

CITY OF MENIFEE

Menifee (Pemcor) Business Park Project

33521 ZEIDERS ROAD PLOT PLAN PLN23-0245
STATE CLEARINGHOUSE # 2024071016

Draft Environmental Impact Report

August 2025

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STATE CLEARINGHOUSE # 2024071016

Draft Environmental Impact Report*

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1.0 – Introduction

1.1 CEQA and the Purpose of an EIR

The City of Menifee (City) has received an application for the Menifee Business Park (project or proposed project) proposed at 33521 Zeiders Road west of Interstate 215 in the southern portion of the City of Menifee. The adoption and implementation of the Menifee Business Park is defined as a "project" and is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.). Accordingly, the City has prepared this project-level Environmental Impact Report (EIR) to assess the long range and cumulative environmental consequences that could result from adoption and implementation of the proposed General Plan Update. This report has been prepared in accordance with the CEQA Statutes and Guidelines and with the City's local rules and procedures for implementing CEQA. It was prepared by professional planning consultants under contract to the City. The City is the Lead Agency for the preparation of this EIR, as defined by CEQA (Public Resources Code, Section 21067, as amended), because it has primary discretionary authority with respect to adoption, amendment, and implementation of the proposed private development project. The content of this document reflects the independent judgment of the City.

The body of state law collectively known as "CEQA" was originally enacted in 1970 and has been amended since. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code, as follows:

The Legislature finds and declares as follows:

(a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.

(b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.

(c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.

(d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the State take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.

(e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.

(f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.

(g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given

to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

h) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.

i) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.

j) Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.

k) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.

l) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.

m) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.

n) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002, quoted below:

> The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

1.2 Purpose and Scope

Organization of the Draft EIR

The Draft EIR (DEIR or Draft EIR) contains the primary analysis of potential environmental impacts discussed in the following seven sections described below

Section 1.0	Introduction.
Section 2.0	Executive Summary: A brief discussion of the project and summary of project impacts, mitigation measures and alternatives.
Section 3.0	Project Description: Provides detailed description of the proposed project and the Environmental Setting/Existing Conditions and project objectives.
Section 4.0	Environmental Impact Analysis: Evaluates project impacts, including cumulative impacts, and identifies mitigation measures designed to reduce significant impacts, where applicable. This Section include 20 chapters, each addressing different topical areas (Air Quality, Noise, etc.).
Section 5.0	Alternatives: Provides an analysis of the different alternatives to the proposed project.
Section 6.0	CEQA Conclusions: Provides an analysis of growth-inducing impacts, significant unavoidable environmental impacts, and irreversible environmental change.
Section 7.0	Preparation Team: Lists the preparers of the document.

The appendices include:

- Appendix A: Notice of Preparation (NOP), Scoping Meeting materials, and comment letters received during the 30-day NOP/Scoping period
- Appendix B: Native American/Tribal Consultation Materials
- Appendix C: Project Plans and Other Application Materials
- Appendix D: “Map My County” Report
- Appendix E: Air Quality, Energy, and Greenhouse Gas Emissions Data
- Appendix F: Biological Resources Reports
- Appendix G: Cultural and Historical Resources Reports
- Appendix H: Geotechnical and Soils Reports
- Appendix I: Hazardous Materials Information
- Appendix J: Hydrology and Water Quality Reports
- Appendix K: Noise Assessment
- Appendix L: Transportation Reports
- Appendix M: Utilities Information

In compliance with Public Resources Code Section 21081.6, a mitigation monitoring reporting program (MMRP) will be prepared as a separately bound document that will be adopted in conjunction with the certification of the Final EIR. The MMRP, responses to public comments on the Draft EIR, and any revisions to the Draft EIR will be identified in the Final EIR.

Approach to EIR Analysis

The approach to the analysis presented in this EIR is at a project level given the information available on the proposed project. Each environmental issue is analyzed in a similar manner, starting with a discussion of the existing environmental setting, including physical conditions and pertinent planning and regulatory framework. Thresholds of significance are then identified and are used to measure the proposed development project's potential impact to the environment. Thresholds of significance are based on a broad list of questions and impact topics set forth in Appendix G of the State CEQA Guidelines.

The impact analysis provided for each of the 20 topical areas examines the broad, long-term environmental effects resulting from construction and operation of the proposed project. The assessment of impacts focuses on how or to what degree the impact in question could occur and whether mitigation would reduce or ameliorate such impacts. The presence of sensitive environmental resources, hazards in specific areas, and the broad implications of the General Plan goals and policies and other City regulations and requirements are considered in the determination of impact significance. If the analysis indicates that a significant impact could occur, mitigation measures are specified.

1.3 Scoping and Public Review

Notice of Preparation

To define the scope of the investigation of the EIR, the City distributed a Notice of Preparation (NOP) to local, county, state, and federal agencies along with interested private organizations and individuals. The NOP was delivered to the State Clearinghouse and the CEQA-required 30-day review period began on July 22, 2024, and ended on August 24, 2024. The purpose of the NOP is to provide agencies and private entities an opportunity to identify concerns regarding potential impacts of the proposed project, recommend items to be analyzed in the DEIR, and to provide suggestions concerning ways to avoid significant impacts (Section 15082, CEQA Guidelines). The NOP is included in Appendix A, along with copies of written comments received during the 30-day public review period for the NOP and the NOP distribution list.

On July 31, 2024, the City conducted a Scoping Meeting as part of the NOP process – the applicant team and City staff were present but no one from the public or public agencies attended. The written comments received on the NOP during the 30-day review period are summarized in Table 1.1 and the comment letters are also included in Appendix A.

Table 1-1: Brief Summary of Comments on the NOP

Commenting Agency/Person	Brief Summary of Comments on the NOP	Section(s) Where Addressed
Southern California Gas Company (SCGC) (7-15-24 letter)	Applicant/developer needs to contact SCGC regarding improvements, timing, and fees needed to connect to their system	4.19 Utilities
Riverside Transit Agency (7-23-24 letter)	RTA has reviewed NOP and has no comments	4.17 Transportation
Riverside County Flood Control and Water Conservation District (7-29-24 letter)	Project is not in a Drainage Management Plan (DMP) area	4.10 Hydrology and Water Quality 4.19 Utilities
Eastern Municipal Water District (7-30-24 letter)	Development must coordinate with EMWD regarding water and sewer services and adequacy of water supplies and wastewater treatment	4.19 Utilities
South Coast Air Quality Management District (8-8-24 letter)	Recommended data, methodologies, and potential mitigation for air quality impacts	4.3 Air Quality 4.8 Greenhouse Gas Emissions
Johnsons (8-18-24 Email)	Adjacent neighbor concerned about appearance of new buildings and potential effects on their water well	4.1 Aesthetics 4.10 Hydrology and Water Quality 4.19 Utilities

Public Review of Draft EIR

Comments from all agencies and individuals are invited regarding the information contained in the Draft EIR. Such comments should explain any perceived deficiencies in the assessment of impacts, provide information that is purportedly lacking in the Draft EIR or indicate where such information may be found. All comments on the Draft EIR are to be submitted to:

Russell Brown, AICP, Senior Planner
City of Menifee Planning Department
29844 Haun Road, Menifee, CA 9586
(951) 723-3745
rbrown@cityofmenifee.us

The original public circulation date of the Draft EIR was August 13 for local agencies and August 14 for the state clearinghouse. The City subsequently decided to restart circulation of the Draft EIR on September 2, 2025 with a new closing date of October 16, 2025 to address posting issues with some of the EIR Appendices. Any changes from the original 8-8-25 Draft EIR language are shown underlined in the Revised 8-31-25 Draft EIR text (only changes in the biological resources section and related executive summary listing of mitigation). Following the 45-day period of circulation and public review of the Draft EIR, all comments and the City's responses to the comments will be incorporated into a Final EIR prior to certification of the document by the City of Menifee.

Availability of EIR Materials

All materials related to the preparation of this EIR, including information incorporated by reference, are available for public review. The Notice of Preparation and the Draft EIR are posted on the City's website:

https://www.cityofmenifee.us/325/Environmental-Notices-Documents

To request an appointment to review these materials at City Hall, please contact Russell Brown in the Planning Department (see contact information above).

1.4 Citations

Preparation of this EIR relies on information from many sources, including the appendix materials previously listed and numerous other references. Pursuant to Section 15148 of the State CEQA Guidelines, citations from the appendix materials and other sources are provided throughout the EIR. Citations are numbered sequentially and inclusive to each environmental impact topic (Sections 4.1 through 4.20). References are located at the end of each section of this EIR.

2 – Executive Summary

This section provides a summary description of the Menifee Business Park Project proposed in the City of Menifee ("Project"), a list of associated environmental issues to be resolved, a summary of significant impacts and mitigation measures associated with the Project, and a summary of feasible alternatives to the Project, including identification of the environmentally superior alternative.

A. Project Location

The 20.03-acre project site is located at 33521 Zeiders Road, between Howard Way and Zeiders Road, in the southern portion of the City of Menifee, in Riverside County. The project site is a rectangular-shaped parcel of land comprising Assessor's Parcel Number (APN) 384-150-001. The project site is approximately 0.25-mile west of Interstate 215 (I-215) and 0.5 mile south of Scott Road. The site is located within USGS 7.5-minute Romoland Quadrangle (1979) and within Township 6 South, Range 3 West, Section 22 (San Bernardino Base and Meridian).

B. Project Description

The proposed business park involves the development of 337,770 square feet of building area, which would be spread across 11 buildings. The entire 20.03-acre site would be graded and the portions of the site not developed with buildings would either be hardscaped (e.g., parking or sidewalks) or landscaping. The 11 buildings will be massed into five primary groupings. Two buildings will face Howard Way and two buildings will front on to Zeiders Road. The buildings range in size from 23,100 square feet to 37,840 square feet and feature two truck dock bays each that would be oriented toward the center of the site (a total of 22 truck docks at the site) and will not be visible from adjoining streets or neighboring properties. Building heights are 38 to 40 feet above ground level.

Environmental Issues

As required by the CEQA Guidelines, this EIR addresses areas of potential environmental impact or controversy known to the Lead Agency (City of Menifee), including those issues and concerns identified by the City in its Notice of Preparation (NOP) of this EIR and by other agencies, organizations, and individuals in response to the NOP. The Draft EIR covers all 20 of the CEQA Appendix G checklist topics, listed below.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality

- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

IMPORTANT NOTE: The original public circulation date of the Draft EIR was August 13 for local agencies and August 14 for the state clearinghouse. The City subsequently decided to restart circulation of the Draft EIR on September 2, 2025 with a new closing date of October 16, 2025 to address posting issues with some of the EIR Appendices. Any changes from the original 8-8-25 Draft EIR language are shown underlined in the Revised 8-31-25 Draft EIR text (only changes in the biological resources section and related executive summary listing of mitigation BIO-3).

E. Summary of Significant Impacts and Mitigation Measures

For each of the environmental topics listed above, any *"significant"* Project or cumulative impact and associated mitigation measure(s) identified in this EIR are summarized in Table 2-1, Summary of Potentially Significant Impacts and Recommended Mitigation Measures, and Table 2-2, Detailed Description of Mitigation Measures, which follow at the end of this chapter. The summary table has been organized to correspond with the more detailed impact and mitigation discussions in chapters 4.1 through 4.20 of this Draft EIR. The chart is arranged in four columns: (1) environmental issue and significance criteria; (2) level of impact without mitigation; (3) summary of mitigation measures; and (4) level of impact with mitigation. Note that the level of impact before mitigation includes regulatory compliance and project design features. Also note that Table 2-2 contains detailed descriptions of all the mitigation measures. After implementation of design features, regulatory compliance, and the recommended mitigation measures, the Project would still have significant impacts regarding greenhouse gas emissions.

F. Alternatives to the Proposed Project

To provide a basis for further understanding of the environmental effects of a proposed project and possible approaches to reducing its identified significant impacts, the CEQA Guidelines require an EIR to also "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." DEIR Section 5 explains the No Project-No Development Alternative which is essentially continuation of existing conditions on the site. This alternative would have no impacts related to new development. In addition, the EIR also examined two "No Project – General Plan Consistent Alternatives" which are represented by Alternatives 2 and 3 s described below. Since the proposed Project has one significant impact (GHG emissions), a less intense development alternative was developed in an attempt to reduce or eliminate the significant impact. In addition, the General Plan indicates "areas designated EDC are envisioned to develop primarily as nonresidential uses, with residential uses playing a supporting role." General Plan

Land Use Element Exhibit LU-4 states, “The EDC allows a maximum residential density of 24 du/acre.” Average density was calculated as being 18 units/acre.” Therefore, the City selected two mixed use alternatives to evaluate.

The following three alternatives were selected for detailed evaluation in comparison to the proposed Project:

Alternative 1 - Less Intense Development proposes a business park development like the proposed project but with 25% less square footage (253,330 square feet vs. 337,770 for the proposed project).

Alternative 2 – EDC Mixed Use (Commercial/Light Industrial/Multi-Family Residential) would provide 75,000 square feet of retail commercial space, 150,000 square feet of light industrial space, and 400 apartments (20 acres x 20 units/acre). Per the City’s General Plan, residential mixed use development in the EDC shall be vertically integrated with the residential uses not being located on the ground floor. Note that this is a type of No Project - General Plan Consistent Alternative described above.

Alternative 3 – EDC Mixed Use (Office/Business Park/Residential) would provide 100,000 square feet of office space, 100,000 square feet of business park uses, and 300 “for ownership” condominiums (20 acres x 15 units/acre). Per the City’s General Plan, residential mixed use development in the EDC shall be vertically integrated with the residential uses NOT being located on the ground floor. Note that this is a type of No Project - General Plan Consistent Alternative described above.

Analysis. The No Project – No Development Alternative would have no environmental impacts since it would leave the site in its existing condition so it is environmentally superior to the proposed Project. However, the CEQA Guidelines (section 15126[e][2]) stipulate, "If the environmentally superior alternative is the “No Project (no development)” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Both Alternative 2 and Alternative 3 would result in increased air quality impacts compared to the proposed Project, while Alternative 1 would result in reduced or similar less than significant air quality impacts compared to the Project. All three of the alternatives would have significant impacts related to greenhouse gases even with the implementation of all feasible TDM measures identified for the proposed Project. Even though Alternative 1 still has the same significant impact as the proposed Project (greenhouse gas emissions), it would result in reduced environmental impacts compared to the Project and would therefore be the “environmentally superior alternative.” However, this alternative would not meet the Project objectives to nearly the same degree as the proposed Project.

H. Areas of Controversy

The location and appearance of the proposed buildings is of concern to some nearby residents as the Project is a fundamental change in land use compared to historical farming activities. This issue is addressed in detail in EIR Section 4.1, *Aesthetics*.

The EIR indicates the Project will emit significant levels of greenhouse gases which is mainly due to the nature and size of the Project. These issues are addressed in detail in EIR Section 4.8, *Greenhouse Gas Emissions*.

The Project will generate noise from vehicular movement and stationary equipment which would elevate noise levels on neighboring rural land uses to the west. This issue is addressed in detail in EIR Section 4.13, *Noise*.

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Table 2-1: Summary of Potentially Significant Impacts and Recommended Mitigation Measures

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
1. AESTHETICS			
AES-1: Have a substantial adverse effect on a scenic vista.	Less than Significant	None Required	Less than Significant
AES-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	Less than Significant	None Required	Less than Significant
AES-3: In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.	Less than Significant	None Required	Less than Significant
AES-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	Less than Significant	None Required	Less than Significant
AES-5: Would the project cause substantial adverse cumulative impacts with respect to aesthetics.	Less than Significant	None Required	Less than Significant
2. AGRICULTURE AND FOREST RESOURCES			
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.	Less than Significant	None Required	Less than Significant

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
AG-2: Conflict with existing zoning for agricultural use, or a Williamson Act contract.	No Impact	None Required	No Impact
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)).	No Impact	None Required	No Impact
AG-4: Result in the loss of forest land or conversion of forest land to non-forest use.	No Impact	None Required	No Impact
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.	No Impact	None Required	No Impact
AG-6: Would the project cause substantial adverse cumulative impacts with respect to Agriculture and Forestry Resources.	No Impact	None Required	No Impact
3. AIR QUALITY			
AIR-1: Would the project result in a cumulatively considerable net increase of any criteria air pollutants for which the South Coast Air Basin is designated non-attainment under an applicable federal or state ambient air quality standard.	Less than Significant	None Required	Less than Significant
AIR-2: Would the project result in a cumulatively considerable net increase of any criteria air pollutants for which the South Coast Air Basin is designated non-attainment under an applicable federal or state ambient air quality standard.	**Potentially Significant** (Construction VOC Emissions) Less than Significant (Operational Emissions)	**AQ-1:** Reduce VOC Emissions None Required	Less than Significant Less than Significant

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
AIR-3: Would the project expose sensitive receptors to substantial pollutant concentrations.	Less than Significant	None Required	Less than Significant
AIR-4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	Less than Significant	None Required	Less than Significant
AIR-5: Would the project cause substantial adverse cumulative impacts with respect to air quality.	Less than Significant	None Required	Less than Significant
4. BIOLOGICAL RESOURCES			
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 Game or U.S. Fish and Wildlife Service.	**Potentially Significant**	**BIO-1:** Burrowing Owl Survey **BIO-2:** Nesting Bird Survey	Less than Significant
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 Game or US Fish and Wildlife Service.	**Potentially Significant**	**BIO-3:** Regulatory Permitting	Less than Significant
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.	No Impact	None Required	Less than Significant
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.	**Potentially Significant**	**MM-BIO-1:** (see above) **MM-BIO-2:** (see above)	Less than Significant

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
BIO-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Less than Significant	None Required	Less than Significant
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.	No Impact	None Required	No Impact
BIO-7: Would the Project cause substantial adverse cumulative impacts with respect to Biological Resources.	Less than Significant	None Required	Less than Significant
5. CULTURAL RESOURCES			
CUL-1: Cause a substantial adverse change in the significance of a historic resource as defined by CEQA Guidelines Section 15064.5.	Less than Significant	None Required	Less than Significant
CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5.	Less than Significant	None Required	Less than Significant
CUL-3: Disturb any human remains, including those interred outside of dedicated cemeteries.	Less than Significant	None Required	Less than Significant
CUL-4: Would the project cause substantial adverse cumulative impacts with respect to cultural resources.	Less than Significant	None Required	Less than Significant
6. ENERGY RESOURCES			
ENG-1: Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.	Less than Significant	None Required	Less than Significant
ENG-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less than Significant	None Required	Less than Significant

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
ENG-3: Would the Project cause substantial adverse cumulative impacts with respect to energy.	Less than Significant	None Required	Less than Significant
7. GEOLOGY AND SOILS			
GEO-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: a) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault- Refer to Division of Mines and Geology Special Publication 42; b) Strong seismic ground shaking; c) Seismic-related ground failure, including liquefaction; or d) Landslides.	Less than Significant	None Required	Less than Significant
GEO-2: Would the project result in substantial soil erosion or the loss of topsoil.	Less than Significant	None Required	Less than Significant
GEO-3: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	Less than Significant	None Required	Less than Significant
GEO-4: Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.	Less than Significant	None Required	Less than Significant
GEO-5: Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	No Impact	None Required	No Impact

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
GEO-6: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature.	Less than Significant	None Required	Less than Significant
GEO-7: Would the project cause substantial adverse cumulative impacts with respect to geology and soils.	Less than Significant	None Required	Less than Significant
8. GREENHOUSE GASES			
GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	**Potentially Significant**	**MM-GHG-1:** VMT/TDM Reduction Plan	**Significant and Unavoidable**
GHG-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs.	Less than Significant	None Required	Less than Significant
GHG-3: Cause substantial adverse cumulative impacts with respect to GHGs.	**Potentially Significant**	**MM-GHG-1:** (see above)	**Significant and Unavoidable**
9. HAZARDS AND HAZARDOUS MATERIALS			
HAZMAT-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less than Significant	None Required	Less than Significant
HAZMAT-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.	Potentially Significant	**MM-HAZ-1:** Pre-Demolition Surveys **MM-HAZ-2:** Inadvertent Hazmat Discovery	Less than Significant
HAZMAT-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Less than Significant	None Required	Less than Significant

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
HAZMAT-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	Less than Significant	None Required	Less than Significant
HAZMAT-5: For projects 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.	No Impact	None Required	Less than Significant
HAZMAT-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less than Significant	None Required	Less than Significant
HAZMAT-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	Less than Significant	None Required	Less than Significant
HAZMAT-8: Would the project cause substantial adverse cumulative impacts with respect to hazards and hazardous materials.	Less than Significant	None Required	Less than Significant
10. HYDROLOGY AND WATER QUALITY			
HYD-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less than Significant	None Required	Less than Significant
HYD-2: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	Less than Significant	None Required	Less than Significant
HYD-3: Would the project substantially alter the existing drainage pattern of the site or area,	Less than Significant	None Required	Less than Significant

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (a) result in substantial erosion or siltation on- or off-site; (b) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (c) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems; (d) provide substantial additional sources of polluted runoff; or (e) Impede or redirect flood flows.			
HYD-4: Would the project be subject to flood hazard, tsunami, or seiche zones, and risk release of pollutants due to project inundation.	Less than Significant	None Required	Less than Significant
HYD-5: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less than Significant	None Required	Less than Significant
HYD-6: Would the project cause substantial adverse cumulative impacts with respect to hydrology and water quality.	Less than Significant	None Required	Less than Significant
11. LAND USE AND PLANNING			
LAND-1: Would the project physically divide an established community.	Less than Significant	None Required	Less than Significant
LAND-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.	Less than Significant	None Required	Less than Significant
LAND-3: Would the project cause substantial adverse cumulative impacts with respect to land use and planning,	Less than Significant	None Required	Less than Significant

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
12. MINERAL RESOURCES			
MIN-1: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	Less than Significant	None Required	Less than Significant
MIN-2: Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	Less than Significant	None Required	Less than Significant
MIN-3: Would the project cause substantial adverse cumulative impacts with respect to mineral resources.	Less than Significant	None Required	Less than Significant
13. NOISE			
NOISE-1: Would the project generate a substantial temporary increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance.	**Potentially Significant**	**MM-NOI-1:** Reduce Potential Construction Noise Levels	Less than Significant
NOISE-2: Would the project generate a substantial permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance.	Less than Significant	None Required	Less than Significant
NOISE-3: Would the project generate excessive groundborne vibration or noise levels.	Less than Significant	None Required	Less than Significant
NOISE-4: 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 area to excessive noise levels.	Less than Significant	None Required	Less than Significant

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
NOISE-5: Would the project cause substantial adverse cumulative impacts with respect to noise or vibration.	Less than Significant	None Required	Less than Significant
14. POPULATION, HOUSING, AND EMPLOYMENT			
POP-1: Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	Less than Significant	None Required	Less than Significant
POP-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	Less than Significant	None Required	Less than Significant
POP-3: Would the Project cause substantial adverse cumulative impacts with respect to population and housing.	Less than Significant	None Required	Less than Significant
15. PUBLIC SERVICES			
PS-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: Fire protection; Police protection; Schools; Parks; and Other public facilities.	Less than Significant	None Required	Less than Significant
PS-2: Would the Project cause substantial adverse cumulative impacts with respect to public services.	Less than Significant	None Required	Less than Significant

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
16. RECREATION			
REC-1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Less than Significant	None Required	Less than Significant
REC-2: Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	Less than Significant	None Required	Less than Significant
REC-3: Would the Project cause substantial adverse cumulative impacts with respect to Recreation.	Less than Significant	None Required	Less than Significant
17. TRANSPORTATION			
TRANS-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.	Less than Significant	None Required	Less than Significant
TRANS-2: Conflict or be inconsistent with CEQA guidelines section 15064.3(b) Vehicle Miles Traveled (VMT).	Less than Significant	None Required	Less than Significant
TRANS-3: 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 Required	Less than Significant
TRANS-4: Result in inadequate emergency access.	Less than Significant	None Required	Less than Significant
TRANS-5: Would the Project cause substantial adverse cumulative impacts with respect to transportation and traffic.	Less than Significant	None Required	Less than Significant

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
18. TRIBAL CULTURAL RESOURCES			
TCR-1: Could the project result in a significant impact if it causes a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 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	None Required	Less than Significant
TCR-2: Could the project result in a significant impact if it causes a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less than Significant	None Required	Less than Significant
TCR-3: Would the Project cause substantial adverse cumulative impacts with respect to tribal cultural resources.	Less than Significant	None Required	Less than Significant

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
19. UTILITIES AND SERVICE SYSTEMS			
UTS-1: 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	None Required	Less than Significant
UTS-2: Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.	Less than Significant	None Required	Less than Significant
UTS-3: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the projected demand in addition to the provider's existing commitments.	Less than Significant	None Required	Less than Significant
UTS-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.	Less than Significant	None Required	Less than Significant
UTS-5: Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less than Significant	None Required	Less than Significant
UTS-6: Would the project cause substantial adverse cumulative impacts with respect to Utilities and Service Systems.	Less than Significant	None Required	Less than Significant
20. WILDFIRE			
WIL-1: Substantially impair an adopted emergency response plan or emergency evacuation plan.	Less than Significant	None Required	Less than Significant

Environmental Issue - Significance Criteria	Level of Impact without Mitigation	Summary of Mitigation Measures	Level of Impact with Mitigation
WIL-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, 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	None Required	Less than Significant
WIL-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.	Less than Significant	None Required	Less than Significant
WIL-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes.	Less than Significant	None Required	Less than Significant
WIL-5: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project cause substantial adverse cumulative impacts with respect to wildfires.	Less than Significant	None Required	Less than Significant

Source: Sections 4.1 through 4.20 in Draft Pemcor Business Park EIR

Table 2-2: Detailed Description of Mitigation Measures

1. AESTHETICS

None

2. AGRICULTURE AND FOREST RESOURCES

None

3. AIR QUALITY

AQ-1 **Reduce VOC Emissions.** To reduce VOC emissions associated with the application of architectural coatings, the construction contractor for the Project shall be required to utilize "Super-Compliant" VOC architectural coatings for interior and exterior paint applications at the proposed business park during construction. Consistent with the South Coast Air Quality Management District's definition, "Super-Compliant" architectural coatings shall have a maximum VOC content of 10 grams of VOC per liter.

