

**DATE:** August 1, 2024  
**TO:** Brett Hamilton, City of Menifee  
**FROM:** Haseeb Qureshi, Urban Crossroads, Inc.  
**JOB NO:** 15382-08 RTC

## **MURRIETA ROAD WAREHOUSE, AIR QUALITY, HEALTH RISK, ENERGY AND GREENHOUSE GAS ASSESSMENT RESPONSE TO COMMENTS**

Urban Crossroads, Inc. is pleased to provide the following Air Quality, Health Risk, Energy and Greenhouse Gas Assessment Response to Comments for Murrieta Road Warehouse development, which is located east of Geary Street, south of Ethanac Road, and west of Murrieta Road in the City of Menifee. A copy of the SCAQMD comments dated June 28, 2024, is provided in Attachment A.

### **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT LETTER**

#### **COMMENT #1**

*Potential Underestimation of Emissions Due to Inaccurate Assumptions for Truck Trip Lengths and Trip Rates in Emissions Analysis*

Upon reviewing the Draft EIR, it was found that the air quality impact analysis was based on the assumption that the average truck trip length is 34.51 miles. However, the project site is 86.3 to 84.9 miles from the Ports of Los Angeles and Long Beach, respectively. Therefore, the air quality analysis underestimated the emissions from trucks traveling from the Ports to the Proposed Project site. For this reason, the Lead Agency is recommended to revise the calculations in the Final EIR by taking a project-specific approach to the vehicle trip length and trip rates. This can be achieved by applying more conservative trip lengths, such as designating 40 miles for local trips and 90 miles for Port-related trips. Tailoring these parameters and assumptions based on project-specific data will ensure a more accurate assessment of emissions, accounting for the unique circumstances and logistical realities of the Proposed Project.

#### **RESPONSE #1**

The comment states that the truck trip length is not appropriate given the proposed Project's distance from the Ports of Los Angeles. However, it should be noted that the analysis utilizes truck trip distances based on guidance from SCAQMD's Rule 2305 Second Staff Report, which recommends the use of a 14.2 mile trip length for class 4-7 trucks (LHDT1/2 and MHDT) and 39.9 miles for class 8

trucks (HHDT). As such, a weighted average truck trip distance of 34.51 miles was utilized based on the assumed fleet mix. Additionally, it should be noted that these trip lengths are based on averages, and not all Project truck trips would be to the Ports of Los Angeles and Long Beach, with many truck trips taking the form of local deliveries and other trips that would be significantly shorter.

## **COMMENT #2**

### *Cumulative Impacts during Operation*

Based on the Draft EIR, the Proposed Project consists of construction of a 517,720 square foot warehouse on a 28.27 acre site. According to the City of Menifee webpage under Planning – Environmental Documents for Public Review, other development projects are located near the Proposed Project site. Such as the Draft EIR for the Northern Gateway Logistics Center (prepared in May 2024), CADO Menifee Industrial Warehouse Project (prepared in March 2024), McLaughlin and San Jacinto Warehouses Project (prepared March 2023). Per CEQA Guidelines Section 15065(a)(3), South Coast AQMD staff is primarily concerned with the cumulative air quality impacts from increased concentrations of air toxics in the PVCCSP region. Pursuant to CEQA, which requires an analysis of direct, indirect, and cumulative impacts, South Coast AQMD has initiated a public process to develop additional guidance for evaluating cumulative air quality impacts from increased concentrations of air toxics for projects. To date, there have been five working group meetings (WGMs) dedicated to proposed cumulative impact policy development. For more general information on the WGMs, please visit South Coast AQMD's webpage.

Therefore, South Coast AQMD staff recommends that, at minimum, the Lead Agency perform a qualitative analysis to provide the potential cumulative impacts from air toxics in consideration by listing all surrounding past, present, and probable future projects. The Lead Agency may also perform a more detailed and robust quantitative analysis of cumulative air toxic and potential health risk implications to be included in the Final EIR.

