the Project related to biological resources, cultural resources, and tribal cultural resources can be mitigated to a less than significant level.

8.2.1 Significant and Unavoidable Impact

Impact GHG-1, Generation of Greenhouse Gas Emissions (Project-level and Cumulative). Construction and operation of the Project would generate a net total of approximately 4,805.13 MTCO₂e/yr, thereby exceeding the screening threshold of 3,000 MTCO₂e/yr. The proposed Project would implement Mitigation Measures GHG-1 through GHG-8 in order to minimize impacts to the greatest extent feasible. With implementation of MMs GHG-1 through GHG-8, construction and operation of the Project would generate a total of 4,796.13 MTCO₂e/yr. Therefore, there are no feasible Project measures that would reduce substantially vehicular emissions, and more than 86 percent of all GHG emissions (by weight) would be generated by Project mobile sources (vehicle trips). Neither the Project Applicant nor the Lead Agency (City of Menifee) can substantively or materially affect reductions in Project mobile-source emissions beyond regulatory requirements imposed by the federal or State governments or the SCAQMD. Therefore, though the Project would implement mitigation measures to mitigate its GHG emissions to the maximum extent feasible, impacts related to GHG emissions would be significant and unavoidable on a project-level and cumulative basis.

Impact GHG-2, Conflict with an Applicable Plan, Policy, or Regulation. The proposed Project would have a significant and unavoidable impact from GHG emissions exceeding South Coast Air Quality Management District (SCAQMD) thresholds. As such, the proposed Project would result in a conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs as it would exceed GHG significance thresholds, and impacts would be significant and unavoidable.

Impact NOI-1, Off-Site Traffic Noise (Project-level and Cumulative). Opening year cumulative traffic noise levels would range from Scenario 1 conditions would range from 65.9 to 80.4 dBA CNEL and Opening Year with Project Scenario 2 conditions would range from 64.1 to 80.4 dBA CNEL. Based on the significance criteria for off-site traffic noise presented land uses adjacent to the study area roadway segments would experience potentially significant level impacts for Opening Year with Project Scenario 1 at two road segments: Geary Street south of Ethanac Road and Murrieta Road south of Ethanac Road due to Project-related traffic noise levels. Additionally, land uses adjacent to the study area roadway segments would experience potentially significant level impacts for Opening Year with Project Scenario 2 at two road segments: Geary Street south of Ethanac Road and Murrieta Road south of Ethanac Road due to Project-related traffic noise levels. Two potential mitigation measures to reduce off-site noise-related impacts were analyzed but were determined to be unfeasible, as described in Section 5.10.6. Therefore, noise level increases associated with off-site traffic in relation to the Project would be significant and unavoidable on a project-level and cumulative basis.

8.2.2 Impacts Mitigated to Less than Significant

Impact BIO-1, Effects on Special Status Species. The Project site is located within the Western Riverside County MSHCP. Focused burrow and focused BUOW surveys were conducted on the Project site with a 500-foot buffer. During the focused surveys approximately 12 suitable burrows were identified and recorded on the Project site. However, burrowing owl signs such as molted feathers, pellets, prey remains, or whitewash were not found. Further, no burrowing owls were observed within the survey area. As such, the Project will implement Mitigation Measure BIO-1 that requires preconstruction survey prior to the commencement of project activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site in the days or weeks preceding the proposed Project activities. With implementation of mitigation measure BIO-1 development of the proposed Project would not result in a substantial adverse effect.

Impact BIO-4, Nesting Birds. The Project site contains shrubs and trees that can support nesting birds and raptors protected under the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code during the nesting season. If vegetation is required to be removed during nesting bird season, mitigation measure BIO-2 has been included to require a nesting bird survey to be conducted three days prior to initiating vegetation clearing. If an active nest is observed, mitigation measure BIO-2 would require buffering and other adaptive mitigation techniques deemed necessary by a qualified biologist to ensure that impacts to nesting birds are avoided until the nest is no longer active. Therefore, with implementation of mitigation measure BIO-2, impacts related to nesting birds would be reduced to a less than significant level.

Impact BIO-6, Conflict with an Adopted Habitat Conservation Plan. As described above the Project site is located within the Western Riverside County MSHCP NEPSSA. Based on the absence of burrowing owl and burrowing owl evidence within the study area, it was concluded that the Project site is not currently in use by BUOW. However, since the proposed Project is within the MSHCP BUOW survey area and the fact that burrows were identified on the Project site, mitigation measure BIO-1 has been included to require preconstruction BUOW surveys prior to Project activities. With implementation of and compliance with mitigation measure BIO-1, the proposed Project would be consistent with the Western Riverside County MSHCP, and no conflicts would occur. Impacts would be less than significant with mitigation.

Impact CUL-2, Archaeological Resources. The records search indicated that five resources (three prehistoric and two historic) have been recorded within one mile of the Project area with none of the previously recorded resources occurring onsite. While the cultural resources survey conducted on May 17, 2021, found no existing archaeological resources at the site, there is still a potential to encounter deposits associated with the prehistoric and historic uses of the Project site due to the Project site's prior use (BFSA, 2023). Therefore, Mitigation Measure CUL-1 has been included to require a qualified professional archeologist to prepare and implement a Cultural Resources Monitoring Program (CRMP) that will include measures to ensure the proper treatment of any unknown resources that might be identified during construction activities as previously discussed. Therefore, with implementation of Mitigation Measure CUL-1, impacts to archaeological resources would be reduced and would be less than significant.

Impact TCR-1, Tribal Cultural Resources. During the course of the tribal consultation process, no Native American tribe provided the City with substantial evidence indicating that TCRs were found previously on the Project site. However, due to the Project site's location being in an area where Native American tribes are known to have a cultural affiliation, there is the possibility that archaeological resources, including TCRs, could be encountered during ground disturbing construction activities. As such, Mitigation Measure CUL-1 is included to require a qualified professional archeologist to prepare and implement a Cultural Resources Monitoring Program that will include measures to ensure the proper treatment of any unknown resources that are unearthed during construction activities. Preparation and implementation of the Cultural Resources

Monitoring Program by the Project Archaeologist would be conducted in tandem with the tribal monitor(s) as specified in MM TCR-1. In addition, the proposed Project would be subject to Standard Conditions TCR-1 and TCR-2 for human remains and non-disclosure of location reburials. With implementation of Mitigation Measure CUL-1 and Mitigation Measure TCR-1, impacts to TCRs would be less than significant.

Impact TCR-2, Tribal Cultural Resources. The Project site contains no known resources significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. However, Mitigation Measure CUL-1 has been included to require a qualified professional archeologist to prepare and implement a Cultural Resources Monitoring Program that will include measures to ensure the proper treatment of any unknown resources that are unearthed during construction activities. Additionally, Mitigation Measure TCR-1 has been included to require Native American monitoring during ground-disturbing activities. With implementation of Mitigation Measure CUL-1 and Mitigation Measure TCR-1, impacts to TCRs would be less than significant.

Paleontological Resources. The Paleontological Resource Assessment prepared for the proposed Project included a locality records search, literature review, and a field pedestrian survey. 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 of specimens of Pleistocene mammal bones. 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, Mitigation Measure GEO-1 is 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.

8.3 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.

8.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to State CEQA Guidelines Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (State CEQA Guidelines Section 15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the Draft EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

Alternate Site Alternative. An alternate site for the Project was eliminated from further consideration. Based on a review of available sites for sale and the City of Menifee General Plan land use map, there are no other available, undeveloped properties of similar size that are zoned for industrial uses. There are no suitable sites within the control of the Project applicant. However, in the event land could be purchased of suitable size, the Project could have the same potential impacts to biological resources, cultural resources, greenhouse gas emissions, noise, and tribal cultural resources. Moreover, other possible sites may not be located in proximity to I-215, established transportation routes, and with access to available infrastructure, including roads and utilities thereby possibly resulting in further potential impacts. Therefore, analysis of an alternative site for the proposed Project is neither meaningful nor necessary because the impacts and need for mitigation resulting from the proposed Project would not be avoided or substantially lessened by its implementation. Given these reasons, it would be infeasible to develop and operate the Project on an alternate site with fewer environmental impacts while meeting Project objectives. Therefore, the Alternative Site Alternative was rejected from further consideration.

8.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Three alternatives to the Project have been identified for further analysis as representing a reasonable range of alternatives that attain most of the objectives of the Project, may avoid or substantially lessen any of the significant effects of the Project, and are feasible from a development perspective. These alternatives have been developed based on the criteria identified in Section 8.1. The following alternatives are further described and analyzed in Section 8.6.

Alternative 1: No Project/No Development Alternative. This alternative consists of the Project not being approved, and the Project site would remain in the conditions that existed at the time the Notice of Preparation was published (November 7, 2023).