4. BIOLOGICAL RESOURCES

BIO-1 **Burrowing Owl Pre-Construction Survey.** A 30-day pre-construction survey for burrowing owls shall be conducted prior to initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the Project boundary prior to the initiation of ground-disturbing activities, the Project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey must again be conducted to ensure that burrowing owls have not colonized the site since it was last disturbed.

If burrowing owls have colonized the Project boundary prior to the initiation of construction, the Project proponent shall immediately inform the Wildlife Agencies and the WRCRCA. Approval of a Burrowing Owl Protection and Relocation Plan by the Wildlife Agencies prior to initiating ground disturbance would be required. Translocation of any owls present on-site would be required to occur within the nonbreeding season. With implementation of the 30-day preconstruction survey and the Burrowing Owl Protection and Relocation Plan, if warranted, impacts to burrowing owl, including possible take of active nests, would be avoided. If ground-disturbing activities occur but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure that burrowing owl have not colonized the site since it was last disturbed.

BIO-2 **Nesting Bird Pre-Construction Survey.** Habitat clearing, grubbing, grading, and associated construction actions will be timed to avoid the avian breeding season of January 15 to August 31. if vegetation clearing cannot be avoided during the bird nesting season, a pre-construction nest survey shall be conducted by a qualified biologist and occur no more than seven days prior to vegetation removal.

Additionally, raptors (birds of prey) are known to begin nest building in January or February. If vegetation clearing is to occur between January 1 and February 15, a nesting raptor survey will be conducted within the survey area.

If active bird nests are confirmed to be present during the pre-construction survey, a buffer zone, restricting ground disturbance, grading and construction activities, will be established by a qualified biologist until it has verified by the biologist that the young have fledged or the nest has otherwise become inactive.

BIO-3 **Regulatory Permitting.** Consultation with and subsequent permitting through affected environmental regulatory agencies is required to address potential impacts to the 0.70-acres of riverine features (i.e., 1,810 feet of ephemeral drainages) on the site. A pre-application meeting will be held with the Western Riverside County Resource Conservation Agency, California Department of Fish and Wildlife, and the US Fish and Wildlife Service, U.S. Army Corps of Engineers, Regional Water Quality Control Board, and the City of Menifee to discuss the impacts to riverine features and regulated waters issues.

Permanent impacts to 0.70 acre (1,810 linear feet) of potentially jurisdictional features would be mitigated at the Riverpark Mitigation Bank, Riverside Legacy Mitigation Bank, or another bank approved by the involved agencies listed above. An agreement for sale of credits from the approved bank will be submitted to the City of Menifee prior to grading permit issuance. In compliance with the no-net-loss policy, impacts to non-wetland waters would likely require mitigation at a minimum 1:1 ratio but actual mitigation ratios will be determined during the permitting process.

An alternative option is the implementation of 3.0 acres (or as agreed to by the Agencies) of permittee-responsible rehabilitation within one of the Warren Road Partners parcels [Phase 1 (APN 455-130-059) or Phase 2 (APNs 455-130-058 and -030)] in the Hemet Vernal Pool Complex within the San Jacinto Watershed at a ratio of 4:1, to cover the net loss of habitat at a ratio of 3:1 and the temporal loss of habitat during the rehabilitation at a 1:1 ratio.

Prior to grubbing, clearing, or grading permit issuance, no impacts shall occur to onsite drainages until appropriate permits have been obtained from the Regional Water Quality Control Board (Section 401 Water Quality Certificate or Waste Discharge Requirements and the California Department of Fish and Wildlife (Section 1602 Streambed Alteration Agreement).

5. CULTURAL RESOURCES

None

6. ENERGY RESOURCES

None

7. GEOLOGY AND SOILS

None

8. GREENHOUSE GASES

GHG-1 **VMT/TDM Reduction Plan.** To reduce GHG emissions, the proposed Project shall implement a commute trip reduction program consisting of transportation demand management (TDM) measures that reduce annual Vehicle Miles Traveled (VMT) for non-truck Project-related vehicles. The VMT reduction measure shall be quantified in accordance with the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers* (December 2021). Per the *Pemcor Commercial Industrial Business Park Project Transportation Demand Management Assessment Memorandum* prepared by Ganddini Group dated February 19, 2025 (MND Appendix L), the project shall provide the following to the satisfaction of City Planning staff:

- Voluntary Commute Trip Reduction Program (CAPCOA Measure T-5)
- Commute Trip Reduction Marketing (CAPCOA Measure T-7)
- Ridesharing Program (CAPCOA Measure T-8)
- Subsidized or Discounted Transit Program (CAPCOA Measure T-9)
- End-of-Trip Bicycle Facilities (CAPCOA Measure T-10)
- Employer-Sponsored Vanpool (CAPCOA Measure T-11)
- Electric Vehicle Charging Infrastructure (CAPCOA Measure T-14)

It should be noted that CAPCOA Measures T-7 through T-11 are required as part CAPCOA Measure T-5 as part of the VMT/TDM program. For more details on the specifics of each measure refer to the TDM assessment memorandum prepared by Ganddini Group in 2025.

Implementation Parameters

In lieu of a VMT/TDM Program, the Project may participate in a regional VMT mitigation exchange/banking program (if one has been established) to reduce VMT from the Project or other land uses to achieve stated levels.

If the VMT/TDM Reduction Plan cannot implement all CAPCOA requirements for the indicated actions of the measure (T-5, T-7 through T-11, and T-14), the project shall implement one or more of the following additional actions to the satisfaction of the City Planning Department:

1) Provide car-sharing, bike sharing, and ride-sharing programs;
2) Improve or increase access to transit;
3) Offer programs or incentives to further reduce transportation requirements such as work from home and flexible work schedules.

The project is not limited to these measures but must describe the planned VMT/TDM reduction measure(s) and subsequently demonstrate their successful implementation to the City in its annual report.

This VMT/TDM Reduction Plan shall be managed by the applicant/developer until such time as a Property Owners Association (POA) is formed and active on behalf of the onsite uses/users.

The VMT/TDM Program is intended to achieve a 5% reduction goal starting one year after 90% occupancy is achieved. The developer or POA, whichever is in control at that time, shall submit an annual report showing what programs it is offering and that it is achieving the 5% VMT reduction goal. If in the first year they do not achieve the reduction goal, the developer or POA shall expand existing or add new programs the following year to increase employee participation. The applicant/developer or POA shall submit an annual report to the City documenting its success in implementing the VMT/TDM Program.

9. HAZARDS AND HAZARDOUS MATERIALS

HAZ-1 **Pre-Demolition Surveys.** Prior to demolition of any structures on the Project site, the developer shall retain qualified licensed environmental contractor(s) to survey the existing onsite farm buildings and any related structures for asbestos-containing materials (ACMs) and Lead-Based Paints (LBPs). If the survey finds the presence of any ACMs or LBPs on the site, the contractor(s) shall follow all relevant guidance from affected regulatory agencies (e.g., CalEPA, SCAQMD, DTSC, County Health Department, etc.) in terms of safe removal and disposal of the contaminated materials as appropriate. The contractor(s) shall prepare and submit a final report to the City Planning Department within 30 days after completion of demolition/removal for ACMs and LBPs on the project site.

HAZ-2 **Inadvertent Hazmat Discovery.** Prior to issuance of a grading permit, the Project proponent shall retain a qualified environmental professional (QEP) experienced with remediating hazardous materials from infill urban construction sites. The QEP must be on-call and summoned to the site immediately if any potentially hazardous materials are found during grading. Grading must be halted within 100 feet of an area that appears to contain hazardous materials. The QEP will halt grading as necessary to effectively identify the potential contaminated materials, including directing any sampling and laboratory testing that may be required.

If soils are found to be contaminated at levels that are only slightly in excess of applicable residential standards, the QEP shall exercise professional discretion and have the option to coordinate with the grading contractor and developer to either remove contaminated soil and/or mix the contaminated soil with clean soil from either onsite or offsite to dilute any contaminants to below applicable exposure standards for residential development.

Remediated areas must be retested to assure potential contaminant levels are below applicable commercial standards. The results of any testing shall be provided to the City or other agencies as appropriate. Any contaminated soil that must be removed from the site shall be done by a licensed contractor and hauled to a landfill approved for such materials. This measure shall be implemented to the satisfaction of the City Planning Department.

10. HYDROLOGY AND WATER QUALITY

None

11. LAND USE AND PLANNING

None

12. MINERAL RESOURCES

None

13. NOISE

NOI-1: Reduce Potential Construction Noise Levels. To reduce potential construction noise levels generated by the development of rezone sites, the City shall require future development projects to:

A. *Notify Nearby Land Uses of Planned Construction Activities.* This notice shall be provided at least two (2) weeks prior to the start of any construction activities, describe the noise control measures to be implemented by the Project, and include the name and phone number of the designated developer's or contractor's representative responsible for handling construction-related noise complaints (per Mitigation Measure NOI-1, section E). This notice shall be provided to all properties that directly border the Project site.

B. *Restrict Work Hours:* Unless otherwise authorized by the City, all construction-related work activities, including material deliveries, shall be conducted 6:30 AM through 7:00 PM on Mondays through Saturdays. Construction is prohibited on Sundays and nationally recognized holidays. The Project shall post a sign at all entrances to the work site informing contractors, subcontractors, other workers, etc. of this requirement.

C. *Construction Staging and Equipment Noise Control Measures*:

1. Construction site access and staging activities such as receipt of deliveries, equipment and material storage, etc., shall occur as far away from adjacent residential land uses as possible given site and active work constraints.

2. All stationary noise generating equipment shall be shielded and located as far as possible from residential land uses given site and active work constraints. Shielding may consist of trailers, stored materials, or a three- or four-sided enclosure provided the structure/barrier breaks the line of sight between the equipment and the receptor, provides for proper equipment ventilation and operations, and complies with all other applicable occupational safety and health requirements.

3. Heavy equipment shall include standard noise suppression devices such as mullers, engine covers, and engine/mechanical isolators, mounts, etc. Equipment and noise suppression devices shall be maintained in accordance with manufacturer's recommendations while on-site.

4. Pneumatic tools shall include a suppression device on the compressed air exhaust

5. Connect to existing electrical service to power stationary and portable equipment (e.g., pumps, generators, compressors, and welding sets). This measure shall be subject to the approval of the local electric utility. If it is not feasible to connect to electrical service

and/or extend electrical service to all work sites, Mitigation Measure NOI-1, section C.2, shall be implemented.

6. No radios or other amplified sound devices shall be audible beyond the property line of the construction site.

14. POPULATION AND HOUSING

None

15. PUBLIC SERVICES

None

16. RECREATION

None

17. TRANSPORTATION

None

18. TRIBAL CULTURAL RESOURCES

None

19. UTILITIES AND SERVICE SYSTEMS

None

20. WILDFIRE

None

3.0 – Project Description

3.1 – BACKGROUND

Pemcor Properties, Inc. (the applicant) proposes to develop the Menifee Business Park in the City of Menifee. The proposed project consists of demolishing an existing single-family residence and constructing 11 buildings with a total of approximately 337,770 square feet of gross building space. The site is comprised of Assessor Parcel Number (APN) 384-150-001 with 20.03 gross acres (18.68 net acres) plus 2.05 acres of offsite road improvements.

3.2 – LOCATION

The project site is located at 33521 Zeiders Road, between Howard Way and Zeiders Road, in the southern portion of the City of Menifee, in Riverside County. The project site is a rectangular-shaped parcel of land comprising Assessor's Parcel Number (APN) 384-150-001. The project site is approximately 0.25-mile west of Interstate 215 (I-215) and 0.5 mile south of Scott Road. The location of the site is shown in Exhibit 3-1, Regional Location Map, and Exhibit 3-2, project Vicinity Map. The center of the site is at latitude 33° 38' 00" North and longitude 117° 10' 39" West. The site is located within USGS 7.5-minute Romoland Quadrangle (1979) and within Township 6 South, Range 3 West, Section 22 (San Bernardino Base and Meridian).

3.3 – EXISTING CONDITIONS

Environmental Setting

The project site is currently developed with a single-family residence that is currently occupied with a detached garage and other associated structures. The majority of the site is undeveloped although until recently the project site was in agricultural use which began in 1938. At that time, the site contained two north-south trending ephemeral drainages and was bounded on the east side by a dirt road which eventually became Zeiders Road (built in the 1950's). The site is bounded by rural residential land uses on the north, south, and west, and light industrial land uses to the east. Zeiders Road and Howard Way (dirt road) run along the eastern and western sides of the site, respectively. The site also contains a number of mature introduced trees around the farm buildings and several clusters of trees along the two onsite drainages which are unimproved. Onsite elevations range from 1,558 feet above mean sea level (amsl) in the northeast corner of the site up to 1,578 feet amsl in the southwest corner of the site. The site slopes down to the north-northeast at approximately 1.5 percent. Piped utility lines are located in Zeiders Road while overhead electrical and telephone lines are located on utility poles along the east side of Zeiders Road and along the northern property boundary.

Surrounding Land Uses

The project site is surrounded by rural residences to the north, west, and south, and light industrial land uses to the west. See Table 3-1, Surrounding Land Uses, for a summary of existing land uses, General Plan designations, and zoning classifications on the project site and surrounding properties. The lands to the north, east, and south of the site are eventually planned to support non-residential development as part of the "Economic Development Corridor-Southern Gateway"

designation (EDC-SG). The land east of the site supports a recently developed light industrial warehouse with vacant land to the south. The land north and south of the site currently support agricultural ranches but are also planned for non-residential development within the EDC-SG designation. The General Plan indicates “areas designated EDC are envisioned to develop primarily as nonresidential uses, with residential uses playing a supporting role.” In addition, the City has discussed eventually processing a Specific Plan (SP) that would encompass the project site and the surrounding EDC-SG properties at some point in the future. The intent of that SP would be to create an “innovation district” that will drive economic development by diversifying the City's economy and prioritizing job creation.

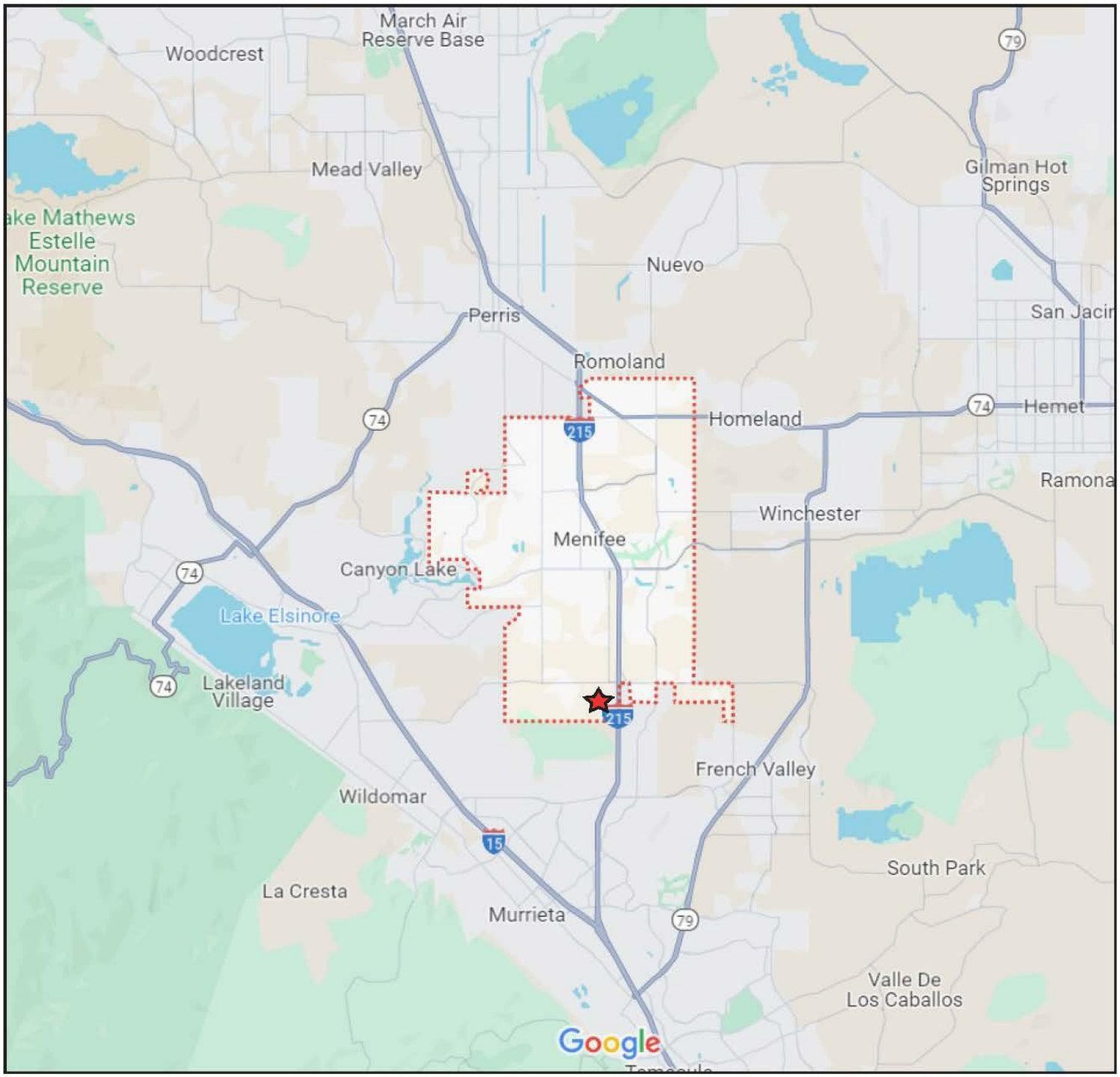
The land to the west of the site supports vacant land and rural residences and businesses and is designated in the General Plan as Rural Residential 2 which is described as:

> “single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture and intensive equestrian and animal keeping uses are expected and encouraged. Allows small scale home-based business operations in accordance with the Zoning Code on rural large lot properties if consistent with surrounding character.” Exhibits 3-3 and 3-4 show the existing General Plan designations and zoning of the site and surrounding properties, respectively.”