## **RESPONSE #2**

The comment states that the analysis does not consider cumulative impacts resulting from increased concentrations of air toxics in the region associated with cumulative projects. Specifically, the comment mentions six current or future projects identified on the City of Menifee's Planning webpage under Planning – Environmental Documents for Public Review. A review of this webpage has identified the following industrial projects:

1. Northern Gateway Logistics Center
2. CADO Menifee Industrial Warehouse Project
3. Freedom Business Park
4. McLaughlin and San Jacinto Warehouses
5. Northern Gateway Commerce Center
6. Compass Northern Gateway Project

It should be noted that although SCAQMD has held several working groups aimed at developing methodology for the evaluation of cumulative health risks, there is currently no recommended methodology, policy, or guidance for evaluating these cumulative impacts.

However, based on guidance published in SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*<sup>1</sup>, projects that do not exceed project-specific significance thresholds are considered by SCAQMD to have a less than significant cumulative impact as well. It should be noted that the proposed Project does not exceed the SCAQMD's cancer risk threshold of 10 in one million or the non-cancer risk threshold of 1.0; as such, under this guidance the proposed Project would be considered to have a less than significant health risk impact both at the individual project and cumulative levels.

However, as discussed below, even if the potential health risk from the proposed Project as well as the six cumulative projects identified in the comment is evaluated, the proposed Project would still result in a less than significant cumulative health risk impact to the community.

The Northern Gateway Logistics Center is proposed to consist of approximately 398,252 square feet of warehouse space and is located approximately 2,700 feet east of the proposed Project site. Although this project is located more than 1,000 feet from the proposed Project site, because this project has the potential to utilize the same truck routes of the proposed Project, the cumulative cancer risk from this project was considered in the table below. Per the *Northern Gateway Logistics Center Health Risk Assessment* prepared by Kimley-Horn and Associates, Inc., at the maximally exposed individual receptor (MEIR), with mitigation the maximum estimated operational cancer risk from this project is 0.13 per one million.

The CADO Menifee Industrial Warehouse Project is proposed to consist of approximately 700,037 square feet of warehouse space and is located approximately 1,300 feet west of the proposed Project site. Although this project is located more than 1,000 feet from the proposed Project site, because this project has the potential to utilize the same truck routes of the proposed Project, the cumulative cancer risk from this project was considered in the table below. Per the *CADO Menifee Industrial Warehouse Project Health Risk Assessment* prepared by Kimley-Horn and Associates, Inc., at the MEIR, with mitigation the maximum estimated operational cancer risk from this project is 1.80 per one million.

The Freedom Business Park is proposed to consist of approximately 283,746 square feet of industrial and commercial uses and is located approximately 34,000 feet or 6.43 miles southeast of the proposed Project site. Because this project site and truck routes are located well over 1,000 feet from the proposed Project site and truck routes, any potential cumulative health risks from this project and the proposed Project would be minimal.

The McLaughlin and San Jacinto Warehouses Project is proposed to consist of approximately 491,393 square feet of warehouse space and is located approximately 10,600 feet or 2.00 miles southeast of the proposed Project site. Because this project site and truck routes are located well

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<sup>1</sup> Accessed at <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf>

over 1,000 feet from the proposed Project site and truck routes, any potential cumulative health risks from this project and the proposed Project would be minimal.

The Northern Gateway Commerce Center Project is proposed to consist of approximately 1,316,741 square feet of warehouse space and is located approximately 1,300 feet east of the proposed Project site. Although this project is located more than 1,000 feet from the proposed Project site, because this project has the potential to utilize the same truck routes of the proposed Project, the cumulative cancer risk from this project was considered in the table below. Because a health risk assessment for this project is not available, the project risk has been estimated based on the cancer risk per square footage of the proposed Project and other cumulative projects identified, as these land uses are similar in nature. Based on this, the estimated cancer risk for this project was estimated at 3.45 per one million.