Alternative 2: 30% Reduced Project Alternative. This Reduced Project Alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage and operational intensity onsite. Specifically, the Reduced Project Alternative would result in development of a single 373,275 SF speculative warehouse building with a FAR of 0.3. Development under the Reduced Project Alternative would reduce Project square footage by approximately 30 percent, or by 159,977 SF, on the 28.27-acre site. The reduced square footage would allow for increased setbacks, passenger vehicle parking, and truck parking. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project.

Alternative 3: 51% Reduced Project Alternative. This Reduced Alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage and operational intensity onsite and addition of manufacturing use. Specifically, the Reduced Project Alternative would result in development of a single 251,133 SF speculative warehouse building with 25,000 SF of manufacturing use

and 20,000 SF of office use and a FAR of 0.2. Development under the Reduced Project Alternative would reduce Project square footage by approximately 51 percent on the 28.27-acre site. The reduced square footage would allow for increased setbacks, passenger vehicle parking, and truck parking. Additionally, development under this alternative would occur on the southern portion of the site, and the northern portion would be left undeveloped for future development. Areas planned for physical impact offsite would be identical to those required for development of the proposed Project.

Alternative 4: No Project/Build Out of the Existing Zoning. This No Project/Build Out of the Existing Zoning consists of development of the Project site in a manner that is consistent with the existing General Plan Land Use and zoning designation. The industrial business park development would be allowed at the site based on the existing zoning designation of Economic Development Corridor – Northern Gateway (EDC-NG). The EDC-NG zone is envisioned as a business park area with more intensive industrial uses (less office) that provides a buffer and transition between the commercial uses in Perris to the north and the residential uses in Menifee, south of McLaughlin Road. This alternative assumes that all 28.27 acres of the Project site would be developed with an industrial business park with a total building area of 533,252 SF and a FAR of 0.5. Additional improvements would include parking lot, ornamental landscaping, associated onsite infrastructure, and construction of offsite street improvements. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project.

8.6 ALTERNATIVE 1: NO PROJECT

Pursuant to State CEQA Guidelines Section 15126.6(e), this Draft EIR is required to “discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services [...] In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”

The No Project/No Development Alternative allows decision-makers to compare the environmental impacts of approving the proposed Project to the environmental impacts that would occur if the property were to be left in its existing conditions for the foreseeable future. Under the existing conditions, the Project site is undeveloped and vacant. See Section 4, *Environmental Setting*, for additional details and figures regarding the existing conditions at the Project site.

8.6.1 Environmental Impacts

Aesthetics

Under the No Project Alternative, no new development would occur within the Project site, and the visual character and quality of the site would be maintained in its existing condition, which includes distant views of the neighboring mountains and foothills. No structures or landscaping would be introduced on the site. No additional lighting or sources of glare would be installed. Thus, implementation of the No Project Alternative would not result in contrast or aesthetic incompatibilities with the existing environment. However, the visual improvements that would be introduced throughout the Project site if the proposed Project is approved include new and improved landscaping, providing a building of contemporary design, and improvements to the public realm by streetscaping would not be implemented by the No Project Alternative. Overall, the aesthetic impacts from the No Project Alternative would be less than significant and would be reduced in comparison to the Project.

Agricultural and Forestry Resources

Under this alternative no new development would occur and no new agricultural uses would be introduced to the Project site. The site would continue to be vacant with past agricultural activities and previous development. The State of California Department of Conservation's FMMP designates the Project site as "Farmland of Local Importance" on the western half and "Other Land" on the eastern half (Department of Conservation, 2023). However, California Public Resources Code § 21060.1 defines "Agricultural land" as "prime farmland, farmland of statewide importance, or unique farmland" as defined by the United States Department of Agriculture land inventory and monitoring criteria. As such, "Farmland of Local Importance," is not considered agricultural land as defined by PRC § 21060.1. Overall, this alternative would result in no impact to farmland and forestry resources.

Air Quality

Under this alternative no new development would occur in the Project site, and as such, no new stationary sources of air pollution would be introduced. Although the Project would be inconsistent with the SCAQMD AQMP, this alternative would avoid the Project's less than significant impacts related to conflict with the 2022 AQMP as emissions would be greatly reduced with no construction or additional trips introduced to the Project site. In addition, this alternative would also avoid the Project's less than significant impacts related to cumulatively considerable net increase to any criteria pollutant, as this alternative would result in no increase in emissions of criteria pollutants or diesel particulate matter (DPM) over existing conditions. Lastly this alternative would also avoid the Project's less than significant impact related the exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the No Project/No Development alternative would result in less impact than the proposed Project.

Biological Resources

The Project site contains shrubs that can support nesting birds and raptors protected under the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code during the nesting season. Under this alternative, these shrubs would remain onsite and removal would not be required. As such, this alternative would not result in potential impacts to nesting birds due to tree or shrub removal during the nesting bird season (February 1 through September 15). Furthermore, the Project site is located within the survey area of BUOW in the Western Riverside County MSHCP. Under this alternative, no grading or construction would occur. As such, this alternative would not result in potential impacts to burrowing owl. Although mitigation measures BIO-1 and BIO-2 required of the Project would reduce biological resource impacts to less than significant levels, this alternative would generate less impacts to biological resources as compared with the Project and would not require mitigation. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Cultural Resources

Under this alternative, no disturbances would occur to the site. No grading for construction would occur and there would be no potential impacts to historical resources or to archaeological resources that may be buried below ground, as the current environment would remain. Although mitigation measures required of the Project would reduce cultural resource impacts to less than significant levels, this alternative would avoid impacts to cultural resources associated with the Project and would not require mitigation. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Energy

No construction activities would occur at the Project site or operation of new structures that would increase consumption of energy sources under this alternative. The Project site would continue to be vacant with no current energy usage. While this Draft EIR determined the Project's impacts to energy would be less than significant, energy use associated with this alternative would be less. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Geology and Soils

Under this alternative, no construction activities would occur at the Project site or offsite areas. As such, 100 percent less building area would be developed within the Project site. As such, potential impacts related to the potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would not occur. This alternative would result in no impact related to geology and soils, and mitigation for paleontological resources would not be required. Therefore, impacts would be less than the Project's impact.

Greenhouse Gas Emissions

No new construction activities would occur at the Project site or operation of new structures that would generate GHGs under this alternative. Under this alternative, no additional vehicle trips would be introduced to the Project site, which is the source of most of the greenhouse gas emissions of the proposed Project as discussed in Section 5.6, *Greenhouse Gas Emissions*. This alternative would be consistent with all applicable air quality plans and would avoid the Project's significant and unavoidable impact to the generation of greenhouse gas emissions and to the Project's conflict with an applicable plan or policy. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Hazards and Hazardous Materials

No new construction activities would occur at the Project site or operation of new high-cube warehouse building that would generate, and result in transport of, hazardous materials. As there are no existing structures onsite, there would be no operation onsite that would generate hazardous materials. The No Project/No Build Alternative would not include major construction activities that would use typical construction-related hazardous materials. Thus, potential impacts related to use, disposal, and transport of hazardous materials would be avoided by this alternative. While this Draft EIR determined that the Project's impacts related to hazards and hazardous materials would be less than significant, this alternative would result in less impacts since no grading or construction would occur. Therefore, the No Project/No Development alternative would result in less impact than the proposed Project.

Hydrology and Water Quality

Existing water quality conditions, groundwater supplies, drainage patterns, and runoff water amounts would remain "as is" under this alternative as no new development would occur. This alternative would not introduce new sources of water pollutants from either the construction or operation phases of development to the Project site, because no new development would occur. This alternative would not require the storm drain facility improvements that would be necessary with the Project. Additionally, this alternative would not introduce new impervious areas. Therefore, the No Project/No Build Alternative would result in less impacts than the proposed Project.

Land Use

This alternative would not result in new development, and as such, there would be no potential for land uses to be introduced that would indirectly result in environmental impacts due to a conflict with an existing land use plan. Overall, this alternative would result in no impacts to land use and planning, and therefore, would be less than the Project's impacts.

Mineral Resources

This alternative would not result in new development. As discussed in the Initial Study (Appendix A), there are no known mineral resources either on the Project site or in the immediate vicinity of the Project site. Furthermore, the Project site is not within a mineral resource zone as defined by the City of Menifee General Plan EIR. Therefore, this Alternative would result in no impact, consistent with the proposed Project.

Noise

Under this alternative, no development would occur onsite, and no new sources of noise would be introduced at the Project site. Since no new development would occur and no traffic trips would be generated, this alternative would not contribute to an incremental increase in area-wide traffic noise levels. In addition, this alternative would not result in construction onsite and no construction noise or vibration would occur. Therefore, this alternative would avoid the Project's significant and unavoidable impact related to increase in traffic noise. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Population and Housing

This alternative would not result in new development, and as such, would not result in induced growth or displacement affecting population and housing. However, this alternative would also not result in the benefit of adding new employment opportunities, which would help result in a more balanced jobs-housing ratio. Therefore, while the Project's impacts would be less than significant, this alternative would result in less impacts.