Table 3-1: Surrounding Land Uses

Location	General Plan Designation	Zoning Classification	Existing Land Use
Project Site	Economic Development Corridor (EDC)	Economic Development Corridor - Southern Gateway (EDC-SG)	Rural residence and vacant land
North	Economic Development Corridor (EDC)	Economic Development Corridor - Southern Gateway (EDC-SG)	Agriculture (“Zeiders Ranch”) and vacant land
South	Economic Development	Economic Development Corridor - Southern Gateway (EDC-SG)	Agriculture (“Bouris Ranches”) and vacant land
East	Economic Development Corridor (EDC)	Economic Development Corridor - Southern Gateway (EDC-SG)	Light Industrial warehouse (“Gateway at Menifee”)
West	Rural Residential (RR)	Rural Residential 2-acre minimum (RR2)	Rural residences/businesses and vacant land

Sources: Menifee General Plan Land Use Map (10-5-21) and Zoning Map (4-18-2020)



Project Location ★

Not to Scale

Source: Google Maps

Exhibit 3-1 Regional Location Map

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Menifee Business Park Project
Menifee, California



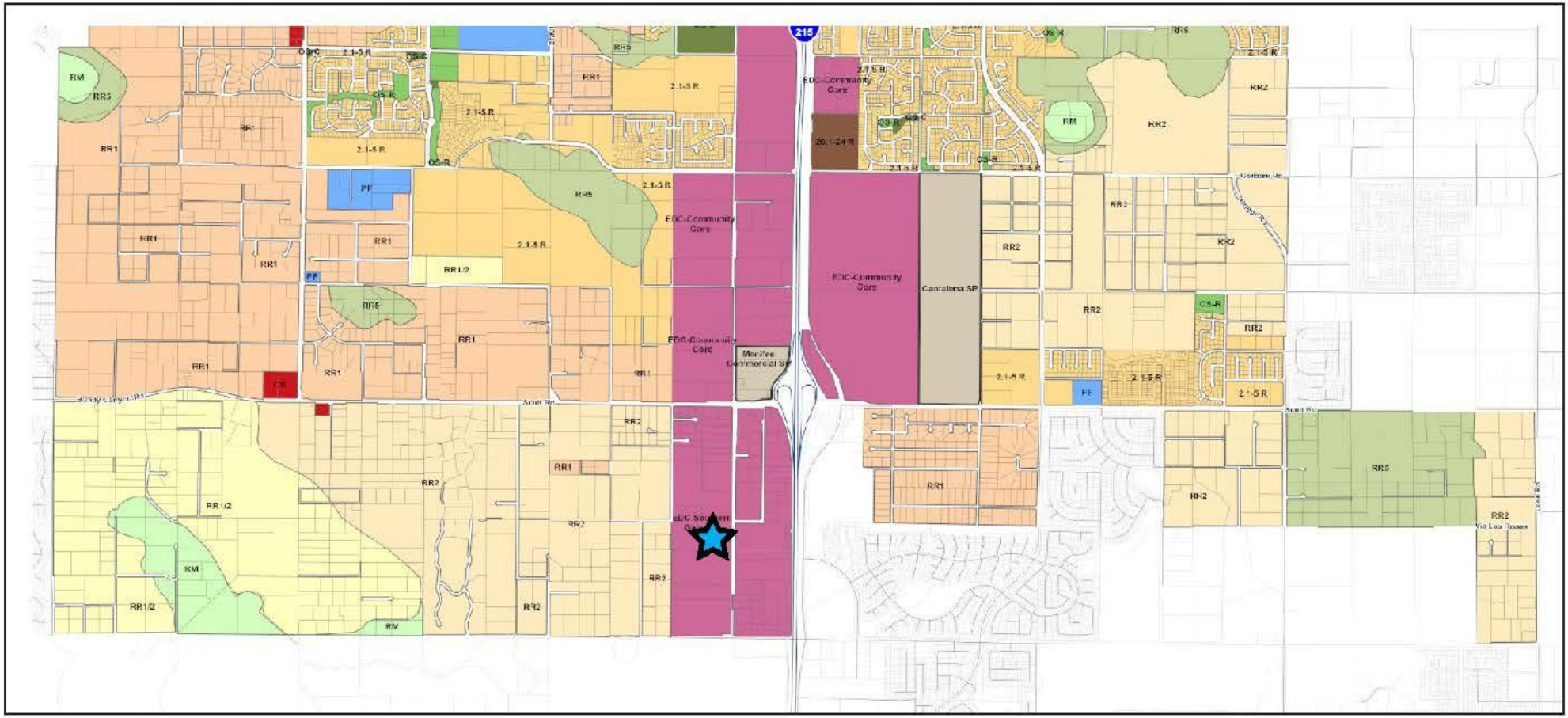
Project Location

Not to Scale

Source: Google Earth Pro

Exhibit 3-2 Project Vicinity Map

Menifee Business Park Project
Menifee, California



GP Land Use Designation

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

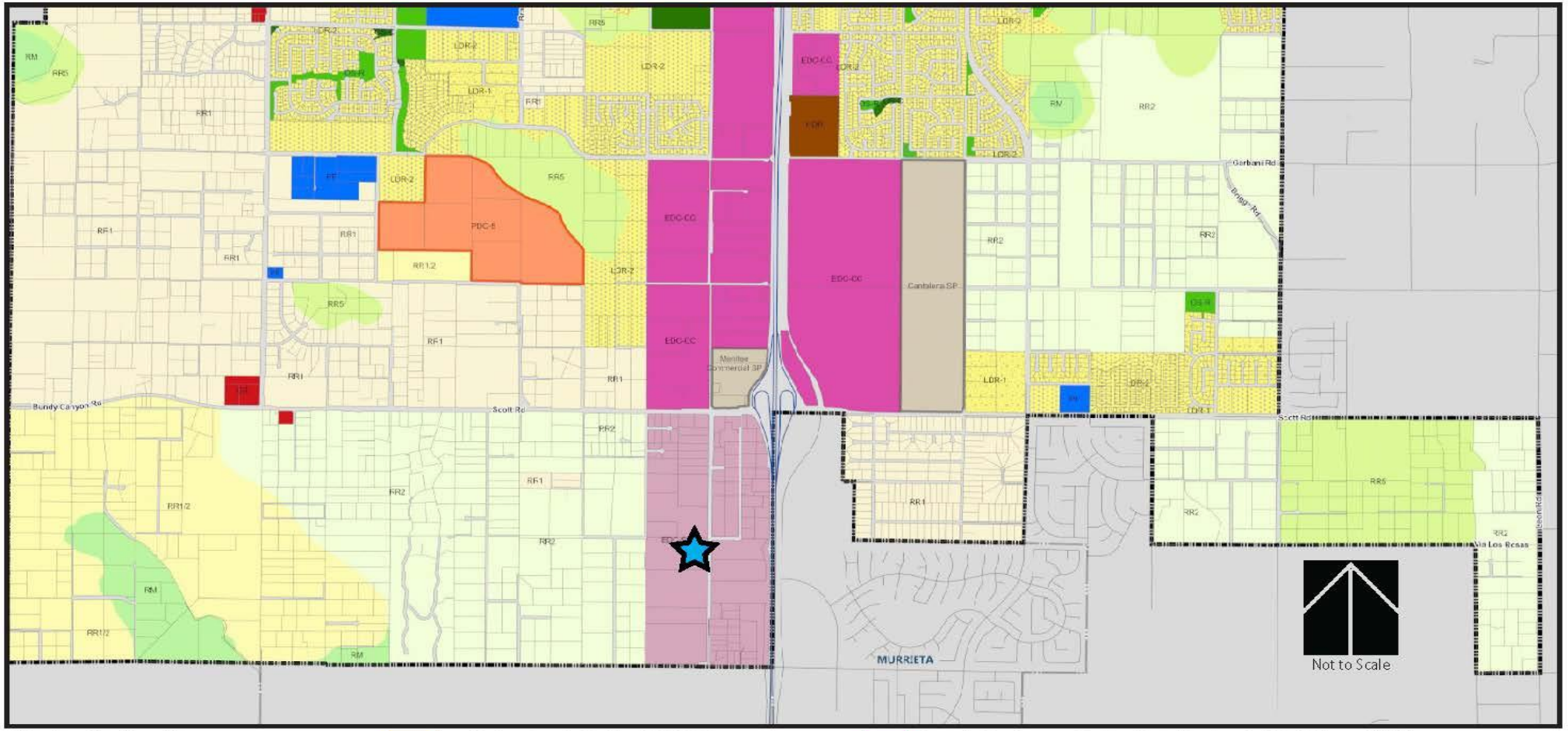
Not to Scale

★ Project Location

City of Menifee General Plan
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Exhibit 3-3 General Plan Land Use Map

Menifee Business Park Project
Menifee California



Zoning Designation

- Agriculture (AG)
- Rural Mountainous (RM)
- Rural Residential, 5-acre minimum (RR5)
- Rural Residential, 2-acre minimum (RR2)
- Rural Residential, 1-acre minimum (RR1)
- Rural Residential, 1/2-acre minimum (RR1/2)
- Low Density Residential-1 (LDR-1) [10,000 SF]
- Low Density Residential-2 (LDR-2) [7,200 SF]
- Low Medium Density Residential (LMDR)
- Medium Density Residential (MDR)
- Medium High Density Residential (MHDR)
- High Density Residential (HDR)
- Commercial Retail (CR)
- Commercial Office (CO)
- Heavy Industrial/Manufacturing (HI)
- Business Park/Light Industrial (BP)
- Economic Development Corridor-Northern Gateway (EDC-NG)
- Economic Development Corridor-McCall Boulevard (EDC-MB)
- Economic Development Corridor-Community Core (EDC-CC)
- Economic Development Corridor-Newport Road (EDC-NR)
- Economic Development Corridor-Southern Gateway (EDC-SG)
- Auto Overlay (AO)
- Open Space-Conservation (OS-C)
- Open Space-Recreation (OS-R)
- Open Space-Water (OS-W)
- Public/Quasi-Public Facilities (PF)
- Project Location
- City Boundary
- Freeways
- Parcels
- Rockport Ranch SP
- Town Center SP
- Menifee Commercial SP
- Planned Development Overlay-1 (PDO-1)
- Planned Development Overlay-2 (PDO-2)
- Planned Development Overlay-3 (PDO-3)
- Planned Development Overlay-4 (PDO-4)
- Planned Development Overlay-5 (PDO-5)

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Exhibit 3-4 Zoning Classifications

Menifee Business Park Project
Menifee California

3.4 – PROJECT OBJECTIVES

The proposed project has the following development objectives:

- To make efficient use of underutilized property in the City of Menifee by adding to its potential for employment-generating uses.
- To attract new business and employment to the City of Menifee and thereby promote economic growth.
- To reduce the need for members of the local workforce to commute outside the project vicinity to work.
- The institutional quality development will attract high end users and enhance the aesthetics of the underutilized vacant land.
- Participate in backbone infrastructure that will help facilitate transportation throughout the corridor and increase public safety/traffic flow with new roads, signs, and striping.
- To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located near freeways and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

3.5 – PROJECT CHARACTERISTICS

The project conceptual site plan is shown in Exhibit 3-5 below, building elevations are shown in Exhibit 3-6, and building renderings are shown in Exhibit 3-7. The proposed business park involves the development of 337,770 square feet of building area, which would be spread across 11 buildings. The entire 20.03-acre site would be graded and the portions of the site not developed with buildings would either be hardscaped (e.g., parking or sidewalks) or landscaping (see Exhibit 3-8). Photographs of the existing site are shown in Exhibit 3-9. The rectangular project site would feature 11 buildings under proposed conditions, with the buildings being massed into five primary groupings.

- Two of the groupings would be located on the eastern portion of the site, fronting Zeiders Road, and be comprised of one building each.
- Two of the groupings would be located on the interior of the site, be oriented in an east-west direction, and be comprised of three buildings each.
- The final grouping would be located on the western portion of the site, oriented in a north-south direction, comprised of three buildings, and be located adjacent to Howard Way.

Three buildings will face Howard Way and two buildings will front on to Zeiders Road. The buildings range in size from 23,100 square feet to 37,840 square feet and feature two truck dock bays that would be oriented toward the center of the site (a total of 22 truck docks at the site) and will not be visible from adjoining streets or neighboring properties. Building heights are 38 to 40 feet above ground level. Table 3-2 summarizes the various development characteristics of the proposed project. The buildings would be located approximately 91 feet from the site's northern property line, approximately 97.5 feet from the western property line, approximately 93 feet from the southern property line, and approximately 96.5 from the eastern property line. A solid filled-cell concrete masonry block wall will be constructed along the west property boundary to reduce noise impacts on existing land uses to the west. Tenants have not yet been secured for the

business park but future potential uses include light industrial, manufacturing, service-commercial, retail commercial, and office uses and employ approximately 553 individuals. The project would operate daily from approximately 6 AM to 11 PM.

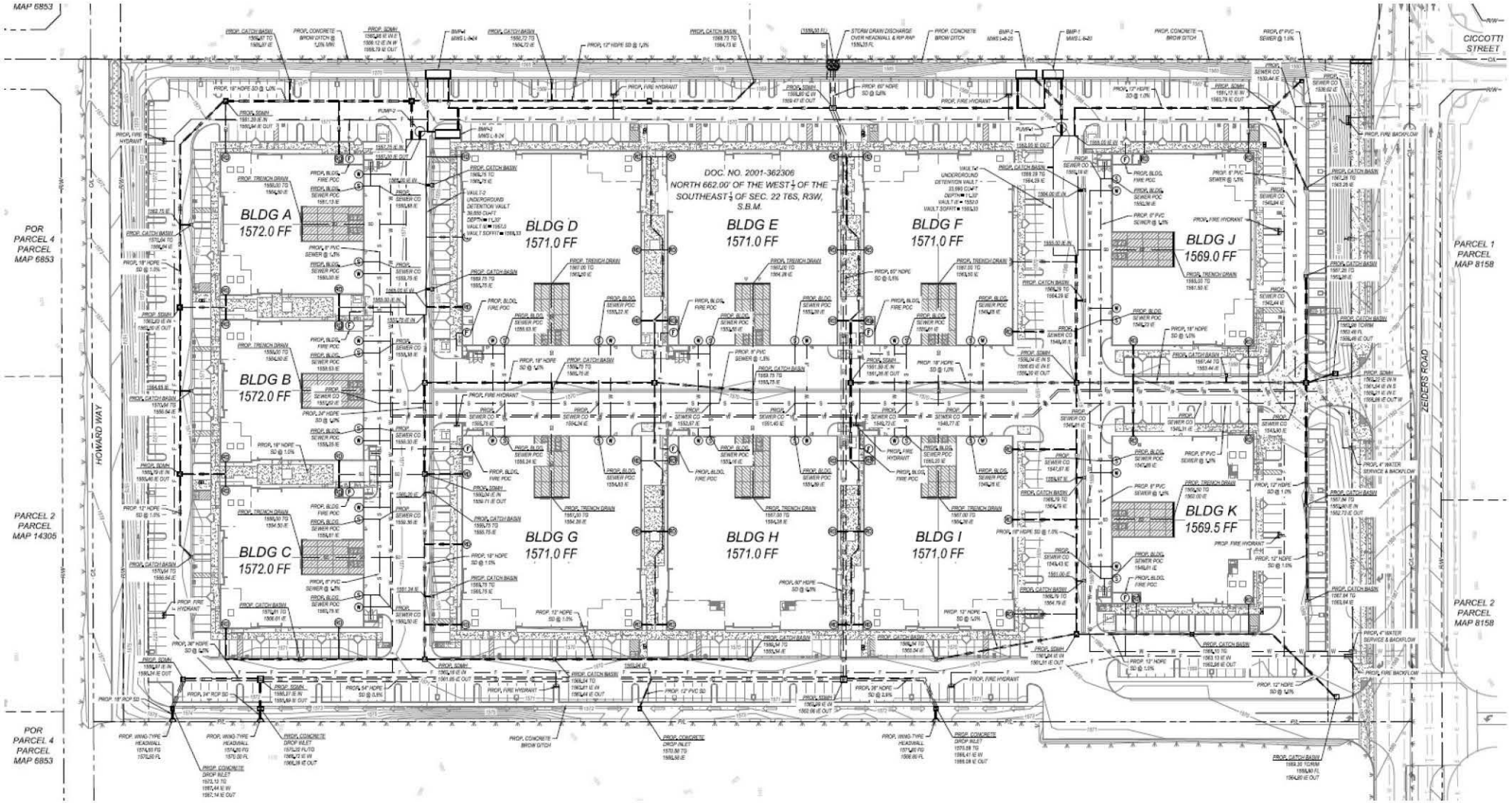
Site Access and Parking

Access to the site would be provided via two driveways on Zeiders Road. The southern driveway would provide truck and passenger car access to the site, while the northern/central driveway would only provide access to passenger vehicles. Due to site layout, trucks would travel from the southern driveway, through the drive aisle that runs through the middle of the site, to their building destination. Approximately 667 passenger vehicle parking spaces would be provided on site. The site plan identifies these parking spaces as being located adjacent to the sides of the building that do not include truck docks, as well as on the perimeter of the site. A total of 22 truck docks would be provided. Each building would feature two dock doors, which would be oriented toward the center of the site. The site does not include a truck trailer parking area.

Table 3-2: Project Development Characteristics

Development Characteristics		Allowed/Required	Proposed
Site Size (acres)			
Gross		--	20.03 ac
Net		--	18.68 ac
Site Size (square feet)			
Gross		--	872,507 SF
Net		--	813,701 SF
Individual Buildings			
A			23,100 SF
B			23,100 SF
C			23,100 SF
D			37,840 SF
E			36,500 SF
F			32,080 SF
G			37,840 SF
H			36,500 SF
I			32,080 SF
J			29,630 SF
K			26,000 SF
TOTAL			**337,770 SF**
Floor Area Ratio (to net site area)		0.50	0.46
Maximum Building Coverage		75%	70%
Minimum Building Setbacks			
Front		25 feet	25 feet
Rear		25 feet	25 feet
Side yard		15 feet	15 feet
Maximum Building Height		75 feet	40 feet
Vehicle Parking		643 spaces	677 spaces
Landscaping		83,290 SF 10%	121,879 SF 15%

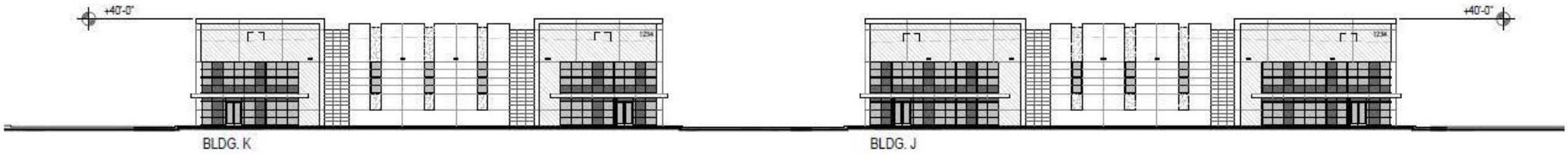
Source: project plans dated September 2024



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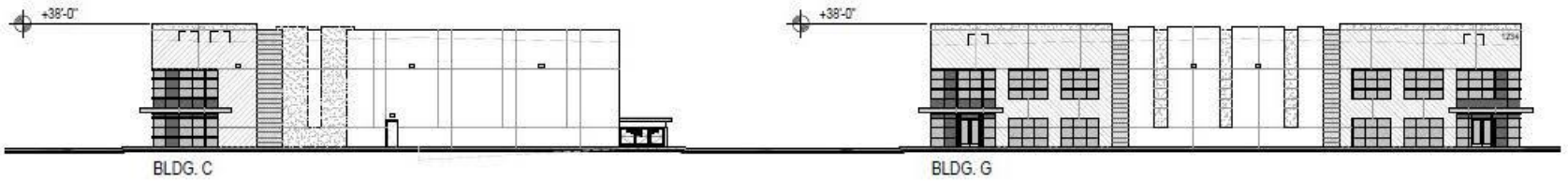
Exhibit 3-5 Project Site Plan

Menifee Business Park Project
Menifee, California



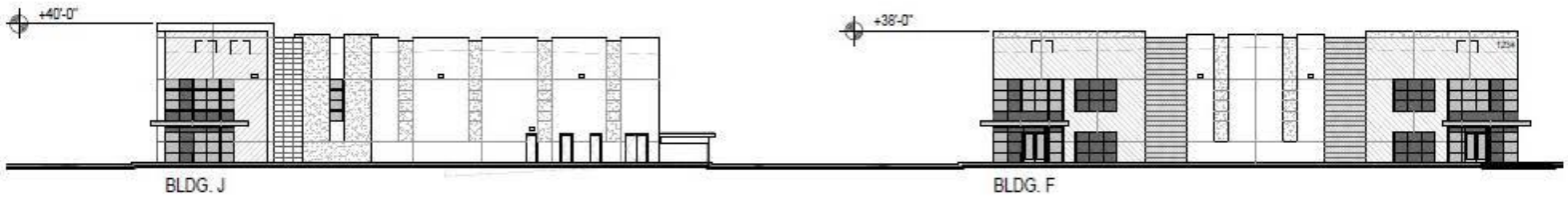
A EAST ELEVATION - ZEIDERS ROAD

SCALE: 1/32" = 1'-0"



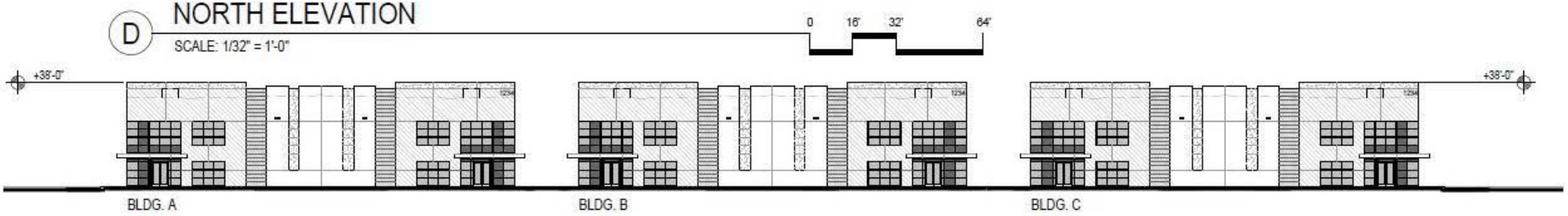
B SOUTH ELEVATION

SCALE: 1/32" = 1'-0"



D NORTH ELEVATION

SCALE: 1/32" = 1'-0"



C WEST ELEVATION - HOWARD WAY

SCALE: 1/32" = 1'-0"



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Exhibit 3-6 Building Elevations