The Compass Northern Gateway Project is proposed to consist of approximately 461,237 square feet of warehouse space spread across three separate sites, with Project Sites 1 and 2 located approximately 2,700 feet west of the proposed Project site and Project Site 3 located approximately 2,700 feet northeast of the proposed Project. Although this project is located more than 1,000 feet from the proposed Project site, because this project has the potential to utilize the same truck routes of the proposed Project, the cumulative cancer risk from this project was considered in the table below. Per the *Compass Northern Gateway Project Health Risk Assessment* prepared by Kimley-Horn and Associates, Inc., at the MEIR, with mitigation the maximum estimated operational cancer risk from this project is 0.87 in one million.

**TABLE 1: CUMULATIVE CANCER RISK**

Project	Maximum Incremental Cancer Risk (risk per million)
Proposed Project	3.04
Northern Gateway Logistics Center	0.13
CADO Menifee Industrial Warehouse Project	1.80
Northern Gateway Commerce Center	3.45
Compass Northern Gateway Project	0.87
Total Cancer Risk	9.29

The U.S. EPA rules generally consider a cancer risk of 100 in one million at the community level to be within the acceptable range, and this level is considered by many lead agencies in California as a cumulative cancer risk threshold.<sup>2</sup>

As shown above, even if the maximum cancer risk at the MEIR for each cumulative project in the vicinity of the proposed Project were totaled, the maximum risk would remain well below the

<sup>2</sup> Bay Area Air Quality Management District, Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance. October 2009, p. 67 (noting that “the 100 in a million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on the District’s recent regional modeling analysis.”)

EPA's standard cumulative cancer risk threshold of 100 in one million. Additionally, the maximum incremental cancer risk shown above for each project represents the risk at the maximally exposed individual receptor for each project, and it should be noted that each of these receptors are in different locations. As such, the total cumulative cancer risk of 9.29 in one million shown above is highly conservative, and the actual risk contributions from each project would be less than this combined value.

### **COMMENT #3**

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#### *Rule 2305: Warehouse Indirect Source Rule - Warehouse Actions and Investments To Reduce Emissions (WAIRE) Program*

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305. Rules 2305 and 316 are new rules that will reduce regional and local emissions of nitrogen oxides (NO<sub>x</sub>) and particulate matter (PM), including diesel PM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 square feet. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt in to earn Points on behalf of their tenants if they so choose because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project consists of the development of a 643,419 square foot warehouse, the Proposed Project's warehouse owners and operators will be required to comply with Rule 2305 once the warehouse is occupied. Therefore, South Coast AQMD staff recommends that the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the Proposed Project that may help future warehouse operators meet their compliance obligation<sup>11</sup>. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov. For implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage.

### **RESPONSE #3**

Comment noted. The proposed Project will comply with the requirements of SCAQMD Rule 2305.

### **COMMENT #4**

*South Coast AQMD Air Permits and Role as a Responsible Agency*

If the implementation of the Proposed Project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, spray booths, and etc., air permits from South Coast AQMD will be required and the role of South Coast AQMD would change from a Commenting Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Sections 15086, the Lead Agency is required to consult with South Coast AQMD. In addition, CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of evaluating the applications for air permits. For these reasons, the Final EIR should include a discussion about any new stationary and portable equipment requiring South Coast AQMD air permits and identify South Coast AQMD as a Responsible Agency for the Proposed Project.

The Final EIR should also include calculations and analyses for construction and operation emissions for the new stationary and portable sources, as this information will also be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at: <http://www.aqmd.gov/home/permits>.

#### **RESPONSE #4**

The analysis assumes that the building would include installation of a stationary fire pump. Because the emergency engine is expected to exceed a rating of 50 horsepower, it is anticipated that the emergency engine would require an SCAQMD air permit. Should any additional stationary equipment be required, the City of Menifee will inform SCAQMD as the responsible agency. However, at this time it is unknown what other types of equipment may be required, and as such it would be speculative to include stationary equipment beyond the anticipated fire pump.

If you have any questions or comments, I can be reached at [hqureshi@urbanxroads.com](mailto:hqureshi@urbanxroads.com).

## ATTACHMENT A: SCAQMD COMMENTS