Public Services

This alternative would not result in new development, and as such, would not result in increased demand for public services such as fire and sheriff services, school services, library services, or health services that requires the new construction of public facilities. However, this alternative would also not result in the payment of the City's development impact fees. Therefore, while the Project's impacts would be less than significant through compliance with regulatory programs, this alternative would result in less impacts.

Recreation

This alternative would result in no new development. Like the proposed Project, this alternative would not increase housing and population and would not include construction or expansion of recreational facilities. Unlike the proposed Project, this alternative would not have new employees that may occasionally increase the use of existing local parks, neighborhood and regionals parks. Therefore, this Alternative would result in no impact, and impacts would be less than the proposed Project.

Transportation

This alternative would not result in new development, and as such, would not result in any trips, traffic, or VMT related to operation of the Project site beyond existing vehicle trips associated with agricultural

operations. This alternative would not impact existing transit service and alternative transportation facilities within the Project site. The proposed Project would result in less than significant impacts related to transportation. As the Project site would not be developed and trips would not be generated, the No Project/No Development alternative would result in no impact on transportation. As such, this alternative would avoid the Project's less than significant impacts. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Tribal Cultural Resources

Under this alternative, existing conditions would remain, and no new development would occur. No grading would occur and there would be no potential impacts to tribal cultural resources that may be buried below ground. Although the Project would result in less than significant impacts on tribal cultural resources with implementation of mitigation measures TCR-1 and CUL-1, this alternative would avoid all potential impacts to tribal cultural resources. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Utilities and Service Systems

Under this alternative, existing conditions would remain, and no new development would occur. No additional configurations or connections to existing domestic water, wastewater, stormwater drainage, electric power, natural gas, or telecommunication facilities would be needed under this alternative, and there would be no change in the demand for domestic water or wastewater treatment services. This alternative would also not result in increased demand for solid waste collection and disposal. Selection of this alternative would result in no impact to utilities and service system providers. While the Project would result in less than significant impacts, this alternative would result in less impacts due to no change in demand of these service systems. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Wildfire

Under this alternative, existing conditions would remain, and no new development would occur. There would be construction or operation activities that would exacerbate the potential fire risks at the site or obstruct any evacuation routes. The Project site would continue to be located within a High Fire Hazard Severity Zone. However, with this alternative there would be no occupants onsite that would be exposed to fire hazards. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

8.6.2 Conclusion

Ability to Reduce Impacts

The No Project/No Development Alternative would result in continuation of the existing uses within the Project site, and the proposed development would not occur. As a result, this alternative would avoid the need for mitigation measures that are identified in Chapter 5.0 of this Draft EIR, which include measures related to biological resources, cultural resources, greenhouse gases, and tribal cultural resources, and geological (paleontological) resources. This alternative would also avoid the significant and unavoidable impacts to greenhouse gas emissions and noise. This alternative would result in lessened impacts to 14 of the 15 environmental topics analyzed in this Draft EIR (see Table 8-4).

However, the environmental benefits of the proposed Project would also not be realized, including providing jobs onsite to reduce the need for members of the local workforce to commute outside the Project vicinity to work.

Ability to Achieve Project Objectives

As shown in Table 8-5, below, the No Project/No Development Alternative would not meet any of the Project objectives.

8.7 ALTERNATIVE 2: 30% REDUCED PROJECT

This 30 Percent Reduced Project Alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage. Specifically, the Reduced Project Alternative would result in development of one 373,275 SF speculative warehouse building with a FAR of 0.3. Development under the Reduced Project Alternative would reduce Project square footage by approximately 30 percent. The reduced square footage would allow for increased setbacks, passenger vehicle parking, truck parking, and landscape. The entire site would be developed, and thus areas planned for physical impact on and offsite (including road improvements) would be identical to those required for development of the proposed Project. Infrastructure and circulation improvements would still be required to adequately serve the development; however, stormwater facilities would be sized smaller due to the decrease in impervious areas. Development of the Reduced Project Alternative would result in approximately 795 daily trips, 46 AM trips and 62 PM trips.

8.7.1 Environmental Impacts

Aesthetics

The 30 Percent Reduced Project Alternative would develop 30 percent smaller building with less loading docks and parking and would be visually less dense than the proposed Project. The 30 Percent Reduced Project Alternative would result one building with smaller footprint, but of the same height and the same architectural character as the Project. Areas of offsite improvements would be the same as the Project. Thus, the visual character and quality of the developed portion of the site would be the similar to the Project. The visual improvements that would be introduced throughout the Project site that include new and improved landscaping, providing a building of contemporary design, and improvements to the public realm by streetscaping would be implemented similar to the proposed Project. Overall, implementation of the 30 Percent Reduced Project Alternative would result in impacts consistent with the Project and would be less than significant.

Agricultural and Forestry Resources

Under this alternative, the Project site would be developed with a 373,275 SF speculative warehouse building. The Project site is located within "Farmland of Local Importance," which is not considered agricultural land as defined by PRC § 21060.1. Therefore, this alternative would not result in the conversion of farmland to non-agricultural. Overall, this alternative would result in less than significant impact related to agriculture and forest resources and the impact would be the same in comparison to the proposed Project.

Air Quality

Under this alternative, approximately 30 percent less build area, or 159,977 fewer SF would be developed within the Project site. The proposed Project is calculated to generate 1,135 daily trips including 70 AM peak hour trips, and 93 PM peak hour trips. This alternative would result in 340 fewer daily trips, 24 fewer PM trips and 31 fewer PM trips compared to the proposed Project. Under this alternative, air quality impacts would be less than those under the proposed Project due to reduced emissions resulting from the decrease in square footage and decreased number of trips/mobile emissions. As with the proposed Project, which

would result in construction and operational emissions below SCAQMD thresholds, the Reduced Project Alternative would also result in emissions below SCAQMD thresholds. Therefore, this alternative would result in less overall air quality impacts compared to the Project.

Biological Resources

Under this alternative, the Project site would be developed with a 373,275 SF speculative warehouse building on the 28.27-acre site. Development of this alternative would require removal of existing vegetation, including shrubs, which provide nesting habitat for Migratory Bird species. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. As such, the impacts to biological resources at the Project site would be similar to the Project and require mitigation measure BIO-2 to reduce potential project impacts to nesting birds. In addition, the Project site is located in the Western Riverside County MSHCP burrowing owl survey area. As such, this alternative would also require mitigation measure BIO-1 for burrowing owl pre-construction surveys. This mitigation measure would also reduce potential impacts from this alternative to a less than significant level. Overall, this alternative would result in less than significant impacts to biological resources with mitigation, and therefore, impacts would be the same as the proposed Project.

Cultural Resources

Under this alternative, the entire 28.27-acre site would be developed with one speculative warehouse building. Potential archaeological impacts would be similar to the Project due to grading and excavation required for development of the Project site and require the same mitigation measure, CUL-1, to reduce potential impacts related to monitoring during ground-disturbing activities to ensure that if buried resources are present, they will be handled in a timely and proper manner. As discussed above, areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. Therefore, impacts from this alternative would be similar compared to the Project, and archaeological mitigation would reduce potential impacts from this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts with mitigation related to cultural resources and impacts would be the same as the proposed Project.

Energy

Under the 30 Percent Reduced Project Alternative, approximately 30 percent less building area, or 159,977 fewer SF, would be developed on the Project site. This would result in an approximately 30 percent decrease in the demand for energy in comparison to the proposed Project, which was determined to be less than significant. This alternative would also be required to be in compliance with Title 24 requirements. The Project would require the use of diesel fuel for trucking operations; however, operations would be reduced by 30 percent capacity as a result of reduction in facility size. Therefore, impacts to energy from the Reduced Project Alternative would be less than those associated with the proposed Project, and remain less than significant. Therefore, while Project impacts to energy were determined to be less than significant, energy impacts from this alternative would be reduced compared to the proposed Project.

Geology and Soils

Under this alternative, approximately 30 percent less building area would be developed within the Project site. Potential impacts related to the potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Project. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measure

regarding paleontological resources would be required for this alternative. This alternative would result in less than significant impacts to geology and soils, and therefore, would be consistent with the Project's impact.

Greenhouse Gases

Under the 30 Percent Reduced Project Alternative, approximately 30 percent less building area would be developed within the Project site. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of development by this alternative would result in less stationary source emissions from onsite equipment, and less traffic associated GHG emissions than the proposed Project. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed Project and from of approximately 5,377.43 MTCO₂e/yr, to approximately 3,764 MTCO₂e/yr. GHG emissions under this alternative, although less than the proposed Project, would continue to exceed the screening threshold of 3,000 MTCO₂e/yr. As such, this alternative would result in a significant and unavoidable impact on greenhouse gas emissions. However, impacts to GHG would be less than those of the proposed Project.