Menifee Business Park Project
Menifee, California

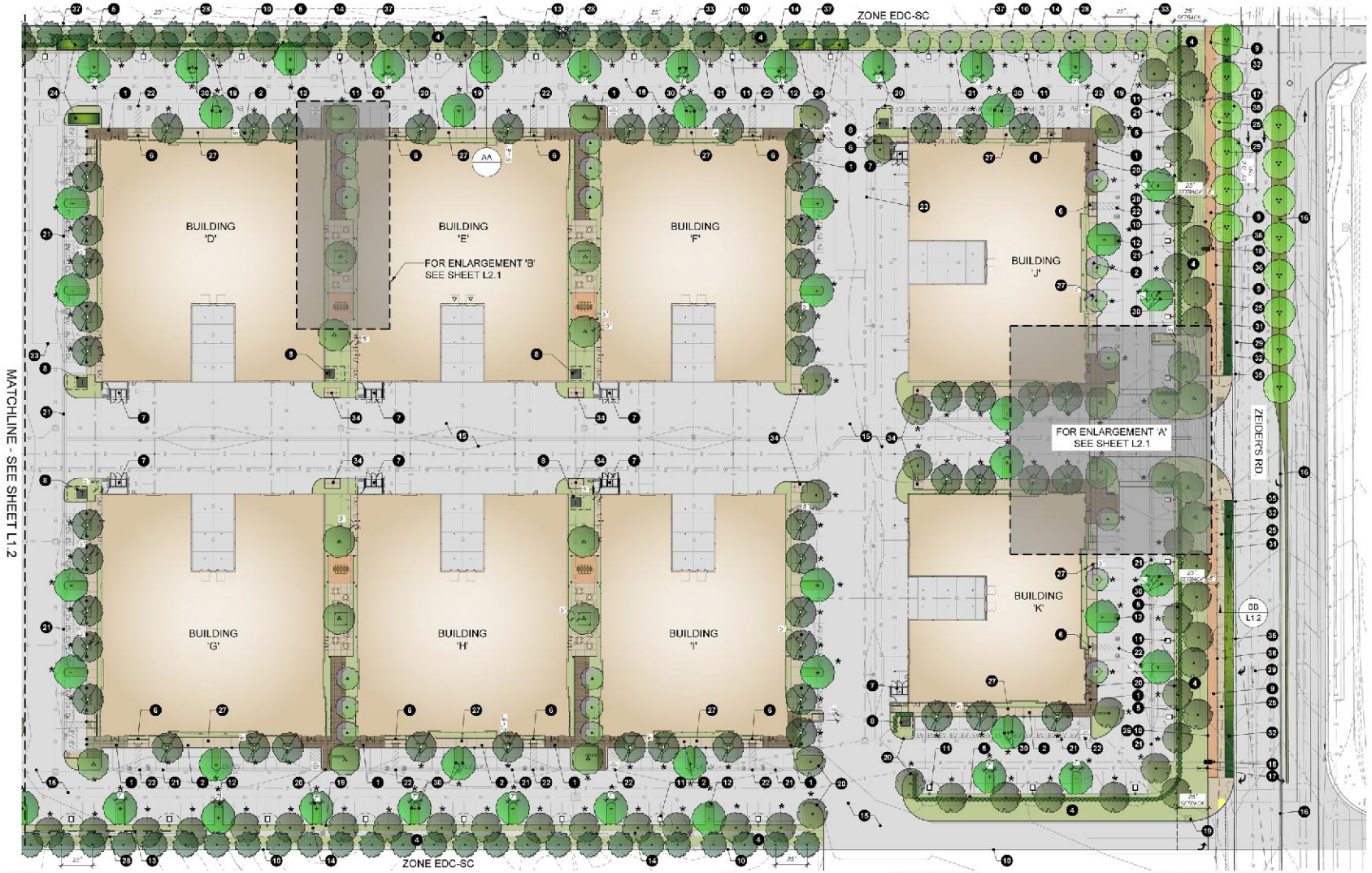


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Exhibit 3-7 Project Rendering

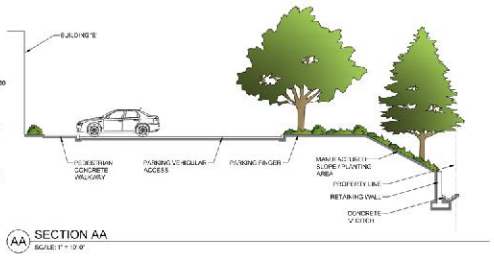
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Menifee Business Park Project
Menifee, California



LEGEND

1. ENHANCED INTEGRAL COLOR CONCRETE PAVING WITH TO MATCH TO FINISH AT BUILDING ENTRIES
2. NATURAL GRAY CONCRETE PAVING WITH MEDIUM BROOM FINISH
3. ENHANCED VEHICULAR INTEGRAL COLOR CONCRETE PAVING WITH TO MATCH TO FINISH
4. LOW WATER LANDSCAPE AREA
5. PARKING LOT SCREENING HEDGE
6. ACCESSIBLE CURB RAMP
7. TRASH ENCLOSURE PER ARCHITECTS PLANS
8. TRANSFORMER PER ELECTRICAL PLANS
9. 6' WIDE DECOMPOSED GRANITE TRAIL PER CITY STANDARD PLAN 1301 20. SHEET L1.2
10. PROPERTY LINE
11. SITE PARKING LIGHT POLE WITH 12' RADIUS CLEARANCE
12. FIRE HYDRANT
13. RETAINING WALL
14. CONCRETE BROW DITCH
15. PROPOSED ASPHALT PAVING
16. STREET CENTER LINE
17. PROPERTY FIRE BACKFLOW
18. PROPERTY 4" WATER SERVICE AND BACKFLOW
19. STORM DRAIN CATCH BASIN
20. CONCRETE CURB
21. CONCRETE GUTTER PER CIVIL PLANS
22. PAVEMENT STRIPING PER ARCHITECTS PLANS
23. BELOW GRADE STORM WATER STORAGE TANK PER CIVIL PLANS
24. MODULAR WETLAND UNIT PER CIVIL ENGINEER'S PLANS
25. OFFSITE CONCRETE SIDEWALK PER CIVIL ENGINEER'S PLANS
26. RIGHT OF WAY LINE
27. ACCESSIBLE PATH OF TRAVEL
28. MANUFACTURED SLOPE, SEE CIVIL GRADING PLAN.
29. CLASS II BIKE LANE - SUBREGIONAL ROUTE PER CITY STANDARD PLAN 1301 20 SHEET L1.2.
30. 12" WIDE CONCRETE STEPOUT AT FINGER ISLANDS. (TYPICAL)
31. 3 SIGHT DISTANCE LINES. LANDSCAPE WATER ALS OVER 30 INCHES IN HEIGHT SHALL NOT BE PLACED IN SIGHT DISTANCE RESTRICTED AREAS.
32. OFF-SITE SWP BASIN. SEE DETAIL SHEET L1.2.
33. EXISTING ABOVE GRADE ELECTRICAL LINES TO REMAIN
34. BIKE RACKS
35. STREET LIGHTS
36. PVC RAIL FENCE PER CITY STANDARD 1301 04 & 1301 05
37. EXISTING CHAIN LINK FENCE
38. 8' TALL CMU SCREEN WALL



AA SECTION AA
SCALE: 1" = 10'-0"

PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME
TREES		
	SCHINUS MOLLE	CALIFORNIA PEPPER
	SCHINUS TEREBINTHIFOLIUS	BRAZILIAN PEPPER
	LAGERSTROEMIA INDICA X FAURIEI 'TUSCARORA'	CRAPE MYRTLE
	CHITALPA TASHKENTENSIS 'PINK DAWN'	PINK DAWN CHITALPA
	PINUS ELDARICA	MONDELL PINE
	QUERCUS AGRIFOLIA	COAST LIVE OAK
	CINNAMOMUM CAMPHORA	CAMPHOR TREE

PLANT SCHEDULE - RIGHT OF WAY

SYMBOL	BOTANICAL NAME	COMMON NAME
TREES		
	PLATANUS X ACERIFOLIA 'COLUMBIA'	COLUMBIA PLANE TREE

0 30 60 90

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Exhibit 3-8a Landscaping Plan

Menifee Business Park Project
Menifee, California

PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE/ FORM	HT. X SP. X DIA.	WATER USE	DESCRIPTION
TREES						
	STAR ANISE	AFRICAN SUMAC	24" BOX STD.	8-10 X 3.5' X 5-6' DIA.	M	FAST GROWING SCREENING TREE (35 H X 30'W) EVERGREEN
	LAGERSTROEMIA INDICA X TUSCARORA	CORAL CRAPE MYRTLE	24" BOX STD.	10'H X 7'S X 1 1/2" CAL.	M	ACCENT TREE (12 H X 5'W) DECIDUOUS
	CERCIDIUM 'DESERT MUSEUM'	DESERT MUSEUM CERCIDIUM	60" BOX MULTI	15'H X 11'S	VL	ACCENT TREE (20 H X 25'W) DECIDUOUS
	PINUS ELDARICA	MONDELL PINE	24" BOX STD.	10'H X 5'S X 1 1/2" CAL.	L	PERIMETER SCREENING TREE (60'H X 30'W) EVERGREEN PERIMETER
	QUERCUS AGRIFOLIA	COAST LIVE OAK	36" BOX STD.	10'H X 7'S X 2" CAL.	L	SCREENING TREE (70'H X 70'W) EVERGREEN
	CINNAMOMUM CAMPHORA	CAMPHOR TREE	24" BOX STD.	11'H X 7'S X 1 1/2" CAL.	M	PARKING LOT TREE (50 H X 50'W) EVERGREEN
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
SHRUBS, GRASSES & GROUNDCOVERS							
	AGA SUP	AGAVE 'BLUE FLAME'	BLUE FLAME AGAVE	5 GAL	48" O.C.	L	LARGE ACCENT SUCCULENT
	ALO BAR	ALOE 'BLUE ELF'	BLUE ELF ALOE	5 GAL	12" O.C.	L	SMALL ACCENT SUCCULENT
	BAC CEN	BACCHARIS CENTENNIAL	CENTENNIAL DESERT BROOM	5 GAL	48" O.C.	L	SPREADING LOW SHRUB
	CAL LIT	CALLISTEMON 'LITTLE JOHN'	LITTLE JOHN DWARF BOTTLEBRUSH	5 GAL	36" O.C.	L	LOW FLOWERING SHRUB
	DIA CAE BLU	DIANELLA CAERULEA 'CASSA BLUE'	CASSA BLUE DIANELLA	1 GAL	18" O.C.	M	STRAPPY ACCENT
	HES PAR	HESPERALOE PARVIFLORA 'BRAKELIGHTS'	BRAKELIGHTS RED YUCCA	5 GAL	36" O.C.	L	MEDIUM ACCENT SUCCULENT
	MUH CAP	MUHLENBERGIA CAPILLARIS	MUHLY GRASS	5 GAL	36" O.C.	L	ORNAMENTAL GRASS
	PYR COW	PYRACANTHA COCCINEA 'CUMBOY'	SCARLET FIRETHORN	5 GAL	60" O.C.	M	LOW SPREADING SHRUB
	WES WYN	WESTRINGIA WYNYABBIE GEM	WYNYABBIE GEM WESTRINGIA	5 GAL	36" O.C.	L	SCREENING SHRUB
	ROS PRO	ROSMARINUS O. 'PROSTRATUS'	PROSTRATE ROSEMARY	1 GAL	48" O.C.	L	LOW SPREADING GROUNDCOVER
	WES MUN	WESTRINGIA FRUTICOSA 'MUNDI'	MUNDI DWARF ROSEMARY	5 GAL	36" O.C.	L	LOW SPREADING SHRUB
WATER							
▼	MAC JAG	MACLEAYA CORDATA 'JAGUAR'	CATS CLAW	5 GAL	PLAN PLAN	L	CONCENTRATING VINE

WATER USE KEY:
VL = VERY LOW WATER USE L = LOW WATER USE M = MODERATE WATER USE H = HIGH WATER USE (WATER USE STATED IS PER % DIGIT TO EST IMATE IRRIGATION WATER NEEDS OF LANDSCAPE PLANTINGS IN MENIFEE CA., FORMW (ALSO REFERRED TO AS MWDO) A FOR REGION 4

NOTE: MINIMUM IN-SOIL NURSERY CONTAINER SIZES FOR TREES SHALL BE 24 - INCH BOX, 8-INCHBURLAP SHRUBS - 5 GALLON AND GROUNDCOVER SHALL BE FROM 1 GALLON. A MINIMUM OF 10% OF TOTAL TREE QUANTITY SHALL BE 36" BOX SIZE OR LARGER

NOTE: LANDSCAPE WATER MAIN OVER 6" INCHES IN WIDTH SHALL NOT BE PLACED IN RIGHT OF WAY DEDICATED AREAS

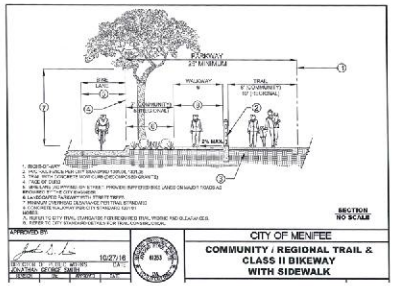
★ INDICATES PARKING LOT TREE

PLANT SCHEDULE - RIGHT OF WAY

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE/ FORM	HT. X SP. X DIA. (M.N)	WATER USE	DESCRIPTION
TREES						
	PLATANUS X ACERIFOLIA 'COLUMBIA'	COLUMBIA PLANE TREE	24" BOX STD.	8-10 X 4-5 X 1 1/2" CAL.	L	STREET TREE (50 H X 30'S) EVERGREEN
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
SHRUBS, GRASSES & GROUNDCOVERS							
	BAC CEN	BACCHARIS CENTENNIAL	CENTENNIAL DESERT BROOM	5 GAL	48" O.C.	L	SPREADING LOW SHRUB
	DIA CAE BLU	DIANELLA CAERULEA 'CASSA BLUE'	CASSA BLUE DIANELLA	1 GAL	18" O.C.	M	STRAPPY ACCENT
	HES PAR BRA	HESPERALOE PAR 'BRAKELIGHTS'	BRAKELIGHTS RED YUCCA	5 GAL	36" O.C.	L	MEDIUM ACCENT SUCCULENT
	MUH CAP	MUHLENBERGIA CAPILLARIS	MUHLY GRASS	5 GAL	36" O.C.	L	ORNAMENTAL GRASS
	PYR COW	PYRACANTHA COCCINEA 'COWBOY'	SCARLET FIRETHORN	5 GAL	60" O.C.	M	LOW SPREADING SHRUB
	ROS PRO	ROSMARINUS O. 'PROSTRATUS	PROSTRATE ROSEMARY	1 GAL	48" O.C.	L	LOW SPREADING GROUNDCOVER

MODULAR WETLAND & TREE WELLS

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
SHRUBS, GRASSES, & GROUNDCOVERS							
	JUN PAT	JUNCUS PATENS	GRAY RUSH	5 GAL	24" O.C.	L	EVERGREEN PERENNIAL
	LEY CON	LEYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE WILD RYE	5 GAL	24" O.C.	L	EVERGREEN PERENNIAL
	CAR SPI	CAREX SPISEA	SAN DIEGO SEDGE	5 GAL	24" O.C.	L	EVERGREEN PERENNIAL
	MUH RIG	MUHLENBERGIA RIGENS	DEERGRASS	5 GAL	48" O.C.	L	EVERGREEN PERENNIAL



SITE INFORMATION

ADDRESS: 30521 ROGERS RD
ASSESSOR'S PARCEL NUMBER:
ZONE: EDC-SG-TRAIL

NOTES

1. PLANS SHALL COMPLY WITH CITY OF MENIFEE LANDSCAPE WATER USE EFFICIENCY REQUIREMENTS. MMC 15.04 - LANDSCAPE NO. 4 STANDARDS, WHICH ARE IN PART CONSISTENT WITH THE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO) OF CALIFORNIA TITLE 23, DIVISION 2, CHAPTER 2.7 OF THE CALIFORNIA CODE OF REGULATIONS, THE WATER CONSERVATION IN LANDSCAPING ACT OF 2006.
2. IF NOT SITE SPECIFIC, IRRIGATION SYSTEMS SHALL BE AUTOMATIC AND SHALL BE SEPARATE FROM ANY ASSOCIATION/PRIVATE ON-SITE IRRIGATION SYSTEMS (DOMESTIC, FIRE, VACUUM, MAIN LINE, CREEK, AND ON-SITE LANDSCAPE). IMPROVEMENTS SHALL BE SEPARATED BY CONCRETE HEADERS (6" X 12") OR OTHER APPROVED EQUITABLE BARRIER ALONG THE IMPROVEMENT LINE.
3. ALL GROUND MOUNTED ELECTRICAL AND MECHANICAL EQUIPMENT SHALL BE EFFECTIVELY SCREENED WITH LANDSCAPING, SUCH AS DENSE EVERGREEN SHRUBS.
4. ENTRANCEMENTS FOR SIGNAGE, PERIMETER WALLS, LIGHTING, PILASTERS, ETC. SHALL BE MAINTAINED BY THE ASSOCIATION OR PRIVATE OWNER(S).
5. PROPOSED LANDSCAPE TREATMENT SHALL PROVIDE EFFECTIVE SCREENING OF UTILITY STRUCTURES, TRASH ENCLOSURES, BACKFLOW PREVENTERS, DOUBLE CHECK DETECTOR ASSEMBLIES (F.I.P. DETECT.), ETC.
6.
7. ALL PARKING LOT AREAS AND EXTERIOR CONDITIONS BUILDING FACADES WHERE FROM ADJOINING PROPERTIES AND PUBLIC RIGHTS-OF-WAY (OFF SITE) SHALL BE EFFECTIVELY SCREENED WITH LANDSCAPING. SCREENING SHALL INCLUDE TREES, DENSE EVERGREEN SHRUBS, LOW WALLS, EARTH BERMS OR A COMBINATION THEREOF.
8. ACCENT TREES AT ON-SITE AND OFF-SITE PLANTING LOCATION SHALL BE SEMI-MATURE SIZE, OR LARGER, AS DETERMINED BY THE CITY DURING REVIEW OF THE LANDSCAPE WORKING DRAWING SUBMITTAL.
9. ALL RETAINING WALLS SHALL HAVE LANDSCAPING AT THE BASE TO DETER GRAFFITI AND SOFTEN ITS APPEARANCE.
10. PLANTERS SHALL BE SEPARATED FROM PARKING AREAS BY A 6-INCH RAISED CURB OR EQUIVALENT.
11. LANDSCAPE SHALL BE IN CONFORMANCE WITH REQUIREMENT OF CITY LANDSCAPE ORDINANCE (CHAPTER 9.50 OF THE MMC) SECTION 9.50, "OTHER DESIGN LANDSCAPING AND TREE PRESERVATION".
12. PRELIMINARY LANDSCAPE PLAN SHOWS GENERAL LOCATIONS FOR TREES, SHRUBS, AND GROUNDCOVER, BUT DOES NOT SPECIFY THE SIZE AND SPECIFIC TYPE OF EACH PLANT FOR ALL LOCATIONS. THEREFORE, THE CITY'S PLANNING DIVISION MAY REQUIRE THE ADDITION OF PLANTS, CHANGES TO THE SPACING OF PLANTS, CHANGE THE TYPE OR SPECIES OF PLANTS, OR CHANGE THE SIZE OF PLANTS ON THE LANDSCAPE WORKING DRAWINGS.

LANDSCAPE REQUIREMENTS

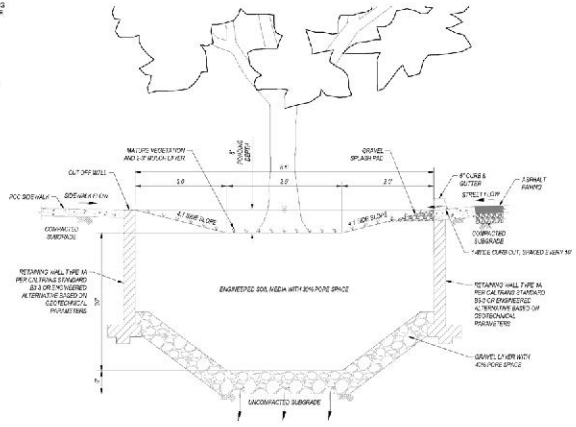
- PARKING LOT TREES: 1 TREE PER 4 SPACES
- 702 PARKING SPACES: 176 TREES REQUIRED, 190 PROVIDED
- PARKING LOT LANDSCAPE: 10% PARKING LOT AREA
- 1/3 (1/4 SF. PARKING LOT AREA = LANDSCAPE) REQUIRED
- 14,400 SF. LANDSCAPE PROVIDED (12.70%)
- SITE LANDSCAPE 10% SITE AREA
- 602,593 SF. SITE AREA (13.12 ACRES), 10,280 SF. REQUIRED
- 121,019 SF. SITE LANDSCAPE PROVIDED (10%)
- ON SITE PER METER TREES - TREE PER SQFT
- 3,808 LIN. FT. PER METER, TREES REQUIRED 128, TREES PROVIDED
- OFF SITE (CITY PROVIDED) STREET TREES

LANDSCAPE SCREENING NOTES

- ALL PARKING LOT AREAS VISIBLE FROM ADJOINING PROPERTIES AND PUBLIC RIGHTS-OF-WAY (OFF SITE) SHALL BE EFFECTIVELY SCREENED WITH LANDSCAPING. SCREENING SHALL INCLUDE TREES, DENSE EVERGREEN SHRUBS, LOW WALLS, EARTH BERMS OR A COMBINATION THEREOF.
- ALL OUTDOOR MECHANICAL EQUIPMENT SHALL BE EFFECTIVELY SCREENED WITH LANDSCAPING. SCREENING SHALL INCLUDE TREES, DENSE EVERGREEN SHRUBS, LOW WALLS, EARTH BERMS OR A COMBINATION THEREOF.
- ALL DRIVE THROUGH LANES SHALL BE SCREENED FROM ADJACENT STREET RIGHTS-OF-WAY WITH DENSE EVERGREEN SHRUB HEDGES 44 FEET HOT, WHICH MINIMUM 5-FOOT WIDE PLANTERS SEPARATING THE DRIVE THROUGH AND RIGHT-OF-WAY.