Hazards and Hazardous Materials

Under this alternative, the 28.27-acre site would be developed with one 373,275 SF speculative warehouse building. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials such as fuel, paints and solvents. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including small quantities of household cleaners, lubricants, batteries, etc. as the proposed Project. Overall, this alternative would result in less than significant impacts to hazards and hazardous materials, and therefore, would be consistent with the Project's impact.

Hydrology and Water Quality

Under this alternative, the 28.27-acre site would be developed with one 373,275 SF speculative warehouse building. Due to the decrease in square footage developed, development of this alternative would result in a decrease in impermeable surfaces compared to those required for development of the Project. Construction of the alternative would still construct the identified stormwater drainage system as the Project but would likely require a smaller sized underground storage chamber and biotreatment modular wetland systems. In addition, preparation of a SWPPP and WQMP would be required for development of this alternative. Overall, this alternative would also result in less than significant impacts related to hydrology and water quality but would result in decreased impacts in comparison to the proposed Project.

Land Use and Planning

Under this alternative, the 28.27-acre site would be developed with one 373,275 SF speculative warehouse building. Like the proposed Project, the Reduced Project alternative would be consistent with the land use designation of Economic Development Corridor (EDC). Potential impacts due to land use compatibility under both the Project and this alternative would be less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the Reduced Project Alternative would be less than significant; and therefore, would be consistent with the Project's impacts.

Mineral Resources

This alternative would develop the 28.27-acre site with one 373,275 SF speculative warehouse building. As discussed in the Initial Study (Appendix A), there are no known mineral resources either on the Project site or

in the immediate vicinity of the Project site. Furthermore, the Project site is not within a mineral resource zone as defined by the City of Menifee General Plan EIR. Therefore, this Alternative would result in no impact, consistent with the proposed Project. Noise

Under this alternative, the 28.27-acre site would be developed with one 373,275 SF speculative warehouse building. The operation of this alternative would result in approximately 341 fewer daily trips, including 280 car trips and 61 truck trips, in comparison to the proposed Project.

Land uses adjacent to the study area roadway segments would experience potentially significant noise level impacts at three road segments for Existing with Project Scenario 1: Geary Street south of Ethanac Road, Murrieta south of Ethanac Road, and Ethanac Road east of Murrieta Road due to Project-related traffic noise levels. Under Scenario 1, the proposed Project would have an increase of 17.6 dBA at Geary Street south of Ethanac Road, an increase of 1.8 dBA at Murrieta south of Ethanac Road, and an increase of 1.6 at Ethanac Road east of Murrieta Road, as shown in Table 5.10-14 of this EIR.

Additionally, under the proposed Project land uses adjacent to the study area roadway segments would experience potentially significant noise level impacts at one road segment for Existing with Project Scenario 2: Geary Street south of Ethanac Road. Under Scenario 2, the proposed Project would have an increase of 6.2 dBA at Geary Street south of Ethanac Road, as shown in Table 5.10-15 of this EIR.

Therefore, this alternative would result in a decrease in roadway noise when compared to the proposed Project and would avoid or at least greatly reduce the significant and unavoidable impact to Murrieta south of Ethanac Road and Ethanac Road east of Murrieta Road under Scenario 1. Furthermore, impacts to Geary Street south of Ethanac Road under Scenario 1 and to Geary Street south of Ethanac Road would be reduced, but would remain above the significance threshold.

Short-term noise and vibration impacts would occur during construction similar to the Project. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's daytime noise standards. Overall, this alternative would result in fewer operational noise-related impacts than those associated with the Project. However, impacts would remain significant and unavoidable.

Population and Housing

Under this alternative, the 28.27-acre site would be developed with one 373,275 SF speculative warehouse building. 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 651 employees. This alternative has the potential to result in the need for approximately 455 employees in comparison to the Project's 651 estimated employees, which is a reduction of 195 employees (30 percent). Consistent with the proposed Project, the resulting employment increase from this alternative would also be within the SCAG growth projections. Thus, this alternative would also not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, consistent with the proposed Project, the 30 Percent Reduced Project Alternative would result in less than significant impacts related to population and housing. However, the employment benefit of the Project would be less than that would be provided by the proposed Project.

Public Services

Under this alternative, the 28.27-acre site would be developed with one 373,275 SF speculative warehouse building. Construction of this alternative would result in generally similar impacts, if not a slightly decreased demand for public services based on the decreased employment generated. The same fire and sheriff's stations would serve the alternative, and the decrease in square footage developed would likely decrease

the amount of service calls received by these public services compared to the Project. In addition, this alternative would also require the payment of development impact fees imposed by the City of Menifee. Through implementation of regulatory requirements, impacts would be less than significant. Therefore, this alternative would result in similar less than significant impacts as the Project.

Recreation

This alternative would result in development of the 28.27-acre with one 373,275 SF speculative warehouse and associated infrastructure. Like the proposed Project, this alternative would not increase housing and population and would not include construction or expansion of recreational facilities. Like the proposed Project, this alternative may result in new employees who may occasionally increase the use of existing local parks, neighborhood, and regional parks; employees’ limited use would not result in deterioration to facilities such that the construction or expansion of recreational facilities would be necessary. Therefore, this Alternative would result in less than significant impact, consistent with the proposed Project.

Transportation

Under this alternative, the 28.27-acre site would be developed with one 373,275 SF speculative warehouse building. Under this alternative, development of the Reduced Project Alternative would result in approximately 795 daily trips, as shown in Table 8-1.

Table 8-1: Alternative 2 Trip Generation

	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Warehouse Cars	653	30	9	38	15	39	54
Trucks	141	5	2	8	2	5	8
Total	795	35	10	46	17	44	62

The proposed Project is calculated to generate 1,135 daily trips including 70 AM peak hour trips, and 93 PM peak hour trips. This alternative would result in 340 fewer daily trips, 24 fewer PM trips and 31 fewer PM trips compared to the proposed Project. With respect to VMT, the reduced number results in the same VMT per service population, resulting in the same impact. Therefore, this alternative would result in less than significant impacts related to VMT consistent with the proposed Project.

Tribal Cultural Resources

Under this alternative, the 28.27-acre site would be developed with one 373,275 SF speculative warehouse building. The reduced square footage would allow for increased setbacks, passenger vehicle parking, and truck parking. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. Potential tribal cultural resource impacts would be similar to the Project due to grading and excavation required for development of the warehouse and require the same mitigation measures. Therefore, impacts from this alternative would be similar compared to the Project, and mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to tribal cultural resources, and therefore, would be consistent with the Project’s impact.

Utilities and Service Systems

The level of development onsite would be decreased under this alternative as compared to the proposed Project. Both the Project and this alternative would require water and sewer, electrical, gas, and communication utilities to be extended to the site from existing facilities along Murrieta Road. Impacts associated with the provision of such facilities would be similar and would be less than significant upon compliance with existing regulatory requirements. Although impacts would be decreased under this alternative due to the decrease in building demand and associated demand for water resources, impacts to water supply would still be less than significant. Similarly, EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would generate less wastewater than the proposed Project. This alternative would result in a decrease in building square footage and would generate less solid waste than the proposed Project. Overall, this alternative would also result in less than significant impacts related to utilities and service systems but would result in a decrease in impacts in comparison to the proposed Project.

Wildfire

The level of development onsite would be decreased under this alternative as compared to the proposed Project. Both the Project and this alternative would be required to comply with the California Building Code and California Fire Code requirements. Development under the Reduced Project Alternative would reduce Project square footage by approximately 30 percent and would also reduce the number of occupants onsite by 30%. Overall, this alternative would also result in less than significant impacts related to wildfires but would result in a decrease in impacts in comparison to the proposed Project.

8.7.2 Conclusion

Ability to Reduce Impacts

Under this alternative, the 28.27-acre site would be developed with one 373,275 SF speculative warehouse building. Development under the Reduced Project Alternative would reduce Project square footage by approximately 30 percent. The reduced square footage would allow for increased setbacks, passenger vehicle parking, and truck parking. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. Many of the mitigation measures would still be applicable to this alternative; however, this alternative would result in lessened impacts to 8 of the 15 environmental topics analyzed in this Draft EIR (see Table 8-4). Furthermore, while impacts to GHG and noise would be reduced under this alternative as compared to the Project, impacts would continue to be significant and unavoidable.

Ability to Achieve Project Objectives

As shown in Table 8-5, below, the 30 Percent Reduced Project Alternative would partially meet the majority of Project objectives, but not to the same extent as the proposed Project. This alternative would develop a property with industrial uses with nearby access to the freeway, by adding employment-generating uses and would attract new businesses and employment. Furthermore, the Reduced Alternative would reduce the need for the local workforce to commute outside of the Project vicinity. This alternative would develop a speculative warehouse building within close proximity to I-215. However, as shown in Table 5-8 below, this alternative would meet the Project objectives but to a lesser extent than the proposed Project would.

8.8 ALTERNATIVE 3: 51% REDUCED PROJECT ALTERNATIVE

This 51 Percent Reduced Project Alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage and addition of manufacturing use. Specifically, the 51 percent Reduced Project Alternative would result in development of one 251,133 SF speculative warehouse building with 25,000 SF of manufacturing use and 20,000 SF of office use and a FAR of 0.2. Development under the Reduced Project Alternative would reduce Project square footage by approximately 51 percent. The reduced square footage would allow for increased setbacks, passenger vehicle parking, truck parking, and landscape. Additionally, development under this alternative would occur on the southern portion of the site, and the northern portion would be left undeveloped for future development. Areas planned for physical impact offsite would be identical to those required for development of the proposed Project. Development of the 51 Percent Reduced Project Alternative would result in approximately 506 daily trips, 56 AM trips and 59 PM trips.

8.8.1 Environmental Impacts

Aesthetics

The 51 Percent Reduced Project Alternative would develop one 51 percent smaller building with less loading docks and parking and would be visually less dense than the proposed Project. The 51 Percent Reduced Project Alternative would result in one building with smaller footprint, but of the same height and the same architectural character as the Project. Areas of offsite improvements would be the same as the Project. Thus, the visual character and quality of the developed portion of the site would be the similar to the Project. The visual improvements that would be introduced throughout the Project site that include new and improved landscaping, providing a building of contemporary design, and improvements to the public realm by streetscaping would be implemented similar to the proposed Project. Overall, implementation of the 51 Percent Reduced Project Alternative would result in impacts consistent with the Project and would be less than significant.

Agricultural and Forestry Resources

Under this alternative, the Project site would be developed with a 251,133 SF speculative warehouse building. The Project site is located within "Farmland of Local Importance," which is not considered agricultural land as defined by PRC § 21060.1. Therefore, this alternative would not result in the conversion of farmland to non-agricultural. Overall, this alternative would result in less than significant impact related to agriculture and forest resources and the impact would be the same in comparison to the proposed Project.

Air Quality

Under this alternative, approximately 51 percent less built area, or 282,119 fewer SF would be developed within the Project site. The proposed Project is calculated to generate 1,135 daily trips including 70 AM peak hour trips, and 93 PM peak hour trips. This alternative would result in 629 fewer daily trips, 14 fewer AM trips and 34 fewer PM trips compared to the proposed Project. Under this alternative, air quality impacts would be less than those under the proposed Project due to the decrease in square footage and decreased number of trips. As the Project would result in construction and operational emissions below SCAQMD thresholds, the Reduced Project Alternative would also result in emissions below SCAQMD thresholds. Therefore, this alternative would result in less overall air quality impacts compared to the Project.

Biological Resources

Under this alternative, the Project site would be developed with a 251,133 SF speculative warehouse building on the 28.27-acre site. Development under this alternative would occur on the southern portion of the site, and the northern portion would be left undeveloped for future development. Areas planned for physical impact offsite would be identical to those required for development of the proposed Project. As such, the project impact area for biological resources would be reduced by approximately 14.14 acres under this alternative as compared to the proposed Project.

Development of this alternative would require removal of existing vegetation, including shrubs, which provide nesting habitat for Migratory Bird species. Mitigation measure BIO-2 to reduce potential project impacts to nesting birds would also be required under this alternative. In addition, the Project site is located in the Western Riverside County MSHCP burrowing owl survey area. As such, this alternative would also require mitigation measure BIO-1 for burrowing owl pre-construction surveys. This mitigation measure would also reduce potential impacts from this alternative to a less than significant level. Overall, this alternative would result in less than significant impacts to biological resources with mitigation, and therefore, would be consistent with the Project's impact.

Cultural Resources

Under this alternative, the Project site would be developed with a 251,133 SF speculative warehouse building on the 28.27-acre site. Development under this alternative would occur on the southern portion of the site, and the northern portion would be left undeveloped for future development. Areas planned for physical impact offsite would be identical to those required for development of the proposed Project. As such, the project impact area for cultural resources would be reduced by approximately 14.14 acres under this alternative as compared to the proposed Project.

Though to a lesser extent, grading and excavation would be required for development of the Project site and require the same mitigation measure, CUL-1, to reduce potential impacts related to monitoring during ground-disturbing activities to ensure that if buried resources are present, they will be handled in a timely and proper manner. Therefore, impacts from this alternative would be reduced when compared to the Project, and archaeological mitigation would reduce potential impacts from this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts related to cultural resources with mitigation, and therefore, would be consistent with the Project's impact.

Energy

Under the 51 percent Reduced Project Alternative, approximately 51 percent less building area, or 282,119 fewer SF, would be developed on the Project site. This would result in an approximately 51 percent decrease in the demand for energy in comparison to the proposed Project, which was determined to be less than significant. This alternative would also be required to be in compliance with Title 24 requirements. The Project would require the use of diesel fuel for trucking operations; however, operations would be reduced by 30 percent capacity as a result of reduction in facility size. Therefore, impacts to energy from the Reduced Project Alternative would be less than those associated with the proposed Project, and remain less than significant. Therefore, while Project impacts to energy were determined to be less than significant, energy impacts from this alternative would be reduced compared to the proposed Project.

Geology and Soils

Under this alternative, approximately 51 percent less building area would be developed within the Project site. Potential impacts related to the potential for additional workers, building, and structures to experience

seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Project. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measure regarding paleontological resources would be required for this alternative. This alternative would result in less than significant impacts to geology and soils, and therefore, would be consistent with the Project's impact.

Greenhouse Gases

Under this alternative, the Project site would be developed with a 251,133 SF speculative warehouse building with 25,000 SF of manufacturing use and 20,000 SF of office use. This alternative would result in approximately 51 percent less building area as compared to the Project site. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of development by this alternative would result in less stationary source emissions from onsite equipment, and less traffic associated GHG emissions than the proposed Project.

When accounting for the reduced building footprint and addition of manufacturing uses, the overall volume of GHG emissions would be reduced in comparison to the proposed Project from approximately 5,377.43 MTCO₂e/yr to approximately 2,985.38 MTCO₂e/yr. Therefore, this alternative would not exceed the SCAQMD's numeric threshold of 3,000 MTCO₂e/yr per year and impacts would be less than significant. Thus, impacts to GHG would be less than the Project.

Hazards and Hazardous Materials

Under this alternative, the 28.27-acre site would be developed with one 251,133 SF speculative warehouse building. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials such as fuel, paints and solvents. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including small quantities of household cleaners, lubricants, batteries, etc. as the proposed Project. Overall, this alternative would result in less than significant impacts to hazards and hazardous materials, and therefore, would be consistent with the Project's impact.

Hydrology and Water Quality

Under this alternative, the 28.27-acre site would be developed with one 251,133 SF speculative warehouse building. Additionally, development under this alternative would occur on the southern portion of the site, and the northern portion would be left undeveloped for future development. Areas planned for physical impact offsite would be identical to those required for development of the proposed Project. Due to the decrease in square footage developed, development of this alternative would result in a decrease of about 14.14 acres in impermeable surfaces as compared to those required for development of the Project. Construction of the alternative would still construct the identified stormwater drainage system as the Project but would require a smaller sized underground storage chamber and biotreatment modular wetland systems. In addition, preparation of a SWPPP and WQMP would be required for development of this alternative. Overall, this alternative would also result in less than significant impacts related to hydrology and water quality but would result in decreased impacts in comparison to the proposed Project.

Land Use and Planning

Under this alternative, the 28.27-acre site would be developed with one 251,133 SF speculative warehouse building. Development under this alternative would occur on the southern portion of the site, and the northern portion would be left undeveloped for future development. Like the proposed Project, the Reduced Project

alternative would be consistent with the land use designation of Economic Development Corridor (EDC). Potential impacts due to land use compatibility under both the Project and this alternative would be less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the Reduced Project Alternative would be less than significant; and therefore, would be consistent with the Project's impacts.

Mineral Resources

This alternative would develop the 28.27-acre site with one 251,133 SF speculative warehouse building. As discussed in the Initial Study (Appendix A), there are no known mineral resources either on the Project site or in the immediate vicinity of the Project site. Furthermore, the Project site is not within a mineral resource zone as defined by the City of Menifee General Plan EIR. Therefore, this Alternative would result in no impact, consistent with the proposed Project.

Noise

Under this alternative, the 28.27-acre site would be developed with one 251,133 SF speculative warehouse building. The operation of this alternative would result in approximately 629 fewer daily trips, including 566 car trips and 63 truck trips, in comparison to the proposed Project.