MAINTENANCE NOTE

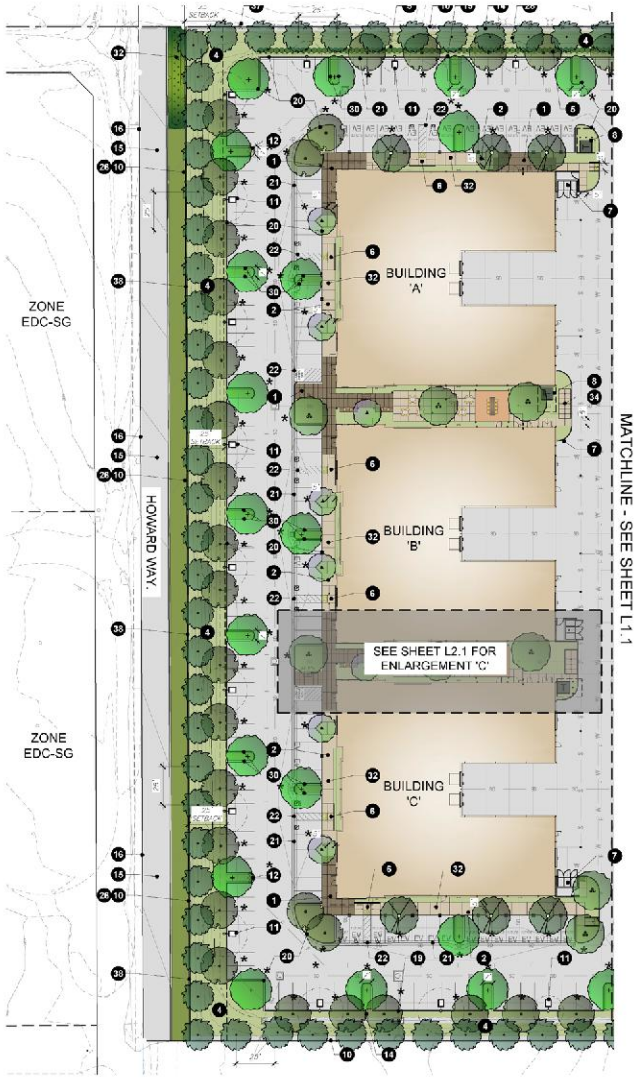
ALL ON & SITE LANDSCAPE AREAS/IMPROVEMENTS SHOWN ON PLAN SHALL BE PERMANENTLY AND FULLY MAINTAINED BY THE PROPERTY OWNER(S)

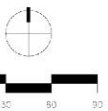


SECTION B-B
TYPICAL BMP BASIN SECTION - SCALE NTS

LEGEND

1. ENHANCED INTEGRAL COLOR CONCRETE PAVING WITH TOPCAST 01 FINISH AT BUILDING ENTRIES
2. NATURAL GRAY CONCRETE PAVING WITH MEDIUM BROOM FINISH
3. ENHANCED VEHICULAR INTEGRAL COLOR CONCRETE PAVING WITH TOPCAST 30 FINISH
4. LOW WATER LANDSCAPE AREA
5. PARKING LOT SCREENING HEDGE
6. ACCESSIBLE CURB RAMP
7. TRASH ENCLOSURE PER ARCHITECTS PLANS
8. TRANSFORMER PER ELECTRICAL PLANS
9. 8' WIDE DECOMPOSED GRANITE TRAIL PER CITY STANDARD PLAN 1301 3C
10. PROPERTY LINE
11. SITE PARKING LIGHT POLE WITH 10' RADIUS CLEARANCE
12. FIRE HYDRANT
13. RETAINING WALL
14. CONCRETE BROW DITCH
15. PROPOSED ASPHALT PAVING
16. STREET CENTER LINE
17. PROPERTY FIRE BACKFLOW
18. PROPERTY DOMESTIC WATER SERVICE AND BACKFLOW
19. STORM DRAIN CATCH BASIN
20. CONCRETE CURB
21. CONCRETE GUTTER PER CIVIL PLANS
22. PAVEMENT STRIPING PER ARCHITECTS PLANS
23. BELOW GRADE STORM WATER STORAGE TANK PER CIVIL PLANS
24. MODULAR WETLAND UNIT PER CIVIL ENGINEER'S PLANS
25. OFFSITE CONCRETE SIDEWALK PER CIVIL ENGINEER'S PLANS
26. RIGHT OF WAY LINE
27. ACCESSIBLE PATH OF TRAVEL
28. MANUFACTURED SLOPE, SEE CIVIL GRADING PLAN
29. CLASS II BIKE LANE - DIRECTIONAL ROUTE
30. 12" WIDE CONCRETE SCRIBE CUT AT FINGER ISLANDS (TYPICAL)
31. SIGHT DISTANCE LINES. LANDSCAPE MATERIALS OVER 36" INCHES IN HEIGHT SHALL NOT BE PLACED IN SIGHT DISTANCE RESTRICTED AREAS.
32. OFF-SITE BMP BASIN, SITE OUTSIDE THE SHEET
33. EXISTING ABOVE GRADE ELECTRICAL LINES TO REMAIN
34. FIRE RINGS
35. STREET LIGHTS
36. PATROL FENCE PER CITY STANDARD 1001 OR 1001 LS
37. EXISTING ASPHALT PAVING
38. 6' TALL CMU SOUND WALL





SCA Architecture
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Exhibit 3-8b Landscaping Plan

Menifee Business Park Project
Menifee, California

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1A View of the single-family residence observed to be located at the Site.



2A View of the single-family residence located to the north of the Site.



2B View of the warehouse located to the northeast of the Site.



3A View of the Site looking northwest.



3B View of the orchard located to the south of the Site.

Exhibit 3-9 Site Photos 3A & 3B



4A View of the Site looking southeast.



4B View of the single-family residence located to the west of the Site.



5A View of the Site looking northeast.

Project Construction

Construction of the proposed project is anticipated to begin in the winter of 2025 and take approximately 18 months to complete. The development of the project requires the demolition of the existing home, site preparation, grading, building construction, paving, and architectural coating phases/activities. The project is anticipated to require 2,000 cubic yards of soil off haul. Table 3-3 summarizes the proposed project's construction phasing and the typical pieces of heavy-duty, off-road construction equipment that would be required during each phase.

Table 3-3: Project Construction Activities

Construction Activity	Duration (Days)(A)	Typical Equipment Used(B)
Demolition	20	Saws, Excavator, Dozer
Site Preparation	10	Dozer, Tractor/Loader/Backhoe
Grading	35	Excavator, Scraper, Grader, Dozer, Backhoe
Building Construction	282	Crane, Generator, Forklift, Backhoe, Welder
Paving	20	Paver, Paving Equipment, Roller
Architectural Coating	20	Air Compressor

Source: Table 2-2, MIG 2024a.

(A) Days refers to total active workdays in the construction phase, not calendar days. There would not be any overlapping days between construction phases.

(B) The typical equipment list does not reflect all equipment that would be used during the construction phase. Not all equipment would operate eight hours per day each workday.

3.6 – INTENDED USES OF THIS EIR

The City determined that a "project-level" EIR is the appropriate CEQA document for the implementation of the proposed Menifee Business Park project in accordance with Section 15161 of the State CEQA Guidelines. CEQA Guidelines Section 15161 states project EIRs "examine the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. This EIR shall examine all phases of the project including planning, construction, and operation."

The intent of this EIR is to address the potential project impacts utilizing the most current and detailed plans, technical studies, and related information available. This EIR will be used by the City of Menifee as the lead agency, other responsible and trustee agencies, interested parties, and the general public to evaluate the potential environmental impacts of the project. The primary entitlement requested for this project is a "Major Plot Plan" as the project is consistent with the existing General Plan land use designation and the current zoning designation. As the various buildings are constructed onsite, the following approvals/permits may be needed:

- Building Permit (including mechanical, electrical and plumbing)
- ROW Encroachment Permits or driveways, sidewalks, and utilities
- Demolition permits
- Tenant improvement permits
- Security and parking area lighting.
- Final Grading Plan
- Plot Plan

- Street Improvement Plan
- Utility connection permits

In addition, possible responsible agencies may include but are not limited to those listed below.

Local Agencies

- Eastern Municipal Water District (water/sewer service)

Regional and State Agencies

- California Department of Fish and Wildlife (regulatory permitting)
- South Coast Air Quality Management District
- Regional Water Quality Control Board, Santa Ana Region

Federal Agencies

- U.S. Fish and Wildlife Service (possible regulatory permitting)

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4.0 – ENVIRONMENTAL IMPACT ANALYSIS

Environmental Issues

This EIR Section explains how the following 20 sections of environmental analysis are organized. Chapter 4.0 of this EIR includes the environmental analysis for each environmental topic for which the proposed project may result in potentially significant adverse impacts to some or all of the significance thresholds within the topical areas listed below.

- 4.1 – Aesthetics
- 4.2 – Agricultural and Forest Resources
- 4.3 – Air Quality
- 4.4 – Biological Resources
- 4.5 – Cultural Resources
- 4.6 – Energy
- 4.7 – Geology/Soils/Paleontology
- 4.8 – Greenhouse Gas Emissions
- 4.9 – Hazards and Hazardous Materials
- 4.10 – Hydrology and Water Quality
- 4.11 – Land Use and Planning
- 4.12 – Mineral Resources
- 4.13 – Noise and Vibration
- 4.14 – Population and Housing
- 4.15 – Public Services and Systems
- 4.16 – Recreation
- 4.17 – Transportation and Circulation
- 4.18 – Tribal Cultural Resources
- 4.19 – Utilities and Service Systems
- 4.20 – Wildfire

IMPORTANT NOTE: The original public circulation date of the Draft EIR was August 13 for local agencies and August 14 for the state clearinghouse. The City subsequently decided to restart circulation of the Draft EIR on September 2, 2025 with a new closing date of October 16, 2025 to address posting issues with some of the EIR Appendices. Any changes from the original 8-8-25 Draft EIR language are shown underlined in the Revised 8-31-25 Draft EIR text (only changes in the biological resources section and related executive summary listing of mitigation BIO-3).

Each of these 20 topical areas are organized as described below.

- Environmental Setting: Provides an overview of the existing physical environmental conditions in the study area that could be affected by implementation of the project (i.e., the "affected environment") that are relevant to the to a given topical section.
- Regulatory Framework: Identifies the plans, policies, laws, and regulations that are relevant to each resource area and describes permits and other approvals necessary to implement the project. The EIR needs to address possible conflicts between the project and the requirements of federal, state, regional, or local agencies, including consistency with adopted land use plans, policies, or other regulations for the area. Therefore, this subsection identifies the potentially relevant policies and objectives, such as from the applicable *City of Menifee General Plan* or *Municipal Code, or applicable state and federal requirements*.
- Thresholds of Significance: provides the criteria used in this document to define the level at which an impact would be considered significant in accordance with CEQA. Significance criteria used in this EIR are based on the checklist presented in Appendix G of the State CEQA Guidelines, factual or scientific information and data, and regulatory standards of Federal, state, and local agencies.
- Impacts and Mitigation Measures: are listed numerically and sequentially throughout each section, for each project component. A bold font impact statement precedes the discussion of each impact, including cumulative impacts. The discussion that follows the impact statement includes the analysis on which a conclusion is based regarding the level of impact and its effect pursuant to local, state and federal regulation and laws. Note that endnotes in the text of these sections refer to references at the end of each analysis section. Each of these sections under each issue (4.1.4, 4.2.4, etc.) contain the following sub-sections for continuity:
  - Level of Significance Before Mitigation
  - Mitigation Measures
  - Level of Significance after Mitigation
  - Cumulative Impacts
  - References

Topics within Impact Analysis Sections

For potential impact and threshold criteria, a determination of the level of significance of the impact is provided in accordance with the following categories:

- **No Impact.** No impact means the project would have no effect on the environment or the environmental issue or resource addressed is not related to the project.
- **Less Than Significant.** A *less than significant impact* would cause no substantial adverse change in the environment.
- **Less Than Significant with Mitigation.** A *less than significant impact with mitigation* would have a potentially substantial adverse impact on the environment but through

implementation of mitigation measures, those impacts would be reduced to less than significant levels.

- **Significant and Unavoidable.** A *significant and unavoidable impact* would cause a substantial adverse effect on the environment and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level.
- **Cumulative Impact.** Identifies potential environmental impacts of past, present and reasonably foreseeable future other projects, in combination with the project impacts.

Cumulative Impacts

In addition to project-specific impacts, the environmental analysis in this EIR identifies the potential environmental effects associated with cumulative development in each of the 20 topical sections of Chapter 4. CEQA Guidelines Section 15130 *et seq.* requires an EIR to analyze the cumulative impacts of the project in conjunction with other developments that affect or could affect the project area. Furthermore, CEQA requires that the cumulative impacts must reflect the level of significance of each impact and their likelihood of occurring.

However, the discussion does not need to be as extensive as the discussion of the environmental impacts attributable to the project. In accordance with CEQA Guidelines Section 15355:

> *"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. 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."*

Section 15130(a)(1) also states that a "cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." If the combined cumulative impact associated with the project's impact is not significant, Section 15130(a)(2) of the State CEQA Guidelines requires a brief discussion determining why the cumulative impact is not significant and why it is not discussed in further detail. CEQA Guidelines Section 15130(a)(3) requires a supporting analysis be included in the EIR if the project's contribution results in a significant cumulative impact that is rendered less than cumulatively considerable and, therefore, is not significant.

Furthermore, CEQA recognizes that although a detailed analysis of cumulative impacts in conjunction with project-related impacts isn't necessary, the discussion should "be guided by the standards of practicality and reasonableness" (State CEQA Guidelines Section 15130(b)). The discussion of cumulative impacts within this Draft EIR focuses on whether the impacts of the project make a significant contribution to cumulatively considerable impacts in the area or region.

According to State CEQA Guidelines Section 15130(b)(1), there are two commonly used approaches or methodologies for establishing the cumulative impact setting or scenario:

- The first approach is to use a "list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those project outside the control of the agency, …"

- The other approach is to use 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 approach and geographic scope of the cumulative impact evaluation varies depending on the environmental topic area being analyzed. For most environmental topic areas, the list approach is used. The "universe” or area of potential cumulative impacts is identified for each environmental issue, then project impacts are evaluated relative to the impacts in that “universe.”

The project contributions to any regional cumulative impacts are discussed at the end of each environmental issue section and labeled “Cumulative Impacts.” Table 4-1, *Cumulative Projects,* provides a list of projects from the surrounding area that were used in assessing the potential for cumulative impacts from the proposed project.

Most of the projects included in this cumulative analysis are undergoing or will undergo their own independent environmental review under CEQA. Significant adverse impacts of the cumulative projects would be required to be reduced, avoided, or minimized through the application and implementation of mitigation measures for their own proposed development. The net effect of these mitigation measures is assumed to be a general lessening of contribution to cumulative impacts.

The project Traffic Impact Analysis (Ganddini Group, Appendix L) evaluated all projects within a 1-mile radius from the project site in the City of Menifee and City of Murrieta to the southeast. The locations of the cumulative projects listed in Table 4-1 are shown in Exhibit 4-1, *Locations of the Cumulative Projects*. Not all environmental issues will be evaluated relative to the cumulative projects list. In those cases, the individual assessment of cumulative impacts will identify what universe will be evaluated and whether the list or summary of projections methodology will be used for that issue.

It should be noted that projects 8-11 (a hotel, auto repair shop, and two warehouses) are the closest to the proposed project as they are located west of the I-215 Freeway and between Scott Road on the north and Keller Road on the south. These projects propose 195,440 square feet of non-residential development. This includes project 11 (Commerce Pointe) which is a 157,147 square foot warehouse project immediately east of the proposed project across Zeiders Road (see Exhibit 4-1).

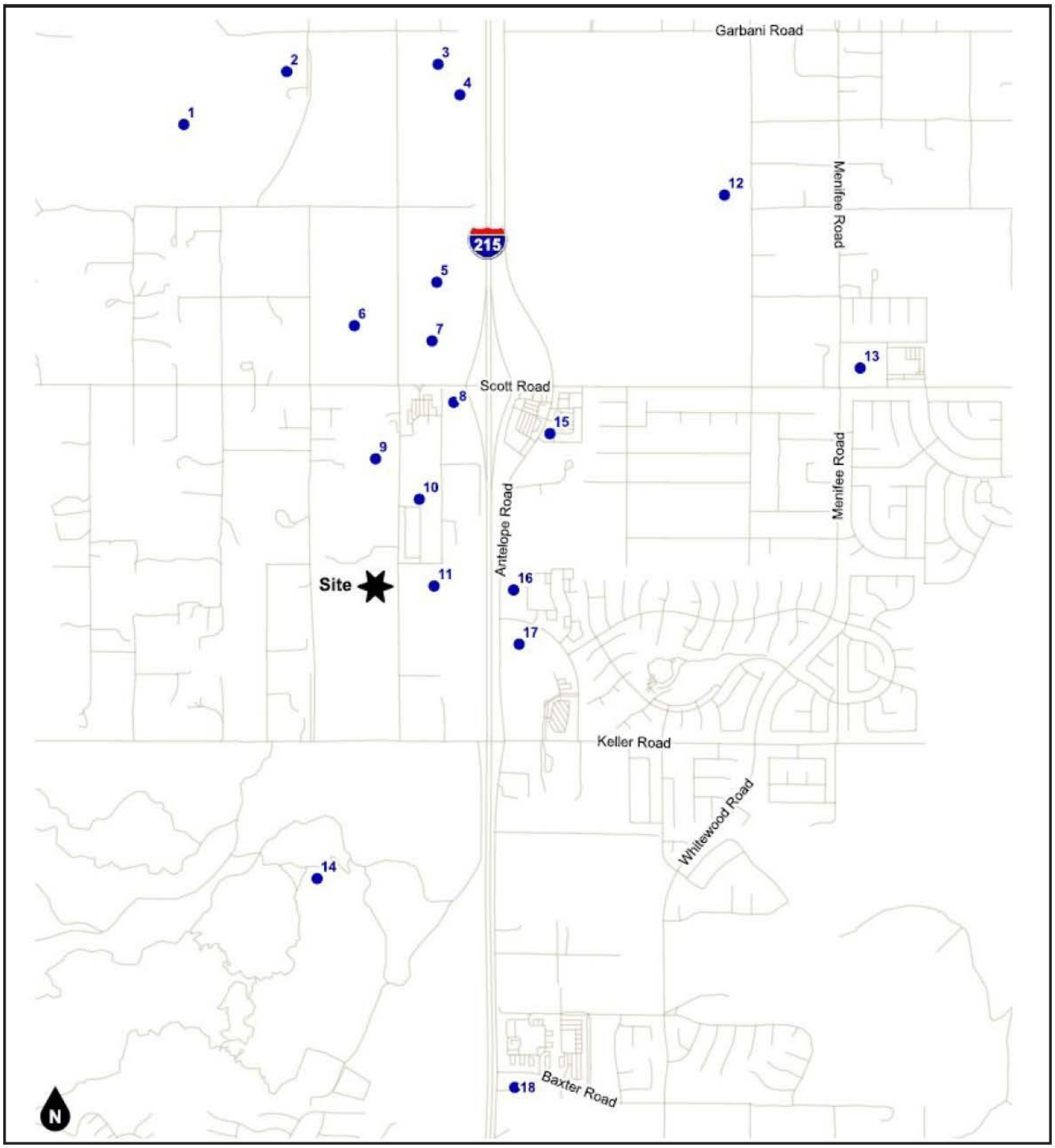
Table 4-1: Cumulative Projects

#[1]	Case Number	Name	Land Uses	Units	Square Feet
City of Menifee					
1	PLN 21-0199, PLN 21-0201	Golden Meadows (Richland Communities)	Single Family Detached Residential Units	552	0
2	DEV 2021-009, TR 37450, PLN 21-0361	Garbani South	Single Family Detached Residential Units	33	0
3	DEV 2022-013	Haun & Garbani (SEC)	Business Park	0	291,020
4	PLN 23-0150	Fitwell Health	Office, Fitness Center, Multi-Purpose Center	0	78.000
5	PLN 21-0002	Freedom Business Park	Business Park	0	283,000
6	PLN 24-0079	Liberty Center (Phase 1)	136-room Hotel, Retail, Fast Food, Gas Station	0	57,929 [(2)]
7	PP 2009-121, PM 35261	Walmart	Superstore, Fast Food, Retail, Auto Repair	0	215,351
8	PLN 23-0014	Holiday Inn	98-room Hotel	0	[(2)]
9	PLN 23-0242	Caliber Collision	Auto Repair	0	18,690
10	CUP 2019-013	Bailey Park Irrigation Supply	Warehouse	0	19,603
11	CUP 2009-009, PP 2016-126	Commerce Pointe (PacTen)	Warehouse	0	157,147
12	TTM 33732, DEV 2022-008, PLN 22-0043, PLN 22-0202	Cantelena (Richland Communities)	Single Family Detached Residential Units	702	0
13	DEV 2023-003	TR 38651	Single Family Detached Residential Units	36	0
--	**Sub-Total**			**1,323**	**751,720**
City of Murrieta					
14	TTM 35853	Murrieta Hills/Pulte	Single Family Detached Residential Units	522	0
15	DP 2021-2412	Adobe Springs	Retail, Coffee Shop	0	5,646
16	DP 2023-00003	Murrieta Medical Office & Life Science	Medical Office	0	82,500
17	MDP 2014-347, DP 2014-348	Kaiser Permanente Murrieta Hospital	Hospital	0	741,744
18	DP 2023-00055	Murrieta Homewood Suites	130-toom Hotel	0	[(2)]
--	**Sub-Total**			**522**	**829,890**
--	**TOTAL**			**1,845**	**1,581,610**
	Proposed Project			**0**	**337,770 (21.4%)**

Source: Table 6, LOS Traffic Study, Ganddini 2024

[1] See Exhibit 4-1, Cumulative Projects

[2] hotel impacts estimated by number of rooms not square footage



Legend

● Other Development

Not to Scale

Source: Gandini Group Inc.

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Exhibit 4-1 Cumulative Projects

Menifee Business Park Project

Menifee, California

MIG

4.1 – AESTHETICS

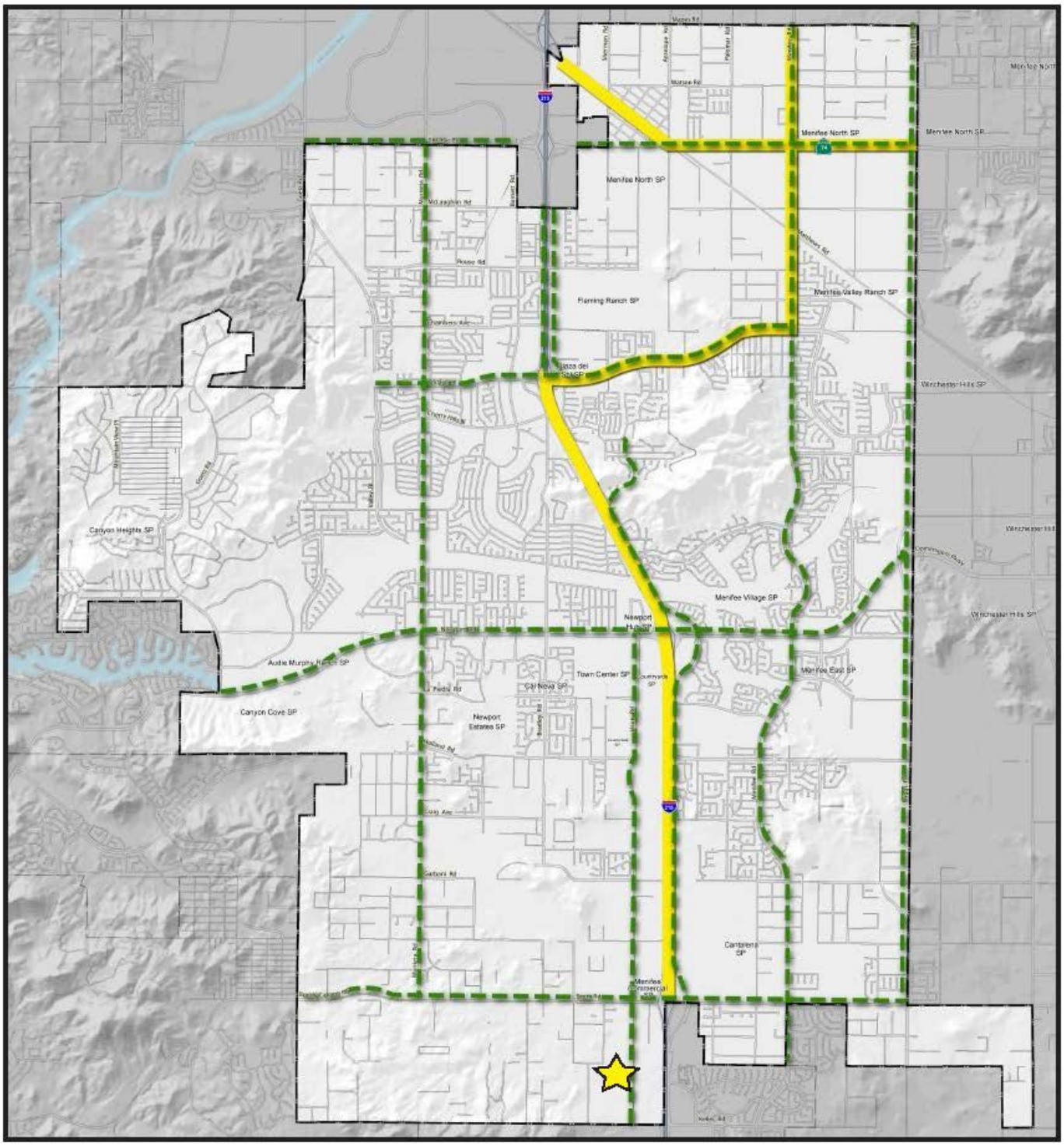
This EIR chapter addresses aesthetic impacts that could result from implementation of the proposed project. Issues of interest are identified by the CEQA Guidelines such as whether the project may have an adverse effect on a scenic vista, damage scenic resources, degrade the visual character or quality of the City of Menifee and surrounding areas, or have the potential to create substantial light and glare.