Land uses adjacent to the study area roadway segments would experience potentially significant noise level impacts at three road segments for Existing with Project Scenario 1: Geary Street south of Ethanac Road, Murrieta south of Ethanac Road, and Ethanac Road east of Murrieta Road due to Project-related traffic noise levels. Under Scenario 1, the proposed Project would have an increase of 17.6 dBA at Geary Street south of Ethanac Road, an increase of 1.8 dBA at Murrieta south of Ethanac Road, and an increase of 1.6 at Ethanac Road east of Murrieta Road, as shown in Table 5.10-14 of this EIR.

Additionally, under the proposed Project land uses adjacent to the study area roadway segments would experience potentially significant noise level impacts at one road segment for Existing with Project Scenario 2: Geary Street south of Ethanac Road. Under Scenario 2, the proposed Project would have an increase of 6.2 dBA at Geary Street south of Ethanac Road, as shown in Table 5.10-15 of this EIR.

Therefore, this alternative would result in a decrease in roadway noise when compared to the proposed Project and would avoid or at least greatly reduce the significant and unavoidable impact to Murrieta south of Ethanac Road and Ethanac Road east of Murrieta Road under Scenario 1. Furthermore, impacts to Geary Street south of Ethanac Road under Scenario 1 and to Geary Street south of Ethanac Road would be reduced, but would remain above the significance threshold.

Short-term noise and vibration impacts would occur during construction similar to the Project. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's daytime noise standards. Overall, this alternative would result in fewer operational noise-related impacts than those associated with the Project. However, impacts would remain significant and unavoidable.

Population and Housing

Under this alternative, the 28.27-acre site would be developed with one 251,133 SF speculative warehouse building, inclusive of 25,000 SF of manufacturing use and 20,000 SF of office use. 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 651 employees. This alternative, without considering the manufacturing land use, has the potential to result in the need for approximately 306 employees in comparison to the Project's 651 estimated employees, which is a reduction of 332 employees (51 percent).

Additionally, according to SCAG, the generation rate for employees required for operation of light manufacturing uses is 1 employee for every 2,221 SF. Thus, this alternative has the potential to result in the need for approximately 288 employees when considering the 25,000 SF manufacturing land uses in comparison to the Project’s 651 estimated employees, which is a reduction of 363 employees (56 percent). Consistent with the proposed Project, the resulting employment decrease from this alternative would also be within the SCAG growth projections. Thus, this alternative would also not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, consistent with the proposed Project, the 51 Percent Reduced Project Alternative would result in less than significant impacts related to population and housing. However, the employment benefit of the Project would be less than that would be provided by the proposed Project.

Public Services

Under this alternative, the 28.27-acre site would be developed with one 251,133 SF speculative warehouse building. Construction of this alternative would result in a decreased demand for public services based on the decreased employment generated. The same fire and sheriff’s stations would serve the alternative, and the decrease in square footage developed would likely decrease the amount of service calls received by these public services compared to the Project. In addition, this alternative would also require the payment of development impact fees imposed by the City of Menifee. Through implementation of regulatory requirements, impacts would be less than significant. Therefore, this alternative would result in similar less than significant impacts as the Project.

Recreation

This alternative would result in development of the 28.27-acre with one 251,133 SF speculative warehouse and associated infrastructure. Like the proposed Project, this alternative would not increase housing and population and would not include construction or expansion of recreational facilities. Like the proposed Project, this alternative may result in new employees who 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. Therefore, this Alternative would result in less than significant impact, consistent with the proposed Project.

Transportation

Under this alternative, the 28.27-acre site would be developed with one 251,133 SF speculative warehouse building with 25,000 SF of manufacturing use and 20,000 SF of office use. Development of the 51 Percent Reduced Project Alternative would result in approximately 506 daily trips, as shown in Table 8-2.

Table 8-2: Alternative 3 Trip Generation

	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Manufacturing	119	13	4	17	6	13	19
Warehouse	386	30	6	38	11	29	41
Total Trip Gen	506	43	13	56	17	42	59
Warehouse Cars	367	31	9	40	12	31	43
Trucks	139	12	4	16	5	11	16
Total	506	43	13	56	17	42	59

The proposed Project is calculated to generate 1,135 daily trips including 70 AM peak hour trips, and 93 PM peak hour trips. This alternative would result in 629 fewer daily trips, 14 fewer AM trips and 34 fewer PM trips compared to the proposed Project. With respect to VMT, this alternative would result in 506 daily trips including 56 AM peak hour and 49 PM peak hour trips. Therefore, this alternative would result in less than significant impacts related to VMT consistent with the proposed Project.

Tribal Cultural Resources

Under this alternative, the Project site would be developed with a 251,133 SF speculative warehouse building on the 28.27-acre site. Development under this alternative would occur on the southern portion of the site, and the northern portion would be left undeveloped for future development. Areas planned for physical impact offsite would be identical to those required for development of the proposed Project. As such, the project impact area for tribal resources would be reduced by approximately 14.14 acres under this alternative as compared to the proposed Project.

Though to a lesser extent, grading and excavation would be required for development of the Project site and require the same mitigation measure, CUL-1 and TCR-1, to reduce potential impacts related to monitoring during ground-disturbing activities to ensure that if buried resources are present, they will be handled in a timely and proper manner. Therefore, impacts from this alternative would be reduced when compared to the Project, and archaeological mitigation would reduce potential impacts from this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts related to cultural resources with mitigation and, and therefore, would be consistent with the Project's impact.

Utilities and Service Systems

The level of development onsite would be decreased under this alternative as compared to the proposed Project. Both the Project and this alternative would require water and sewer, electrical, gas, and communication utilities to be extended to the site from existing facilities along Murrieta Road. Impacts associated with the provision of such facilities would be similar and would be less than significant upon compliance with existing regulatory requirements. Although impacts would be decreased under this alternative due to the decrease in building demand and associated demand for water resources, impacts to water supply would still be less than significant. Similarly, EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would generate less wastewater than the proposed Project. This alternative would result in a decrease in building square footage and would generate less solid waste than the proposed Project. Overall, this alternative would also result in less than significant impacts related to utilities and service systems but would result in a decrease in impacts in comparison to the proposed Project.

Wildfire

The level of development onsite would be decreased under this alternative as compared to the proposed Project. Both the Project and this alternative would be required to comply with the California Building Code and California Fire Code requirements. Development under the Reduced Project Alternative would reduce Project square footage by approximately 51 percent and would also reduce the number of occupants onsite by 51 percent. Overall, this alternative would also result in less than significant impacts related to wildfires but would result in a decrease in impacts in comparison to the proposed Project.

8.8.2 Conclusion

Ability to Reduce Impacts

Under this alternative, the 28.27-acre site would be developed with one single 251,133 SF speculative warehouse building with 25,000 SF of manufacturing use and 20,000 SF of office use. Development under the 51 Percent Reduced Project Alternative would reduce Project square footage by approximately 51 percent. The reduced square footage would allow for increased setbacks, passenger vehicle parking, and truck parking. Additionally, development under this alternative would occur on the southern portion of the site, and the northern portion would be left undeveloped for future development. Areas planned for physical impact offsite would be identical to those required for development of the proposed Project. Many of the mitigation measures would still be applicable to this alternative; however, this alternative would result in lessened impacts to 10 of the 15 environmental topics analyzed in this Draft EIR (see Table 8-4). This alternative would reduce impacts to GHG and noise as compared to the Project. Impacts to GHG would be reduced to would less than significant; however, impacts to noise would continue to be significant and unavoidable.

Ability to Achieve Project Objectives

As shown in Table 8-5, below, the 51 Percent Reduced Project Alternative would partially meet the majority of Project objectives, but not to the same extent as the proposed Project. This alternative would develop a property with industrial uses with nearby access to the freeway, by adding employment-generating uses and would attract new businesses and employment. Furthermore, the Reduced Alternative would reduce the need for the local workforce to commute outside of the Project vicinity. This alternative would develop a speculative warehouse building within close proximity to I-215. However, as shown in Table 5-8 below this alternative would meet the Project objectives but to a lesser extent than the proposed Project would.

8.9 ALTERNATIVE 4: NO PROJECT/BUILD OUT OF THE EXISTING ZONING

This No Project/Build Out of the Existing Zoning Alternative consists of development of the Project site in a manner that is consistent with the existing General Plan Land Use and zoning designation. Specifically, the No Project/Build Out of the Existing Zoning Alternative would result in development of an industrial business park with a total building area of 533,252 SF and a FAR of 0.5. This alternative assumes that all 28.27 acres of the Project site would be developed. Additional improvements would include parking lot, ornamental landscaping, associated onsite infrastructure, and construction of offsite street improvements. Infrastructure and circulation improvements would still be required to adequately serve the development. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. Trip generation rates for this alternative was analyzed using the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021, Land Use Code 130 (Industrial Park). Development of the Reduced Project Alternative would result in approximately 1797 daily trips, 179 AM trips and 179 PM trips.