4.1.1 – ENVIRONMENTAL SETTING

The City of Menifee is located in the Menifee Valley of Southern California in Riverside County. The City is bounded by the City of Perris to the North, Lake Elsinore and Lake Canyon to the west, the City of Murrieta to the South, and unincorporated Riverside County and Diamond Valley Lake to the East. As outlined in Exhibit 3-1 project Vicinity Map, the project site is located at the southern boundary of the City. The site is bounded by Zeiders Road to the west and Howard Way to the east, with the Interstate 215 Highway (I-215) running in a north-south direction approximately 0.25 miles east of the project site. The 21.56-gross-acre project site is partially developed with a single-family residence and associated structures. The majority of the site, however, is comprised of vacant land. The site is surrounded by rural residences to the north, west, and south, and light industrial land uses to the east.

Scenic Vistas

Scenic vistas are defined in this document as natural landscapes that provide views of unique flora, geologic, or other natural features that are generally free from urban intrusions. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and water bodies. Scenic vistas generally play a large role in the way a community defines itself and also affects development patterns as projects are designed to take advantage of viewsheds. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of the vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The City is located within the Menifee Valley, with hills and small mountains visible throughout the City. According to the City's General Plan, steep slopes and large clusters of hillsides can be found north of Menifee Lakes, traveling northward across McCall Boulevard. Similarly, Quail Valley also has a significant number of steep hillsides that influence development patterns in the area. Quail Hill (2,250 feet) and Bell Mountain (1,850 feet) are the City's two highest peaks and serve as important landmarks. The City hosts a large number of natural rock formations, sometimes alongside more prominent hillsides, however they are identifiable along major roadways or drainage features. According to the City's General Plan, elevations in the City range from 1,500 feet to slightly more than 2,600 feet above mean sea level, with the project site located in an area with an approximate elevation of 1,580 feet above mean sea level (amsl). Exhibit OSC-2 of the Open Space and Conservation Element of the City's General Plan identifies significant slopes as they are located throughout the City. Natural landforms and vistas visible from the City will be partially obstructed depending on the point of view given the variety of elevations and type of buildout throughout the City. The project site is located in a relatively flat valley with rural uses to the north, west, and south with light industrial facilities located to the east across Zeiders Road. Exhibit 4.1-1 shows the scenic corridors in the City, Exhibit 4.1-2 shows the slope distribution, and Exhibit 4.1-3 shows the Scenic Highways in the City.

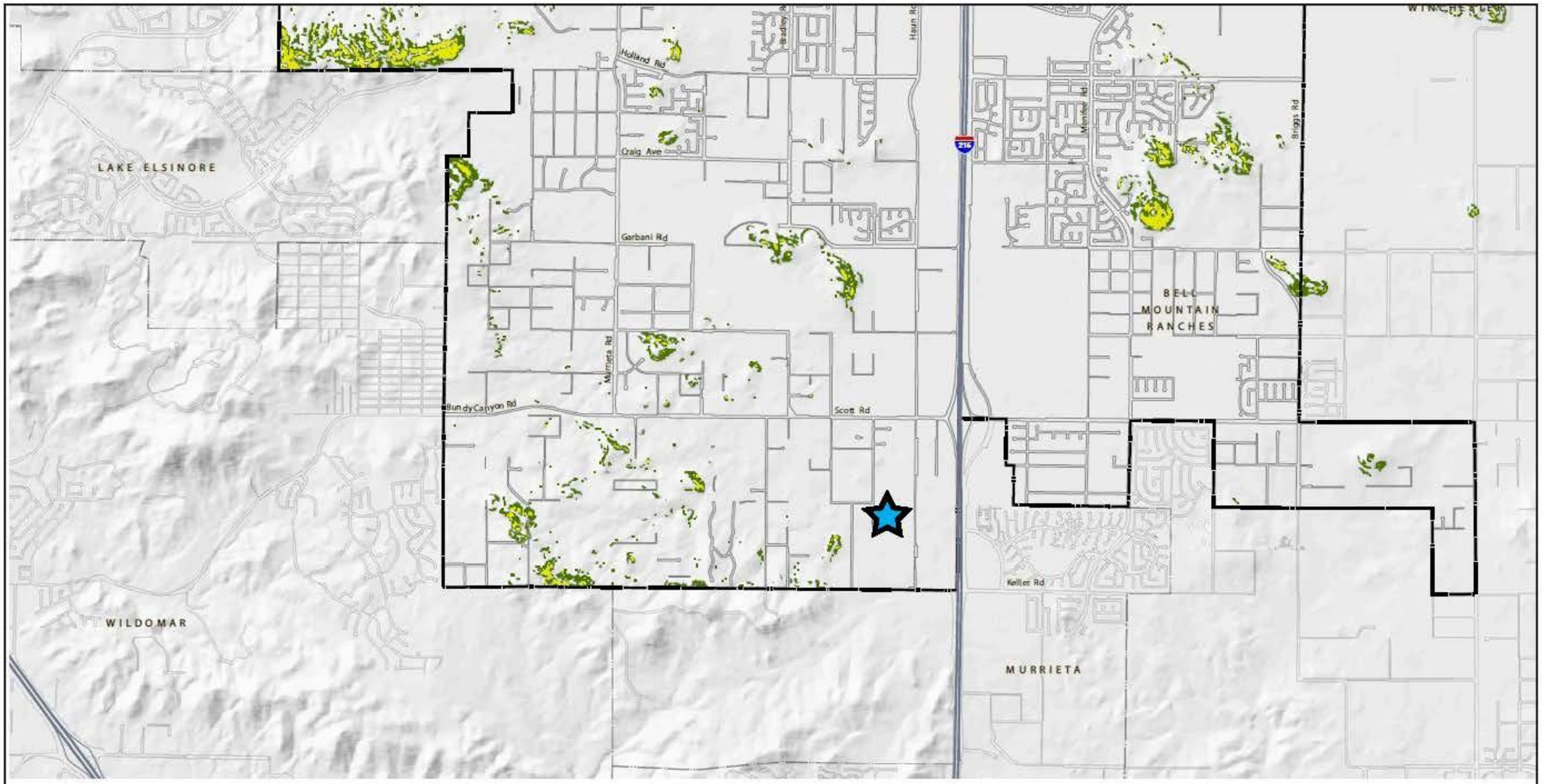


Source: City of Menifee General Plan

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Exhibit 4.1-1 Enhanced Landscape and Scenic Corridors

Menifee Business Park Project
Menifee, California



SLOPE (in degrees) ★ Project Location

- 0 -19
- 20 - 26
- 27-39
- 40 and greater

Source: Earth Consultants International, 2012

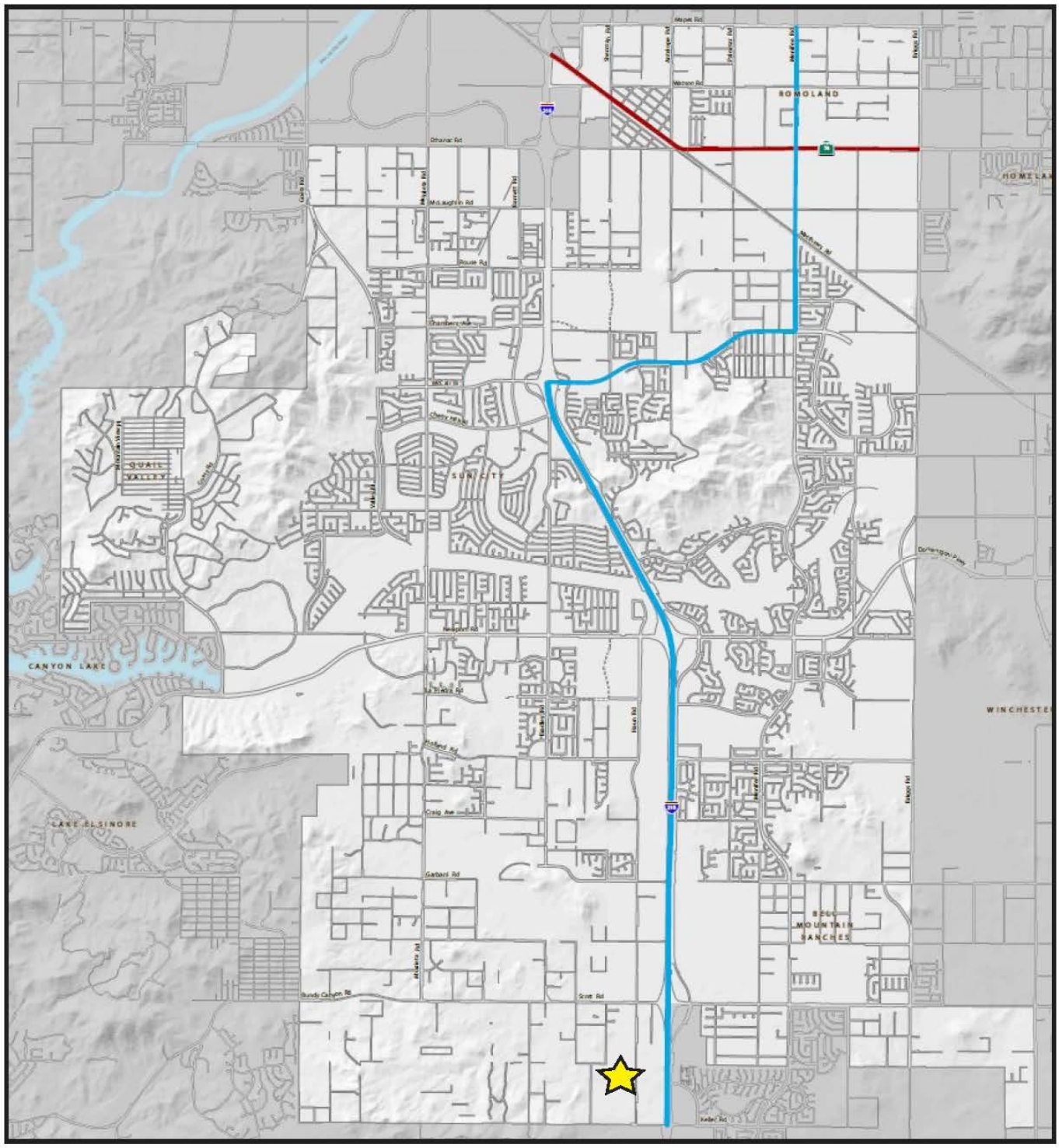
Not to Scale

City of Menifee General Plan
http://www.migcom.com · 951-787-9222

Exhibit 4.1-2 Slope Distribution

Menifee Business Park Project
Menifee California

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Source: City of Menifee General Plan

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Exhibit 4.1-3 Scenic Highways

Menifee Business Park Project
Menifee, California

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Scenic Resources

While scenic vistas form a complete viewshed, scenic resources are occurrences of aesthetically pleasing natural features such as rock outcroppings, trees, prominent ridgelines, slopes, and hilltops. Scenic resources can also be man-made, such as architecturally distinctive or historic buildings, historic points of interest, or historic roadways or highways. The project site is not located within or in close proximity to a designated state scenic highway (Caltrans, 2024). There are no historic highways within or in close proximity to the project site, and the site is not visible to a designated state scenic highway as identified on the California Scenic Highway Mapping System (Caltrans, 2024). According to the City's General Plan, the I-215 Highway that runs parallel to the project site is eligible for designation, however, the nearest officially designated scenic highway is California State Route 74, approximately 8.8 miles north of the project site between South Perris and Romoland. There are no examples of natural scenic resources such as rock outcroppings, trees, prominent ridgelines, slopes, or hilltops located within the project site itself.

Visual Character

The City of Menifee is characterized by ongoing urban development and its existing rural development and undeveloped areas. The project site itself is mostly undeveloped, with flat vacant land, except for one single-family residence. Rural residences surround the project site to the north, west, and south, with light industrial land uses to the west.

Night Skies

The project site is located in close proximity to urban development and light industrial uses and is approximately 0.25 west of the I-215 Highway. During the day, sunlight reflecting from roadways and structures is a primary source of glare, while nighttime light and glare consist of both stationary and mobile sources. Stationary sources of nighttime light include parking lot lighting, structure illumination, interior lighting, decorative landscape lighting, and streetlights. The principal mobile source of nighttime light and glare is vehicle headlamp illumination. Currently the only source of light and glare on the project site is from the existing single-family residence, which emits minimal light. There are several large light industrial and commercial developments east of the project site across Zeiders Road. The project site is located in an area that is characterized by new and expanding commercial and industrial developments in what has historically been a rural and sparsely developed part of the City. Glare from vehicles on I-215, such as headlights or windshields, constitute a substantial source of light and glare, as well as pavement and other reflective surfaces found in adjacent commercial complexes.

NOP Comments

During the NOP period, one neighbor adjacent to the project site inquired about the appearance of the new buildings.

4.1.2 – REGULATORY FRAMEWORK

State

California Scenic Highway Program

Created by the California Legislature in 1963**,** the Scenic Highway Program was established to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. A scenic highway is designated under this program when a local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway. When a city or county nominates an eligible scenic highway for official designation, it defines the scenic corridor, which is land generally adjacent and visible to a motorist on the highway. State Laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

Local

City of Menifee General Plan

The City of Menifee General Plan includes the following policies related to aesthetics:

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 where they can live, work, shop, and recreate within Menifee.

Policies:

LU-1.1 Concentrate growth in strategic locations to help preserve rural areas, create place and identify, provide infrastructure efficiently, and foster the use of transit options.

LU-1.4 Preserve, protect, and enhance established rural, estate, and residential neighborhoods by providing sensitive and well-designed transitions (building design, landscape, etc.) between these neighborhoods and adjoining areas.

LU-1.5 Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.

LU-1.7 Ensure neighborhood amenities and public facilities (natural open space areas, parks, libraries, schools, trails, etc.) are distributed equitably throughout the City.

LU-1.8 Ensure new development is carefully designed to avoid or incorporate natural features, including washes, creeks, and hillsides.

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.

Policies:

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.

LU-2.4 Actively support development of cultural, education, and entertainment facilities in EDCs and utilize these venues to generate a unique identity for the City in Southwest Riverside County.

Goal LU-3 A full range of public utilities and related services that provide for the immediate and long-term needs of the community.

Policies:

LU-3.4 Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.

Open Space and Conservation Element

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.

Policies:

OCS-3.1: Identify and preserve the view corridors and outstanding scenic vistas within the city.

OCS-3.4: Support the preservation of natural vegetation and rock outcroppings during and after the construction process.

OCS-3.5: Develop suitable long-term preservation plans with appropriate Native American tribes who have ancestral lands within the city to ensure the perpetual preservation of cultural resources, boulders, and rock outcroppings protected under this policy.

Circulation Element

Goal C-6: Scenic highway corridors that are preserved and protected from change which would diminish the aesthetic value of lands adjacent to the designated routes.

Policies:

C-6.1: Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses.

C-6.2: Work with federal, state, and county agencies, and citizen groups to ensure compatible development within scenic corridors.

C-6.3: Utilize design and land development strategies to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas within scenic highway corridors.

C-6.4: Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors.

C-6.5: Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within eligible county scenic highway corridors are compatible with the surrounding scenic setting or environment.

Community Design Element

Goal CD-4: Recognize, preserve, and enhance the aesthetic value of the city's enhanced landscape corridors and scenic corridors.

Policies:

Enhanced Landscape Corridors

CD-4.1: Create unifying streetscape elements for enhanced landscape streets, including coordinated streetlights, landscaping, public signage, street furniture, and hardscaping.

CD-4.2: Design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration; strengthen connectivity; and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.

CD-4.3: Apply special paving at major intersections and crosswalks along enhanced corridors to create a visual focal point and slow traffic speeds.

Scenic Resources

CD-4.4: Frame views along streets through the use of wide parkways and median landscaping.

CD-4.7: Design new landscaping, structures, equipment, signs, or grading within the scenic corridors for compatibility with the surrounding scenic setting or environment.

CD-4.8: Preserve and enhance view corridors by undergrounding and/or screening new or relocated electric or communication distribution lines, which would be visible from the city's scenic highway corridors.

Goal CD-5: Economic Development Corridors that are visually distinctive and vibrant and combine commercial, industrial, residential, civic, cultural, and recreational uses.

Policies:

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.

CD-5.2: Include open space and/or recreational amenities in EDC areas to provide visual relief from development, form linkages to adjacent uses and other portions of the economic development corridor, and serve as buffers between uses, where necessary.

CD-5.6: Orient building entrance toward the street and provide parking in the rear, when possible.

CD-5.8: Encourage adjacent commercial and industrial buildings to share open, landscaped, and/or hardscaped areas for visual relief, access, and outdoor employee gathering places.

Municipal Code

Chapter 6.01 (Dark Sky, Light Pollution) establishes and outlines general requirements for outdoor lighting facilities within the City so as to preserve the aesthetic characteristics and benefits of dark skies within the City and to reduce the potential of light pollution.

4.1.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the Specific Plan Update could result in a significant impact if it:

A. Has a substantial adverse effect on a scenic vista.

B. Substantially damages scenic resources, including but not limited to trees, rock outcroppings or historic buildings within a state scenic highway.

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

D. Creates a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

E. Would cause substantial adverse cumulative impacts with respect to aesthetics.

4.1.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to aesthetics, which could result from the implementation of the project, and recommends mitigation measures as needed to reduce significant impacts.

Scenic Vistas

Impact AES-1 - Would the project have a substantial adverse effect on a scenic vista?

Analysis of Impacts

The project site is located in a generally flat area just east of the I-215 Freeway in the southern portion of the City. However, there are rolling hills southwest of the site that support extensive native vegetation with occasional rock outcroppings, steep slopes, and trees. These hills are informally known at the "Greer Ranch Hills". These hills rise from the average project site elevation of 1,568 feet amsl up to up to 2,274 feet amsl near their west end.

As outlined in the Regulatory Framework section above, the City's General Plan includes goals and policies to prevent development that would impact the visual characteristics of the mountains and forest. Specifically, Goal 3 of the Open Space and Conservation Element includes policies aimed at preserving the City's undisturbed slopes, hillsides, rock outcroppings, and other natural landforms. As previously mentioned, the project site is located in a relatively flat area of the City, away from the larger hillside clusters in the northern portion of the City. The project will not be constructed on any existing hillsides or rock outcroppings. In relation to Policy OCS-3.3, the project site is in an area designated as Economic Development Corridor (EDC) as part of the City's General Plan Land Use Element. This designation allows for the thoughtful development of mixed-use light industrial and commercial uses, while still maintaining the area's rural character. The proposed business park is compliant with this designation and follows the guidance of Policy OCS-3.3 by clustering development away from the City's natural landforms.

Furthermore, the Community Design Element includes Goal 4, that establishes policies specifically designed to limit the impact of new developments on the City's scenic resources. Policy CD-4.7 recommends that new landscaping and structures within scenic corridors be designed compatibly with the surrounding scenic setting. Policy CD-4.8 recommends that electric or communication distribution lines be undergrounded or relocated to preserve view corridors. Development of the proposed business park will result in new development that will affect the general visibility of the surrounding areas, however, given the project's location, and with consideration to relevant General Plan policies, the proposed project will not have a substantial adverse affect on scenic vistas.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Scenic Resources/Scenic Highways

Impact AES-2 - Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Analysis of Impacts
There are no historic highways near the project site, and it is not visible to a designated state scenic highway as identified on the California Scenic Highway Mapping System (Caltrans, 2024). While there are no designated scenic highways visible to the project site, according to the City's General Plan, the I-215 Highway that runs parallel to the project site just east of Zeiders Road, is eligible for designation. Exhibit CD-2 in the City's General Plan recognizes Zeiders Road in the vicinity of the project site as an "enhanced landscape corridor" and the I-215 Freeway in this southern portion of the as a "scenic corridor." The nearest officially designated scenic highway is California State Route 74, approximately 8.8 miles north of the project site between South Perris and Romoland (Caltrans, 2024). However, as outlined in the Circulation Element of the City's General Plan, the City contains a plethora of natural visual resources that are most visible via the City's roads. As such, the City has taken steps to recognize these corridors and ensure they maintain their scenic quality.

Goal 6 of the Element includes policies aimed at ensuring new development is built with scenic features in mind. Policy C-6.1 advocates to design new developments within designated scenic highway corridors, to create a balance of maintaining scenic resources and accommodating land uses. Additionally, Policy C-6.5: aims to ensure that new developments built within eligible county scenic highway corridors and their associated features, such as signage and landscaping, are compatible with the surrounding scenic setting or environment. The proposed business park project is compatible with the EDC general plan land use designation, as well as the EDC-SG zone. The project will follow the anticipated buildout of the area, and does not propose landscaping, or signage, or other design elements that would clash with the surrounding area. As discussed in Impact AES-1 above, the project site is located in a generally flat, and rural area of the City, and is not in close proximity to natural visual features that are of importance to the City. As such, the project would not substantially damage scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway. Impacts will be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Existing Visual Character

Impact AES-3 - Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Analysis of Impacts
The classification of the project area as either rural or urban is complicated. The project site is currently vacant but supported agricultural activities for many decades, as did the land to the north and south which still supports such uses. The land to the west is developed with rural residences. However, the land east of the site contains Zeiders Road and between Zeiders Road and the I-

215 Freeway are a number of urban non-residential land uses including warehouses and business parks. The project area is still considered somewhat rural but transitioning to more urban land uses. Therefore, its visual impacts will be evaluated both as a non-urbanized area (i.e., substantially degrades the existing visual character or quality of public views of the site and its surroundings) AND as an urban area (i.e., would the project conflict with applicable zoning and other regulations governing scenic quality).

The project site itself is mostly vacant disturbed land, with one single-family farmhouse residence. The project site is surrounded by rural residential uses to the north, south and west. Uses to the east of the site across Zeiders Road are light industrial. Development of the project site would require temporary construction activities that would have a temporary impact on the site's visual character. Such buildout would require demolition and site preparation, grading, installation of public and private utilities, building construction, application of architectural coatings, installation of landscaping, and roadway improvements. Construction equipment would be brought in as well, including backhoes, excavators, graders, rubber-tired dozers, crushing machines for concrete and asphalt, and hauling trucks and materials may be present during construction activities. Because construction activities would be temporary, impacts to visual character as a result of implementation of the project would be less than significant. As outlined in the Land Use Element of the City's General Plan, development in the EDC land use designation is guided by a specific vision, with portions of the City subdivided to accommodate specific uses. The project is located in an area zoned as EDC-SG to signify its location in the southern gateway area of the City along I-215. The General Plan envisions this area as, "a business park (predominantly light industrial and corporate office uses) and limited support commercial uses that will serve as a buffer and transitional use between Scott Road and the Estate Residential uses on the west side of the I-215." The project proposes the development of an 11 unit/building business park, totaling approximately 337,770 square feet of gross building space.

The project buildings would have a maximum height of 38-40 feet. That height is consistent with the recently developed light industrial warehouse just east of the site and is just slightly taller than most of the neighboring rural residential and/or farm buildings to the north, west, and south of the project site. A few of the ranch-related structures may approach or exceed 35 feet in height (e.g., barns and storage structures south of the site). The proposed maximum height of the new building complies with the maximum height allowed in the City Development Code.

The proposed project follows the anticipated buildout of the area and would fit within the character of the area as new developments continue to be built. The Project site in its existing condition is undeveloped and vacant, development of the site would be consistent with and not degrade the visual character of the surrounding area including views from the existing RR2 lands to the west. In addition, the design of the project would not conflict with applicable City General Plan and zoning requirements governing scenic quality. Therefore, visual impacts in this regard will be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
No mitigation is required.

Light and Glare

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

Analysis of Impacts

As outlined in Section 4.1.1, Environmental Setting, currently the only source of light and glare on the project site is from the existing single-family residence, which emits minimal light. There are several large light industrial and commercial developments east of the project site across Zeiders Road. The project site is located in an area that is characterized by new and expanding commercial and industrial developments in what has historically been a rural and sparsely developed part of the City. Glare from vehicles on I-215, such as headlights or windshields, constitute a substantial source of light and glare, as well as pavement and other reflective surfaces found in adjacent commercial complexes. Compared to light and glare conditions in more developed areas, sources from surrounding developments and the project site are less substantial, and during the nighttime hours, the site is characterized by a dark sky.

Implementation of the proposed project would introduce substantial new sources of light into an area that is currently undeveloped and characterized by very little nighttime light. Additionally, nearby rural residences could potentially be affected by introduced lighting sources. The City's General Plan and Municipal Code include several strategies aimed at mitigating the impacts of glare and light pollution on the aesthetic quality of the area. The Community Design Element of the City's General Plan includes Goal CD-5 that contains policies establishing guidance on proper design standards that would help eliminate excessive sources of light and glare. In addition, the General Plan Community Design Element includes goals that encourage attractive landscaping, lighting, and signage that conveys a positive image of the community (Goal CD-6) and that limit light leakage and spillage that may interfere with the operations of the Palomar Observatory (Goal CD-6.5). According to Section 5.1.3 of the GPEIR (p. 5.1-13):

> "*Additionally, all future development projects that would be accommodated by the proposed General Plan would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations), which outlines mandatory provisions for lighting control devices and luminaires.*
>
> *Adherence to County and City regulations and implementation of the policies of the proposed General Plan would ensure that light and glare from new development and redevelopment projects accommodated by the General Plan would be minimized and that significant impacts would not occur.*"

The City Municipal Code requires that lighting associated with new development not be directed towards any surrounding uses. Chapter 6.01 of the Menifee Municipal Code (Dark Sky; Light Pollution) indicates that low-pressure sodium lamps are the preferred illuminating source and all non-exempt outdoor light fixtures shall be shielded. A maximum of 8,100 total lumens per acre or parcel if less than one acre shall be allowed. When lighting is "allowed," it must be fully shielded if feasible and partially shielded in all other cases and must be focused to minimize spill light into the night sky and onto adjacent properties (Section 6.01.040). The project will be conditioned that, prior to the issuance of building permits, all new construction which introduces light sources be required to have shielding or other light pollution-limiting characteristics such as hood or lumen restrictions. This is a standard condition and is not considered unique mitigation under CEQA.

The Project site is located approximately 32 miles northwest of the Mt. Palomar Observatory. Lighting for the project will be required to comply with Menifee Municipal Code Section 6.01 and General Plan goals through the implementation of **Standard Condition SC-AES-1.** Standard conditions are considered regulatory compliance and not unique mitigation under CEQA. With implementation of this standard condition, the project will have a less than significant impact related to interfering with the nighttime use of the Mt. Palomar Observatory.

The requirements of GP Goal CD-6.5 would apply to the proposed Project, therefore, the same conclusions reached in the GPEIR would apply to the project. To assure this compliance, **Standard Condition SC-AES-1** will be implemented for all new project lighting. With regulatory compliance, the Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, any impacts will be less than significant and no mitigation is required.

Standard Condition and Regulatory Compliance

SC-AES-1 Chapter 6.01 of the Menifee Municipal Code (Dark Sky; Light Pollution). Low-pressure sodium lamps are the preferred illuminating source, and all non-exempt outdoor light fixtures shall be shielded. A maximum of 8,100 total lumens per acre or parcel if less than one acre shall be allowed. When lighting is "allowed", it must be fully shielded if feasible and partially shielded in all other cases and must be focused to minimize spill light into the night sky and onto adjacent properties (Section 6.01.040). The Project will be conditioned that, prior to the issuance of building permits, all new construction which introduces light sources be required to have shielding or other light pollution-limiting characteristics such as hood or lumen restrictions.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact AES-5 - Would the project cause substantial adverse cumulative impacts with respect to aesthetics?

Analysis of Impacts
The proposed project represents 21.4 percent of the non-residential development identified on the cumulative projects list (i.e., planned for the project area) but is not expected to contribute to a cumulatively considerable level of aesthetic impacts for this portion of the City as it will not have significant project-level visual or lighting impacts identified in Impacts AES-1 through AES-4 above.

Scenic Vistas. A cumulative impact to scenic vistas would occur if the combined visual changes from future development from the proposed project resulted in the substantial degradation of quality or obstruction of particularly scenic views available from a recognized scenic vista. project-specific impacts with respect to scenic vistas were determined to be less than significant. As stated in Section 4.1.1 above, the project site is located in an area that has limited visibility to scenic vistas that are prioritized by the City. Buildout would be required to comply with the policies

related to scenic vistas as outlined in the City's General Plan. Given the project's location away from the City's scenic locations, implementation of the proposed project would not result in cumulative impacts with respect to scenic vistas. Potential cumulative impacts of the project related to scenic vistas would be less than significant.

Scenic Highways. There are no scenic highways within, adjacent to, or visible from the project site. Any development within the area would not result in impacts to scenic resources within a state scenic highway. Therefore, the proposed project would not contribute to a potential cumulative significant impact to a scenic highway. Potential impacts from the project related to scenic highways would be less than significant.

Degrade Visual Character. Construction and operation of the proposed project was determined to result in less than significant impacts to the existing visual character and quality of the project site and surrounding area. The project is zoned for EDC-SG; a designation that encourages a specific vision for development of the site and surrounding area. Construction of the site would result in a visual change that would temporarily degrade the visual quality of the area. However, the proposed future development would not result in significant adverse visual changes such that the existing visual character or quality of the area and its surroundings would be substantially degraded. Therefore, potential cumulative impacts of the proposed project related to visual character would be less than significant.

Light and Glare. project-related impacts with respect to light and glare were determined to be less than significant. Lighting and building materials associated with the development would be subject to review and approval by the City of Menifee. Other cumulative development identified within the City of Menifee or the City of Murrieta would be subject to similar restrictions and requirements regarding night lighting and glare. Therefore, potential cumulative impacts of the project related to lighting and glare would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
No mitigation is required.

4.1.5 – REFERENCES

California Department of Transportation (Caltrans). Map of Scenic Highways. Web: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983 [Accessed July 2024].

City of Menifee. *Circulation Element, Community Design Element, Land Use Element, Open Space and Conservation Element – General Plan.* Web. 2013. https://www.cityofmenifee.us/221/General-Plan. [Accessed August 2024].

Menifee Code of Ordinances. Chapter 6.01: Dark Sky; Light Pollution. Web. https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-1651. [Accessed August 2024].

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4.2 – AGRICULTURE AND FORESTRY RESOURCES

This EIR chapter addresses impacts to agriculture and forestry resources that could result from implementation of the proposed project. Issues of interest are identified by the CEQA Guidelines such as whether the project will convert or otherwise impact Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. In addition, whether forest land/resources would be converted or otherwise affected is also evaluated.

4.2.1 – ENVIRONMENTAL SETTING

Important Farmland

The California Department of Conservation (DOC) maps all lands in the State that are considered Prime Farmlands, Farmlands of Statewide Importance, and Unique Farmlands which are considered "Important Farmlands" by the state in their Farmland Mapping and Monitoring Program (FMMP). The DOC FMMP also maps Farmlands of Local Importance, or Grazing Lands (DOC, 2024) but these are not considered important farmlands by the state. According to DOC's Important Farmland Finder, the project site is located in an area that has Farmland of Local Importance (DOC, 2024). The project site in its existing condition is partially developed with a single-family residence and associated structures. The majority of the site, however, is comprised of vacant land that is not being actively farmed at this time although it was farmed from 1938 to 2023. According to the DOC, Farmland of Local Importance is farmland of importance to the county's economy, and is either currently producing, or has the capability of production; but does not meet the criteria of Prime, Statewide or Unique Farmland. In Riverside County, this encompasses soils that (DOC, 2018):

- Would be classified as Prime and Statewide but lack available irrigation water.
- Lands planted to dryland crops of barley, oats, and wheat.
- Lands producing major crops for Riverside County, but not listed as Unique crops.
    - Permanent pasture (irrigated), summer squash, okra, eggplant, radishes, and watermelons.
- Dairyland, including corrals, pasture, milking facilities, hay and manure storage areas if accompanied with permanent pasture or hay land of 10 acres or more.
- Lands identified by city or county ordinance as Agricultural Zones or Contracts, which includes Riverside City "Proposition R" lands.
- Lands planted to jojoba which are under cultivation and are of producing age.

Williamson Act Contracts

The project site is not located on land zoned for agricultural use, as the site is currently zoned as Economic Development Corridor-Southern Gateway (EDC-SG), which allows for commercial development. The project site is not located on land that is used for or conflicts with agriculturally zoned land. Additionally, all Williamson Act contracts located within the City of Menifee went into nonrenewal status in 2007 and expired as of January 1, 2017 (FEIR, 2013).

Forest Resources

Forest land is defined in Public Resources Code Section 12220(g) 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" (CalFire). The project site is mostly undeveloped, vacant land, with a single-family residence and associated structures. There is ornamental landscaping and trees located around the existing property, however, there is no forest land within the project site as defined in Public Resources Code Section 12220(g).

4.2.2 – REGULATORY FRAMEWORK

State

Farmland Mapping and Monitoring Program

Important farmland maps are compiled by the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), pursuant to the provisions of Section 65570 of the California Government Code. These maps and programs utilize data from the USDA Natural Resource Conservation Service (NRCS) soil survey and current land use information to monitor conversion of important farmland to other uses.

California Land Conservation Act/Williamson Act Contract Program

The California Land Conservation Act of 1965, also known as the Williamson Act, was adopted in 1965. This voluntary program allows local governments to enter into contracts with private landowners for the purpose of having their property assessed on the basis of its agricultural production rather than at the current market value. The property owner is thus relieved of having to pay higher property taxes, resulting from conversion of nearby lands to urban uses as long as the contracted land remains in agricultural or related open space use. The purpose of the Williamson Act is to encourage property owners to continue to farm their land with a tax incentive and to prevent the premature conversion of farmland into non-agriculture use. Participation requires that the area consists of 100 contiguous acres of agricultural land under one or more ownerships.

Upon approval of an application by the Board of Supervisors, the agricultural preserve is established, and the land within the preserve is restricted to agricultural and compatible uses for ten (10) years. Williamson Act contracts are automatically renewed annually for an additional one-year period unless the property owner applies for non-renewal or early cancellation. Specific findings regarding the non-viability of the agricultural use must be made, and a substantial penalty for the cancellation is assessed. Participating counties and cities are required to establish their own rules and regulations regarding implementation of the act within their jurisdiction. There is no Williamson Act Land Conservation Contract on the project site.

California Department of Forestry and Fire Protection (CAL FIRE)

CAL FIRE enforces the laws that regulate logging on privately-owned lands in California. The Forest Practice Act was enacted in 1973 to ensure that logging is done in a manner that will preserve and protect fish, wildlife, forests, and streams. The State Board of Forestry and Fire Protection enacts and enforces additional rules to protect these resources. CAL FIRE ensures that private landowners abide by these laws when harvesting trees. Although there are specific exemptions in some cases, compliance with the Forest Practice Act and Board rules apply to all commercial harvesting operations for landowners. A Timber Harvesting Plan (THP) is the

environmental review document submitted by landowners to CAL FIRE outlining what timber is proposed to be harvested, how it will be harvested, and the steps that will be taken to prevent damage to the environment.

Local

City of Menifee General Plan

The City of Menifee General Plan includes the following goals and policies related to agriculture and forestry resources:

Open Space and Conservation Element

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

Policies:

OCS-6.1: Protect both existing farms and sensitive uses around them as agricultural acres transition to more developed land uses

4.2.3 – SIGNIFICANCE THRESHOLDS

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 Department 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. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the Specific Plan Update could result in a significant impact if it would:

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

B. Conflict with existing zoning for agricultural use, or a Williamson Act contract.

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

D. Result in the loss of forest land or conversion of forest land to non-forest use.

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

F. Cause substantial adverse cumulative impacts with respect to agricultural and forest resources.

4.2.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to Important Farmland, Forestland, and Timberland, which could result from the implementation of the project and recommends mitigation measures, as needed, to reduce significant impacts.

Important Farmland

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?

Analysis of Impacts
The California Important Farmland Finder prepared by the California Department of Conservation (DOC), identifies that the project site is located in an area that has Farmland of Local Importance (DOC, 2024). This designation is not considered Important Farmland by the State. The project site in its existing condition is partially developed with a single-family residence and associated structures (e.g., garage). The majority of the site, however, is comprised of vacant, disturbed land. Although the site was farmed for many years, from 1938 to 2003, it is not being actively farmed at this time. Surrounding land uses include rural residences to the north, west and south, and light industrial uses to the west. As outlined above in Section 4.2.1 Environmental Setting, Farmland of Local Importance is defined as land either currently producing, or as having the capability of production; but does however, not meet the criteria of Prime, Statewide or Unique Farmland. Development of the project site would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and therefore, impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Williamson Act Agricultural Contract

Impact AG-2 - Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Analysis of Impacts

According to the Land Use Element of the City's General Plan, the project site has a land use designation of Economic Development Corridor (EDC); which allows for a balanced mixture of residential, commercial, office, civic, industrial, entertainment, educational, and/or recreational uses along busy traffic corridors, such as I-215 (Menifee, 2013). The project site is not located on land that is used for or conflicts with agriculturally zoned land. Additionally, all Williamson Act contracts located within the City of Menifee went into nonrenewal status in 2007 and expired as of January 1, 2017 (FEIR, 2013). Therefore, there will be no conflict with existing zoning for agricultural use or a Williamson Act contract. As such, there will be no impacts regarding a Williamson Act contract.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Forestland/Timberland

Impact AG-3 - Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Analysis of Impacts
The project site is mostly undeveloped except for a single-family residence and associated structures. There are multiple trees located around the existing property, however, there is no forest land within the project site as defined in Public Resources Code Section 12220(g). Additionally, the site is zoned as Economic Development Corridor – Southern Gateway (EDC-SG), which, according to the City's Development Code, is intended to feature developments consisting of light industrial, office, and commercial uses, while still preserving the rural character of the Southern Gateway area (Menifee, 2019). The proposed project would not conflict with existing zoning for forest land, timberland, or Timberland Production areas, or result in the loss or conversion of forest lands to non-forest uses, as none exist within the project site. As such, no impacts would occur.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Loss of Forestland

Impact AG-4 - Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Analysis of Impacts
As outlined above in Impact AG-3, while the project site is primarily undeveloped, and located in a characteristically rural area of the City, there is no forest land within the project site as defined in Public Resources Code Section 12220(g). The site itself is zoned as EDC-SG which prioritizes the development of light industrial and commercial uses along Southern Gateway corridor adjacent to I-215. Development of the project site would not result in the loss of forest land or conversion of forest land to non-forest uses. No impacts would occur.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Conversion of Farmland/Forestland

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?

Analysis of Impacts
Please refer to responses AG-1 through AG-4 above. The proposed project would not involve other changes that could result in conversion of farmland or forest land to non-agricultural or non-forest uses respectively. As discussed in Sections 4.2.4.a and 4.2.4.b above, the project site is not located within an area zoned for agricultural or open space uses, and there are no Williamson Act (agricultural preserve) contracts active on the project site. In addition, the project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The project site is zoned as EDC-SG, which allows for a mixture of light industrial and commercial uses as part of the southern gateway corridor. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance located within the project site. Development of the proposed project would not result in the conversion of farmland or forest land to non-agricultural or non-forest uses respectively. As such, no impacts would occur.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Cumulative Impacts

Impact AG-6 - Would the project cause substantial adverse cumulative impacts with respect to Agriculture and Forestry Resources?

Analysis of Impacts
As described in Sections Impact AG-1 through AG-5 above, the proposed project would not result in impacts related to agricultural resources, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, Williamson Act contracts, forest lands, timberland, or Timberland Production areas. Therefore, the project would not contribute to a cumulatively significant impact related to agriculture and forestry resources.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

4.2.5 – REFERENCES

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4.3 – Air Quality

This EIR chapter provides information on the environmental and regulatory air quality setting of the planning area and evaluates the potential amount of emissions of regulated air pollutants that could be generated by construction and operation of projects pursuant to the project. The methodologies and assumptions used in the preparation of this section follow the CEQA Guidelines developed by the South Coast Air Quality Management District (SCAQMD) (SCAQMD, 2019). Information on existing air quality conditions, federal, and State ambient air quality standards, and pollutants of concern was obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD. This EIR air quality analysis has been closely coordinated with the energy and greenhouse gas analyses contained in Chapters 4.6 and 4.8 of this EIR. Please refer to Appendix E for detailed air quality and greenhouse gas emissions estimates (MIG 2024). As described in Section 4.3.4, potential project impacts with respect to air quality include conflict with or obstruction of the applicable air quality plan, cumulatively considerable net increases in criteria pollutants, exposure of sensitive receptors to substantial pollutant concentrations, and other emissions (such as odors) that could adversely affect a substantial number of people.

4.3.1 – ENVIRONMENTAL SETTING

Air quality is a function of pollutant emissions and topographic and meteorological influences. The physical features and atmospheric conditions of a landscape interact to affect the movement and dispersion of pollutants and determine its air quality.

South Coast Air Basin

The U.S. EPA and CARB are the federal and State agencies charged with maintaining air quality in the nation and California, respectively. The U.S. EPA delegates much of its authority over air quality to CARB which has geographically divided the State into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions.

Basin Climate and Meteorology

The proposed project is located in Riverside County, within the South Coast Air Basin (Basin). The Basin includes Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties.

Riverside County and the broader Los Angeles Basin are defined by a semi-arid, Mediterranean climate with mild winters and warm summers. The San Gabriel, San Bernardino, and San Jacinto Mountains bound the Basin to the north and east trap ambient air and pollutants within the Los Angeles and Inland Empire valleys below. The climate of the greater Los Angeles region is classified as Mediterranean, but weather conditions within the Basin are dependent on local topography and proximity to the Pacific Ocean. The climate is dominated by the Pacific high-pressure system that results in generally mild, dry summers and mild, wet winters. This temperate climate is occasionally interrupted by extremely hot temperatures during the summer, Santa Ana winds during the fall, and storms from the Pacific Northwest during the winter. In addition to the basin's topography and geographic location, El Niño and La Niña patterns also have large effects on weather and rainfall received between November and March. The Pacific high-pressure system drives the prevailing winds in the Basin. The winds tend to blow onshore in the daytime and offshore at night. In the summer, an inversion layer is created over the coastal areas and

increases ozone levels. A temperature inversion is created when a layer of cool air is overlain by a layer of warmer air; this can occur over coastal areas when cool, dense air that originates over the ocean is blown onto land and flows underneath the warmer, drier air that is present over land. In the winter, areas throughout the Basin often experience a shallow inversion layer that prevents the dispersion of surface level air pollutants, resulting in higher concentrations of criteria air pollutants such as CO and NO_X.

Regulated Air Pollutants

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone (O_3), particulate matter (PM), which consists of "inhalable coarse" PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM_{10}) and "fine" PM (particles with an aerodynamic diameter smaller than 2.5 microns, or $PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. The U.S. EPA refers to these six common pollutants as "criteria" pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally based criteria. CARB has established California Ambient Air Quality Standards (CAAQS) for the six common air pollutants regulated by the federal Clean Air Act plus the following additional air pollutants: hydrogen sulfide (H_2S), sulfates (SO_X), vinyl chloride, and visibility reducing particles. A description of the regulated air pollutants associated with the proposed project is provided below.

- **Ground-level Ozone**, or smog, is not emitted directly into the atmosphere. It is created from chemical reactions between oxides of nitrogen (NO_X) and volatile organic compounds (VOCs), also called reactive organic gases (ROG), in the presence of sunlight (U.S. EPA, 2022a). Thus, ozone formation is typically highest on hot sunny days in urban areas with NOX and ROG pollution. Ozone irritates the nose, throat, and air pathways and can cause or aggravate shortness of breath, coughing, asthma attacks, and lung diseases such as emphysema and bronchitis.
    - **ROG** is a CARB term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, and includes several low-reactive organic compounds which have been exempted by the U.S. EPA (CARB, 2004).
    - **VOCs** is a U.S. EPA term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. The term exempts organic compounds of carbon which have been determined to have negligible photochemical reactivity such as: methane, ethane, and methylene chloride (CARB, 2004).
- **Particulate Matter**, also known as particle pollution, is a mixture of extremely small solid and liquid particles made up of a variety of components such as organic chemicals, metals, and soil and dust particles (U.S. EPA, 2022b).
    - **PM_{10}**, also known as inhalable coarse, respirable, or suspended PM, consists of particles less than or equal to 10 micrometers in diameter (approximately $1/7^{th}$ the thickness of a human hair). These particles can be inhaled deep into the lungs and possibly enter the blood stream, causing health effects that include, but are not limited to, increased respiratory symptoms (e.g., irritation, coughing), decreased lung capacity, aggravated asthma, irregular heartbeats, heart attacks, and premature death in people with heart or lung disease (U.S. EPA, 2022b).