8.9.1 Environmental Impacts

Aesthetics

The No Project/Build Out of the Existing Zoning Alternative would develop the site with an industrial business park with at total building area of 533,252 SF. The total building area would be the same as the proposed Project and the buildings would have the same architectural character as the Project. Areas of offsite improvements would be the same as the Project. Thus, the visual character and quality of the developed portion of the site would be the like the Project. The visual improvements that would be introduced throughout

the Project site that include new and improved landscaping, and improvements to the public realm by streetscaping would be implemented similar to the proposed Project. Overall, implementation of the No Project/Build Out of the Existing Zoning Alternative would result in impacts consistent with the Project and would be less than significant.

Agricultural and Forestry Resources

Under this alternative, the Project site would be developed with an industrial business park with a total building area of 533,252 SF. The Project site is located within “Farmland of Local Importance,” which is not considered agricultural land as defined by PRC § 21060.1. Therefore, this alternative would not result in the conversion of farmland to non-agricultural. Overall, this alternative would result in less than significant impact related to agriculture and forest resources and the impact would be the same in comparison to the proposed Project.

Air Quality

Under this alternative, an industrial business park with a total building area of 533,252 SF would be developed with industrial business park uses on the entire 28.27-acre site. The total building area would be the same as the proposed Project; however, as this alternative would result in additional 662 daily trips, including 109 AM peak hour and 86 PM peak hour trips. It is anticipated that, while there is an increase in trips, air quality impacts would be below SCAQMD thresholds, and similar to the less than significant impacts from the proposed Project. Operational air quality emissions from mobile sources are expected to increase under this alternative when compared to the proposed Project due to the increase in daily trips. Therefore, impacts under this alternative would be the same or increased as compared to the proposed Project.

Biological Resources

Under this alternative, the Project site would be developed with a business park with a total building area of 533,252 SF on the 28.27-acre site. Development of this alternative would require removal of existing vegetation, including shrubs, which provide nesting habitat for Migratory Bird species. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. As such, the impacts to biological resources at the Project site would be similar to the Project and require mitigation measure BIO-2 to reduce potential project impacts to nesting birds. In addition, the Project site is located in the Western Riverside County MSHCP burrowing owl survey area. As such, this alternative would also require mitigation measure BIO-1 for burrowing owl pre-construction surveys. This mitigation measure would also reduce potential impacts from this alternative to a less than significant level. Overall, this alternative would result in less than significant impacts to biological resources, and therefore, would be consistent with the Project’s impact.

Cultural Resources

Under this alternative, the entire 28.27-acre site would be developed with a business park with a total building area of 533,252 SF on the 28.27-acre site. Potential archaeological impacts would be similar to the Project due to grading and excavation required for development of the Project site and require the same mitigation measure, CUL-1, to reduce potential impacts related to monitoring during ground-disturbing activities to ensure that if buried resources are present, they will be handled in a timely and proper manner. As discussed above, areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. Therefore, impacts from this alternative would be similar compared to the Project, and archaeological mitigation would reduce potential impacts from this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts related to cultural resources and impacts would be the same as the proposed Project.

Energy

Under the No Project/Build Out of the Existing Zoning Alternative, an industrial business park with a total building area of 533,252 SF would be developed on the Project site. This would result in approximately the same energy demand in comparison to the proposed Project, which was determined to be less than significant. This alternative would also be required to be in compliance with Title 24 requirements. Therefore, impacts to energy from the Reduced Project Alternative would be consistent with the proposed Project, and remain less than significant.

Geology and Soils

Under this alternative, the site would be developed with an industrial business park with a total building area equal to the proposed Project. Potential impacts related to the potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Project. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measure regarding paleontological resources would be required for this alternative. This alternative would result in less than significant impacts to geology and soils, and therefore, would be consistent with the Project's impact.

Greenhouse Gases

Under the No Project/Build Out of the Existing Zoning Alternative, approximately the same total building area would be developed within the Project site. However, this alternative would result in an additional 662 daily trips, inclusive of 109 AM peak hour and 86 PM peak hour trips. Of the 5,377.43 MTCO_{2e}/yr GHG emissions from the proposed Project, 4,150.00 MTCO_{2e}/yr are estimated to be from mobile sources. As such, GHG emissions would increase under this alternative as compared to the proposed Project due to the increase in daily trips. GHG emissions under this alternative, would be more than the proposed Project, and would continue to exceed the screening threshold of 3,000 MTCO_{2e}/yr. As such this alternative would continue to result in a significant and unavoidable impact on greenhouse gas emissions.

Hazards and Hazardous Materials

Under this alternative, the 28.27-acre site would be developed with an industrial business park with a total building area of 533,252 SF. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials such as fuel, paints and solvents. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including small quantities of household cleaners, lubricants, batteries, etc. as the proposed Project. Overall, this alternative would result in less than significant impacts to hazards and hazardous materials, and therefore, would be consistent with the Project's impact.

Hydrology and Water Quality

Under this alternative, the 28.27-acre site would be developed with one with an industrial business park with a total building area of 533,252 SF. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project, and the square footage developed would be consistent with the proposed Project. Construction of the alternative would still construct the identified stormwater drainage system as the Project. In addition, preparation of a SWPPP and WQMP would be required for development of this alternative. Overall, this alternative would also result in less than

significant impacts related to hydrology and water and impacts would be consistent with the proposed Project.

Land Use and Planning

Under this alternative, the 28.27-acre site would be developed with an industrial business park with a total building area of 533,252 SF. Like the proposed Project, the No Project/Build Out of the Existing Zoning Alternative would be consistent with the land use designation of Economic Development Corridor (EDC). Potential impacts due to land use compatibility under both the Project and this alternative would be less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the Reduced Project Alternative would be less than significant; and therefore, would be consistent with the Project's impacts.

Mineral Resources

This alternative would develop the 28.27-acre site with an industrial business park with a total building area of 533,252 SF. As discussed in the Initial Study (Appendix A), there are no known mineral resources either on the Project site or in the immediate vicinity of the Project site. Furthermore, the Project site is not within a mineral resource zone as defined by the City of Menifee General Plan EIR. Therefore, this Alternative would result in no impact, consistent with the proposed Project.

Noise

Under this alternative, the 28.27-acre site would be developed with an industrial business park with a total building area of 533,252 SF. The operation of this alternative would result in approximately 662 more daily trips, including 560 car trips and 102 truck trips, in comparison to the proposed Project.

Land uses adjacent to the study area roadway segments would experience potentially significant noise level impacts at three road segments for Existing with Project Scenario 1: Geary Street south of Ethanac Road, Murrieta south of Ethanac Road, and Ethanac Road east of Murrieta Road due to Project-related traffic noise levels. Under Scenario 1, the proposed Project would have an increase of 17.6 dBA at Geary Street south of Ethanac Road, an increase of 1.8 dBA at Murrieta south of Ethanac Road, and an increase of 1.6 at Ethanac Road east of Murrieta Road, as shown in Table 5.10-14 of this EIR.

Additionally, under the proposed Project land uses adjacent to the study area roadway segments would experience potentially significant noise level impacts at one road segment for Existing with Project Scenario 2: Geary Street south of Ethanac Road. Under Scenario 2, the proposed Project would have an increase of 6.2 dBA at Geary Street south of Ethanac Road, as shown in Table 5.10-15 of this EIR.

This alternative would result in an increase in roadway noise in comparison to the proposed Project. Under this alternative, noise impacts would be increased for Existing with Project Scenario 1: Geary Street south of Ethanac Road, Murrieta south of Ethanac Road, and Ethanac Road east of Murrieta Road. Also under this alternative, noise impacts would be increased for Existing with Project Scenario 2: Geary Street south of Ethanac Road. Therefore, noise related impacts would be increased in comparison to the Project and impacts would continue to be significant and unavoidable.

Population and Housing

Under this alternative, the 28.27-acre site would be developed with an industrial business park with a total building area of 533,252 SF. The overall building area would be the same as the proposed Project. 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 651 employees. This alternative would result in the same number of employees as the proposed Project. Consistent with the proposed Project, the resulting employment increase from this alternative would also be within the SCAG growth projections. Thus, this alternative would also not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, consistent with the proposed Project, the No Project/Build Out of the Existing Zoning Alternative would result in less than significant impacts related to population and housing.

Public Services

Under this alternative, the 28.27-acre site would be developed with an industrial business park with a total building area of 533,252 SF. Construction of this alternative would result in generally similar impacts for public services. The same fire and sheriff’s stations would serve the alternative. In addition, this alternative would also require the payment of development impact fees imposed by the City of Menifee. Through implementation of regulatory requirements, impacts would be less than significant. Therefore, this alternative would result in similar less than significant impacts as the Project.

Recreation

This alternative would result in development of the 28.27-acre with an industrial business park with a total building area of 533,252 SF. Like the proposed Project, this alternative would not increase housing and population and would not include construction or expansion of recreational facilities. Like the proposed Project, this alternative may result in new employees who 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. Therefore, this Alternative would result in less than significant impact, consistent with the proposed Project.

Transportation

Under this alternative, the 28.27-acre site would be developed with an industrial business park with a total building area of 533,252 SF. The trip generation rates for this alternative were analyzed using the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition, 2021 Land Use Code 130 (Industrial Park). Development of the No Project/Build Out of the Existing Zoning Alternative would result in approximately 1797 daily trips, as shown in Table 8-3.

Table 8-3: Alternative 4 Trip Generation

	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Warehouse Cars	1,493	122	28	150	33	117	105
Trucks	304	24	5	29	6	23	28
Total	1,797	146	33	179	39	140	179

The proposed Project trip generation was calculated using the ITE, Trip Generation, 11th Edition, 2021, High-Cube Warehouse. The proposed Project would generate 1,135 daily trips including 70 AM peak hour trips, and 93 PM peak hour trips. This alternative would result in 662 additional daily trips, 109 additional PM trips and 86 additional PM trips compared to the proposed Project. With respect to VMT, this alternative would result in the same VMT per service population, resulting in the same impact. Therefore, this alternative would result in less than significant impacts related to VMT consistent with the proposed Project.

Tribal Cultural Resources

Under this alternative, the entire 28.27-acre site would be developed with a business park with a total building area of 533,252 SF on the 28.27-acre site. Potential tribal cultural resources impacts would be similar to the Project due to grading and excavation required for development of the Project site and require the same mitigation measure, CUL-1 and TCR-1, to reduce potential impacts related to monitoring during ground-disturbing activities to ensure that if buried resources are present, they will be handled in a timely and proper manner. As discussed above, areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. Therefore, impacts from this alternative would be similar compared to the Project, and mitigation would reduce potential impacts from this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts related to tribal cultural resources and impacts would be the same as the proposed Project.

Utilities and Service Systems

The level of development under this alternative would be consistent as compared to the proposed Project. Both the Project and this alternative would require water and sewer, electrical, gas, and communication utilities to be extended to the site from existing facilities along Murrieta Road. Impacts associated with the provision of such facilities would be similar and would be less than significant upon compliance with existing regulatory requirements. Impacts under this alternative would be similar to impacts under the proposed Project because the total building square footage and total disturbed acres onsite and offsite would be the same. Impacts to water supply would still be less than significant. Similarly, EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative. This alternative would generate approximately the same amount of solid waste as the proposed Project. Overall, this alternative would also result in less than significant impacts related to utilities and service systems.

Wildfire

The level of development onsite under this alternative would be consistent as compared to the proposed Project. Both the Project and this alternative would be required to comply with the California Building Code and California Fire Code requirements. Development under the Reduced Project Alternative would result in the same total building area. Overall, this alternative would also result in less than significant impacts related to wildfires consistent with the proposed Project.

8.9.2 Conclusion

Ability to Reduce Impacts

Under this alternative, the 28.27-acre site would be developed with an industrial business park with a total building area of 533,252 SF and a FAR of 0.5. Additional improvements would include parking lot, ornamental landscaping, associated onsite infrastructure, and construction of offsite street improvements. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. Many of the mitigation measures would still be applicable to this alternative. This alternative would result in lessened impacts to 2 of the 15 environmental topics analyzed in this Draft EIR. This alternative would result in increased impacts to 4 of the 15 environmental topics analyzed, including GHG and noise impacts, which would continue to be significant and unavoidable under this alternative (see Table 8-4).

Ability to Achieve Project Objectives

As shown in Table 8-5, below, the No Project/Build Out of the Existing Zoning Alternative would meet the Project objectives. This alternative would develop a property with industrial uses with nearby access to the freeway, by adding employment-generating uses and would attract new businesses and employment. Furthermore, the Reduced Alternative would reduce the need for the local workforce to commute outside of the Project vicinity. This alternative would develop an industrial business park within close proximity to I-215 consistent with the current General Plan and zoning. However, while this alternative would meet all of the objectives, it does not reduce the Project’s environmental impacts, as discussed above.

8.10 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” when significant environmental impacts result from a proposed Project...

Additionally, State CEQA Guidelines Section 15126.6(3)(1) states:

The “no project” analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Therefore, pursuant to CEQA, because the No Project/No Development Alternative has been identified as the Environmentally Superior Alternative, the Environmentally Superior Alternative among the other alternatives would be Alternative 3: 51 Percent Reduced Project Alternative, which would involve developing the Project site with one 251,133 SF speculative warehouse building with 25,000 SF of manufacturing use and 20,000 SF of office use and a FAR of 0.2. This alternative would result in lessened impacts to 10 of the 15 environmental topics analyzed in this EIR. However, this alternative would be required to implement applicable mitigation measures regarding biological resources, cultural resources, greenhouse gas emissions, and tribal cultural resources, similar to the Project. Noise impacts would continue to be significant and unavoidable under this alternative. Moreover, the 51 Percent Reduced Project Alternative would not meet the Project objectives to the same extent as the Project.

CEQA does not require the Lead Agency (the City of Menifee) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. Table 8-4 provides, in summary format, a comparison between the level of impacts for each alternative and the proposed Project. In addition, Table 8-5 provides a comparison of the ability of each of the alternatives to meet the objectives of the proposed Project.

Table 8-4: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1 No Project / No Development	Alternative 2 30% Reduced Project	Alternative 3 51% Reduced Project	Alternative 4 No Project/Build Out of the Existing Zoning
Aesthetics	Less than significant	Less than Project	Same as Project	Same as Project	Same as Project

	Proposed Project	Alternative 1 No Project / No Development	Alternative 2 30% Reduced Project	Alternative 3 51% Reduced Project	Alternative 4 No Project/Build Out of the Existing Zoning
Agricultural and Forestry Resources	Less than significant	Same as Project	Same as Project	Same as Project	Same as Project
Air Quality	Less than significant	Less than Project	Less than Project	Less than Project	More than Project
Biological Resources	Less than significant with mitigation	Less than Project	Same as Project	Less than Project	Less than Project
Cultural Resources	Less than significant with mitigation	Less than Project	Same as Project	Less than Project	Less than Project
Energy	Less than significant	Less than Project	Less than Project	Less than Project	Same as Project
Geology and Soils	Less than significant	Less than Project	Same as Project	Same as Project	Same as Project
Greenhouse Gases	Significant and unavoidable	Less than Project, reduced to no impact	Less than Project, still significant and unavoidable	Less than Project, reduced to less than significant	More than Project, still significant and unavoidable
Hazards and Hazardous Materials	Less than significant	Less than Project	Same as Project	Same as Project	Same as Project
Hydrology and Water Quality	Less than significant	Less than Project	Less than Project	Less than Project	Same as Project
Land Use and Planning	Less than significant	Less than Project	Same as Project	Same as Project	Same as Project
Mineral Resources	No Impact	Same as Project	Same as Project	Same as Project	Same as Project
Noise	Significant and unavoidable	Less than Project, reduced to no impact	Less than Project, still significant and unavoidable	Less than Project, still Significant and Unavoidable	More than Project, still significant and unavoidable
Population and Housing	Less than significant	Less than Project	Same as Project	Same as Project	Same as Project
Public Services	Less than significant	Less than Project	Same as Project	Same as Project	Same as Project
Recreation	Less than significant	Less than Project	Same as Project	Same as Project	Same as Project
Transportation	Less than significant	Less than Project	Same as Project	Same as Project	More than Project
Tribal Cultural Resources	Less than significant with mitigation	Less than Project	Same as Project	Less than Project	Same as Project
Utilities and Service Systems	Less than significant	Less than Project	Less than Project	Less than Project	Same as Project
Wildfire	Less than significant	Less than Project	Less than Project	Less than Project	Same as Project
Reduce Impacts of the Project?		Yes	Yes	Yes	No

	Proposed Project	Alternative 1 No Project / No Development	Alternative 2 30% Reduced Project	Alternative 3 51% Reduced Project	Alternative 4 No Project/Build Out of the Existing Zoning
Areas of Reduced Impacts Compared to the Project		14	8	10	2

Table 8-5: Comparison of the Proposed Project and Alternatives' Ability to Meet Objectives

	Project	Alternative 1 No Project / No Development	Alternative 2 30 Percent Reduced Project	Alternative 3 30 Percent Reduced Project	Alternative 4 No Project/ Buildout of Existing Land Use
1. To make efficient use of underutilized property in the City of Menifee by adding to its potential for employment-generating uses.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes
2. To attract new business and employment to Menifee and thereby promote economic growth.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes
3. To create new jobs to reduce the need for members of the local workforce to commute outside the Project vicinity to work.	Yes	No	Yes but to a lesser extent	Yes, but to a lesser extent	Yes
4. To develop an underutilized property to host industrial uses as permissible under current land use and zoning code.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes
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.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes
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.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes

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