  - **$PM_{2.5}$**, also known as fine PM, consists of particles less than or equal to 2.5 micrometers in diameter (approximately 1/30th the thickness of a human hair). These particles pose an increased risk because they can penetrate the deepest parts of the lung, leading to and exacerbating heart and lung health effects (U.S. EPA, 2022b).

- **Carbon Monoxide (CO)** is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicles are the single largest source of carbon monoxide in the Basin. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can aggravate cardiovascular disease and cause headaches, dizziness, unconsciousness, and even death (U.S. EPA, 2022c).
- **Nitrogen Dioxide (NO_2)** is a by-product of combustion. NO_2 is not directly emitted but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to ozone formation. NO_2 also contributes to the formation of particulate matter. NO_2 can cause breathing difficulties at high concentrations (U.S. EPA, 2022d).
- **Sulfur Dioxide (SO_2)** is one of a group of highly reactive gases known as SO_X. Fossil fuel combustion in power plants and industrial facilities are the largest emitters of SO_2. Short-term effects of SO_2 exposure can include adverse respiratory effects such as asthma symptoms. SO_2 and other SO_X can react to form PM (U.S. EPA, 2022e).
- **Sulfates (SO_4^{2-})** are the fully oxidized ionic form of sulfur. SO_4^{2-} are primarily produced from fuel combustion. Sulfur compounds in the fuel are oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Sulfate exposure can increase risks of respiratory disease (CARB, 2022a).

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as hazardous air pollutants (HAPs) or toxic air contaminants (TACs), respectively. These pollutants can cause severe health effects at very low concentrations, and many are suspected or confirmed carcinogens. The U.S. EPA has identified 187 HAPs, including such substances as arsenic and chlorine; CARB considers all U.S. EPA designated HAPs, as well as particulate emissions from diesel-fueled engines (DPM) and other substances, to be a TAC. Since CARB's list of TACs references and includes U.S. EPA's list of HAPs, this document uses the term TAC when referring to HAPs and TACs. A description of the TACs associated with the proposed project and its vicinity is provided below.

- **Gasoline-Powered Mobile Sources.** According to the SCAQMD's Multiple Air Toxics Exposure Study in the South Coast Air Basin (SCAQMD, 2021a), or MATES V, gasoline-powered vehicles emit TACs, such as benzene, which can have adverse health risks. Gasoline-powered sources emit TACs in much smaller amounts than diesel-powered vehicles. The MATES V study identifies that diesel emissions account for approximately 50% of the total air toxics and cancer risk in the Basin, while Benzene, 1,3-Butadiene, and Carbonyls make up approximately 25% of the cancer risk.
- **Diesel Particulate Matter (DPM).** Diesel engines emit both gaseous and solid material; the solid material is known as DPM. Almost all DPM is less than 1 micrometer (µm) in diameter and thus is a subset of $PM_{2.5}$. DPM is typically composed of carbon particles and numerous organic compounds. Diesel exhaust also contains gaseous pollutants, including VOCs and NO_X. The primary sources of diesel emissions are ships, trains, trucks, rail yards and heavily traveled roadways. These sources are often located near highly populated areas, resulting in greater DPM related health consequences in urban areas.

The majority of DPM is small enough to be inhaled into the lungs and what particles are not exhaled can be deposited on the lung surface and in the deepest regions of the lungs where the lung is most susceptible to injury. In 1998, CARB identified DPM as a toxic air contaminant based on evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM also contributes to the same non-cancer health effects as $PM_{2.5}$ exposure (CARB 2016).

Common criteria air pollutants, such as ozone precursors, SO_2, and PM, are emitted by a large number of sources and have effects on a regional basis (i.e., throughout the Basin); other pollutants, such as HAPs, TACs, and fugitive dust, are generally not as prevalent and/or emitted by fewer and more specific sources. As such, these pollutants have much greater effects on local air quality conditions and local receptors.

Ambient Air Quality Standards and Basin Attainment Status

In general, the NAAQS and CAAQS define "clean" air, and are established at levels designed to protect the health of the most sensitive groups in our communities by defining the maximum amount of a pollutant (averaged over a specified period of time) that can be present in outdoor air without any harmful effects on people or the environment. Air pollutant levels are typically described in terms of concentration, which refers to the amount of pollutant material per volumetric unit of air. Concentrations are typically measured in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$).

The U.S. EPA, CARB, and regional air agencies assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories.

- **Attainment**. A region is "in attainment" if monitoring shows ambient concentrations of a specific pollutant are less than or equal to the NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a "maintenance area" for 10 years to ensure that the air quality improvements are sustained.
- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and State laws require nonattainment areas to develop strategies, implementation plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.
- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

Table 4.3-1 (Ambient Air Quality Standards and Basin Attainment Status) lists the NAAQS and CAAQS and summarizes the Basin's attainment status.

Table 4.3-1: Summary of Ambient Air Quality Standards and Attainment Status					
Pollutant	**Averaging Time[B]**	**California Standards[A]**		**National Standards[A]**	
		Standard[C]	**Attainment Status[D]**	**Standard[C]**	**Attainment Status[D]**
Ozone	1-Hour (1979)	--	--	240 µg/m^3	Nonattainment
	1-Hour (Current)	180 µg/m^3	Nonattainment	--	--
	8-Hour (1997)	--	--	160 µg/m^3	Nonattainment
	8-Hour (2008)	--	--	147 µg/m^3	Nonattainment
	8-Hour (Current)	137 µg/m^3	Nonattainment	137 µg/m^3	Nonattainment
PM_{10}	24-Hour	50 µg/m^3	Nonattainment	150 µg/m^3	Attainment
	Annual Average	20 µg/m^3	Nonattainment	--	--
$PM_{2.5}$	24-Hour	--	--	35 µg/m^3	Nonattainment
	Annual Average (1997)	--	--	15 µg/m^3	Attainment
	Annual Average (2012)	--	--	12 µg/m^3	Nonattainment
	Annual Average (Current)	12 µg/m^3	Nonattainment	9 µg/m^3	--[E]
Carbon Monoxide	1-Hour	23,000 µg/m^3	Attainment	40,000 µg/m^3	Attainment
	8-Hour	10,000 µg/m^3	Attainment	10,000 µg/m^3	Attainment
Nitrogen Dioxide	1-Hour	339 µg/m^3	Attainment	188 µg/m^3	Unclassifiable/ Attainment
	Annual Average	57 µg/m^3	Attainment	100 µg/m^3	Attainment
Sulfur Dioxide	1-Hour	655 µg/m^3	Attainment	196 µg/m^3	Attainment
	24-Hour	105 µg/m^3	--	367 µg/m^3	Unclassifiable/ Attainment
	Annual Average	--	--	79 µg/m^3	Unclassifiable/ Attainment
Lead	3-Months Rolling	--	--	0.15 µg/m^3	Nonattainment (Partial)
Hydrogen Sulfide	1-Hour	42 µg/m^3	Attainment	--	
Sulfates	24-Hour	25 µg/m^3	Attainment	--	

Table 4.3-1: Summary of Ambient Air Quality Standards and Attainment Status					
Pollutant	Averaging Time[B]	California Standards[A]		National Standards[A]	
		Standard[C]	Attainment Status[D]	Standard[C]	Attainment Status[D]
Vinyl Chloride	24-Hour	26 µg/m^3	Attainment	--	

Source: SCAQMD 2018b, modified by MIG.

(A) This table summarizes the CAAQS and NAAQS and the Basin's attainments status. This table does not prevent comprehensive information regarding the CAAQS and NAAQS. Each CAAQS and NAAQS has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Standards are not presented for visibility reducing particles, which are not concentration-based. The Basin is unclassified for visibility reducing particles.

(B) Ambient air standards have changed over time. This table presents information on the standards previously used by the U.S. EPA for which the Basin does not meet attainment.

(C) All standards are shown in terms of micrograms per cubic meter (µg/m^3) rounded to the nearest whole number for comparison purposes (with the exception of lead, which has a standard less than 1 µg/m^3). The actual CAAQS and NAAQS standards specify units for each pollutant measurement.

(D) A= Attainment, N= Nonattainment, U=Unclassifiable.

(E) The current national $PM_{2.5}$ standard was finalized in April 2024. The U.S. EPA has not yet made a designation for this new standard.

Local Air Quality Conditions

The proposed project is located in the western portion of Riverside County, in the City of Menifee, and is approximately 0.25 miles west of I-215. Rural residences are located north, west, and south of the site. Existing light industrial uses to the east of the project site as well as vehicles on I-215 and local roadways all contribute to the local air quality conditions in proximity to the project site. Air pollution levels are measured at monitoring stations located throughout the Basin. The project site is located in SCAQMD Source Receptor Area (SRA) 24 – Perris Valley. The SCAQMD maintained an air quality monitoring station in Perris until 2022. The next closest station with data that is generally representative of conditions at the project site is in Lake Elsinore. The Perris monitoring station only collected data on O_3 concentrations. The Lake Elsinore monitoring station collects data on CO, O_3, NO_2, and PM_{10}. These monitoring stations represent the best approximation of the air quality conditions near the project site.

Table 4.3-2 summarizes the published monitoring data from Perris and Lake Elsinore from 2021 to 2023, the three most recent years for which verified, published data was available from the SCAQMD at the time this EIR was prepared. Table 4.3-2 shows that air quality standards at this location have been exceeded for PM_{10} and O_3. This indicates that PM_{10} and O_3 concentrations in the vicinity of the project site are elevated, consistent with the Basin's classification as non-attainment for these pollutants. As shown in Table 4.3-2:

- The maximum 1-hour and maximum 8-hour CO concentration generally remained about the same between 2021 and 2023. There were no days in which CO standards were exceeded during this time period.
- The maximum 1-hour NO_2 concentration decreased from 2021 to 2022 and increased between 2022 and 2023, but to a level that was still lower than in 2021. The average annual NO_2 concentration decreased from 2021 to 2023 with a small uptick in concentration seen in 2022. There were no days in which NO_2 standards were exceeded during this time period.

- The maximum 1-hour and maximum 8-hour O_3 concentrations generally increased from 2021 to 2023. Despite overall increases to the maximum 1-hour and maximum 8-hour O_3 concentrations, the number of days exceeding state and federal 1-hour and 8-hour standards decreased from 2021 to 2023. The most air quality standard exceedances occurred in 2023 and the least in 2022.
- The maximum 24-hour PM_{10} concentration increased slightly between 2021 and 2022, and then almost doubled between 2022 and 2023. In contrast, the annual arithmetic mean declined slightly between 2021 and 2023 with the lowest concentration being observed in 2022. The most air quality exceedances occurred in 2023 (including one exceedance of the federal standard), while the lease exceedances occurred in 2022.

Sensitive Receptors

Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors (SCAQMD, 2017a; CARB, 2005). The sensitive air quality receptors in proximity of the proposed project include:

- Residential receptors south of the site, the closest of which is approximately 370 feet from the project site. This residential receptor has a driveway that ties into Zeiders Road.
- A residential receptor north of the site, approximately 210 feet from the project site. This receptor has a driveway that ties into Zeiders Road.
- A residential receptor north of the site, approximately 130 feet from the project site. This receptor has a driveway that ties into Howard Way.
- Residential receptors west of the site, the closest of which is located approximately 240 feet from the project site. This receptor has a driveway that ties into Howard Way.

Existing Health Risks and Disadvantaged Communities

The existing sensitive air quality receptors located in close proximity to the project site are exposed to air pollution associated with motor vehicles operating on I-215, overhead aircraft, and light industrial uses in proximity to the site. The following subsections identify existing sources of information that attempt to quantify community health risks based on the sources of pollution to which they are exposed.

Existing and Planned Light Industrial Facilities

The project site is located within 0.25 miles of approximately five light industrial buildings over 50,000 square feet. Each one of these buildings is located to the east of the project site on Zeiders Road and Ciccotti Street.

Table 4.3-2: 2021-2023 Local Air Quality Data for Perris Valley				
Pollutant	**Ambient Air Standard**	**Year**		
		2021	**2022**	**2023**
Ozone (O_3)				
Maximum 1-hour Concentration (ppm)		0.117(A)	0.121	0.120
Maximum 8-hr Concentration (ppm)		0.094(A)	0.091	0.103
Number of Days Exceeding State 1-hr Standard	>180 µg/m3	25(A)	17	10
Number of Days Exceeding State 8-hr Standard	>137 µg/m3	60(A)	37	35
Days Exceeding Federal 1-hr Standard	>0.124 ppm	0(A)	0	0
Days Exceeding Federal 8-hr Standard	>0.070 ppm	55(A)	37	31
Carbon Monoxide (CO)				
Maximum 1-hr Concentration (ppm)		0.9	0.9	1.3
Maximum 8-hr Concentration (ppm)		0.8	0.6	0.7
Days Exceeding State 1-hr Standard	>23,000 µg/m^3	0	0	0
Days Exceeding Federal/State 8-hr Standard	>10,000 µg/m^3	0	0	0
Days Exceeding Federal 1-hr Standard	>40,000 µg/m^3	0	0	0
Nitrogen Dioxide (NO_2)				
Maximum 1-hr Concentration (ppb)		43.7	37.2	41.7
Annual Arithmetic Mean Concentration (ppb)		7.0	7.1	6.7
Days Exceeding State 1-hr Standard	>180 µg/m^3	0	0	0
Suspended Particulate Matter (PM_{10})(A)				
Maximum 24-hr Concentration (µg/m^3)		89	91	186
Annual Arithmetic Mean (µg/m^3)		21.4	19.8	20.8
Samples Exceeding State 24-hr Standard	>50 µg/m^3	4	1	5
Samples Exceeding Federal 24-hr Standard	>150 µg/m^3	0	0	1
Fine Particulate Matter ($PM_{2.5}$)				
Maximum 24-hr Concentration (µg/m^3)		--(B)	--(B)	--(B)
Annual Arithmetic Mean (µg/m^3)		--(B)	--(B)	--(B)
Samples Exceeding Federal 24-hr Standard	>35 µg/m^3	--(B)	--(B)	--(B)

Source: SCAQMD, 2024

(A) This data is from the Perris monitoring station. All other data is from the Lake Elsinore monitoring station.

(B) There are no stations in the vicinity of the project site that monitor $PM_{2.5}$.

SCAQMD MATES V Carcinogenic Risk Map

According to the SCAQMD's MATES V Carcinogenic Risk Map, the existing carcinogenic risk in the project's zip code is approximately 297 incremental cancer cases per million population, which places higher than 13.0% of the SCAQMD population (SCAQMD, 2021b).[1] This estimate reflects

[1] The potential cancer risk for a given substance is expressed as the incremental number of potential cancer cases that could be developed per million people, assuming that the population is exposed to the substance at a constant annual average concentration

regional modeling efforts that largely do not account for site specific emission rates and dispersion characteristics that typically result in refined and substantially lower health risk estimates.

CalEnviroScreen and Disadvantaged Communities (Senate Bill 535)

CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. While CalEnviroScreen was originally developed as part of Senate Bill (SB) 535 and used to identify disadvantaged communities for the purposes of allocating funding from the State's Cap-and-Trade regulation, its application and scope have expanded over the years. The tool uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The CalEnviroScreen model is made up of four components – two pollution burden components (exposures and environmental effects) and two population characteristics components (sensitive populations and socioeconomic factors). The four components are further divided into 21 indicators. An indicator is a measure of either environmental conditions, in the case of pollution burden indicators, or health and vulnerability factors, in the case of population characteristic indicators.

- **Exposure** indicators are based on the measurements of different types of pollution that people may come into contact with. Exposure indicators include:
    - Air Quality: Ozone
    - Air Quality: $PM_{2.5}$
    - Children's Lead Risk from Housing
    - Diesel Particulate Matter
    - Drinking Water Contaminants
    - Pesticide Use
    - Toxic Releases from Facilities
    - Traffic Density
- **Environmental effects** indicators are based on the locations of toxic chemicals in or near communities. Environmental effects indicators include:
    - Cleanup Sites
    - Groundwater Threats
    - Hazardous Waste Generators and Facilities
    - Impaired Water Bodies
    - Solid Waste Sites and Facilities
- **Sensitive population** indicators measure the number of people in a community who may be more severely affected by pollution because of their age or health. Sensitive population indicators include:
    - Asthma
    - Cardiovascular Disease
    - Low Birth Weight Infants

over a presumed 70-year lifetime. These risks are usually presented in chances per million. For example, if the cancer risks were estimated to be 100 per million, the probability of an individual developing cancer due to a lifetime of exposure would be one hundred in a million, or one in ten thousand. In other words, this predicts an additional 100 cases of cancer in a population of a million people over a 70-year lifetime (SCAQMD, 2021c).

- **Socioeconomic factor** indicators are conditions that may increase people's stress or make healthy living difficult and cause them to be more sensitive to pollution's effects (OEHHA 2018). Socioeconomic factors include:
    - Educational Attainment
    - Housing Burden
    - Linguistic Isolation
    - Poverty
    - Unemployment

Each census tract receives scores for as many of the 20 indicators as possible, and the scores are then mapped so that different communities can be compared. Percentiles are assigned to each census tract based on the census tract's score in relation to the rest of the state. An area with a high percentile is one that experiences a much higher pollution burden than areas with low scores. For example, if a census tract has an indicator in the 40th percentile, it means that indicator's percentile is higher than 40 percent of the census tr^{ac}ts in the state. CalEnviroScreen also provides a total (or cumulative) score, which is the product of multiplying the 13 pollution burden components by the 8 population characteristics. This total / cumulative score helps contextualize how multiple contaminants from multiple sources affect people, while taking into account their living conditions (e.g., nonchemical factors such as socioeconomic and health status). Communities that are within the top 25th percentile for total CalEnviroScreen scores are considered disadvantaged communities pursuant to SB 535 (OEHHA, 2021a and 2022).

According to the Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen 4.0 Map, the proposed project is Census Tract 6065043279. This area shows an average pollution indicator percentile of 41% based on the CalEnviroScreen indicators (e.g., exposure, environmental effects, population characteristics, socioeconomic factors) and has a population of 5,075 people (OEHHA, 2021b). The CalEnviroScreen data indicates approximately 41 in 10,000 people in the project site's census tract visited an emergency facility for asthma-related health issues. This rate places the project site's census tract in the 43rd percentile, meaning the asthma rate in this census tract is higher than 43% of the census tracts in the State (OEHHA 2021). Table 4.3-3 summarizes the CalEnviroScreen indicators for census tract 6065043279.

As shown in Table 4.3-3, census tract 6065043279 is not within the top 25% of total CalEnviroScreen percentiles throughout the State and, therefore, is not considered a disadvantaged community pursuant to SB 535.

Table 4.3-3: CalEnviroScreen Health Risk Information	
Indicator	**Census Tract Indicator Values**
	Tract 6065043279
Exposure Indicators	
Air Quality: Ozone	80
Air Quality: $PM_{2.5}$	46
Lead from Housing	38
Diesel Particulate Matter	14
Drinking Water Contamination	78
Pesticide Use	53
Toxic Releases from Facilities	72
Traffic Density	21
Environmental Effect Indicators	
Cleanup Sites	0
Groundwater Threats	0
Hazardous Waste Generators and Facilities	50
Impaired Water Bodies	0
Solid Waste Sites and Facilities	36
Sensitive Population Indicators	
Asthma	43
Cardiovascular Disease	14
Low Birth Weight Infants	93
Socioeconomic Factor Indicators	
Educational Attainment	40
Housing Burden	2
Linguistic Isolation	34
Poverty	59
Unemployment	23
Cumulative Percentiles	
Pollution Burden Percentile	41
Population Characteristics Percentile	36
CalEnviroScreen Percentile (Total)	**38**
SB 535 Disadvantaged Community?	**No**
Source: OEHHA, 2021b and 2022	

Existing Site Operations and Emissions Estimates

The existing single-family building at the site generates emissions from activities such as motor vehicle use, landscaping, and natural gas use. These emissions are anticipated to be relatively nominal and, therefore, have not been estimated.

4.3.2 – REGULATORY FRAMEWORK

Federal

Federal Clean Air Act

The Federal Clean Air Act (CAA) defines the U.S. EPA's responsibilities for protecting and improving the United States air quality and ozone layer. Key components of the CAA include reducing ambient concentrations of air pollutants that cause health and aesthetic problems, reducing emission of toxic air pollutants, and stopping production and use of chemicals that destroy the ozone.

Federal clean air laws require areas with unhealthy levels of ozone, inhalable particulate matter, Carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop State Implementation Plans (SIPs); comprehensive documents that identify how an area will attain NAAQS. Deadlines for attainment were established in the 1990 amendments to the CAA based on the severity of an area's air pollution problem. Failure to meet air quality deadlines can result in sanctions against the State or the EPA taking over enforcement of the CAA in the affected area. SIPs are a compilation of new and previously submitted plans, programs, district rules, and State and Federal regulations. The SCAQMD implements the required provisions of an applicable SIP through its Air Quality Management Plan (AQMP). Currently, SCAQMD implements the 2012 Lead SIP for the Los Angeles County portion of Basin through the 2012 AQMP, and the 8-hr Ozone, 1-hr Ozone, 24-hr $PM_{2.5}$, and annual $PM_{2.5}$ SIPs through the 2016 AQMP. The 2022 AQMP addresses the 2015 8-hour Ozone NAAQS and has been submitted to the EPA as part of California's SIP. The EPA's decision is currently pending.

State

California Air Resources Board - California Clean Air Act

The California CAA of 1988 was enacted to develop plans and strategies for attaining the CAAQS. CARB, which is part of the California Environmental Protection Agency (Cal-EPA), develops statewide air quality regulations, including industry-specific limits on criteria, toxic, and nuisance pollutants. The California CAA is more stringent than Federal law in a number of ways including revised standards for PM_{10} and ozone and state-specific standards for visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

In-Use Off-Road Diesel Equipment Program

CARB's In-Use Off-Road Diesel Equipment regulation is intended to reduce emissions of NO_x and PM from off-road diesel vehicles, including construction equipment, operating within California. The regulation imposes limits on idling; requires reporting equipment and engine information and labeling all vehicles reported; restricts adding older vehicles to fleets; and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing exhaust retrofits for PM. The requirements and compliance dates of the off-road regulation vary by fleet size, and large fleets (fleets with more than 5,000 horsepower) must meet average targets or comply with Best Available Control Technology (BACT) requirements beginning in 2014. CARB has off-road anti-idling regulations affecting self-propelled diesel-fueled vehicles of 25 horsepower and up. The off-road anti-idling regulations limit idling on applicable equipment to no more than five minutes, unless exempted due to safety, operation, or maintenance requirements. In 2022, CARB approved amendments requiring the use of renewable diesel fuel starting January 1, 2024. Fleets comprised of Tier 4 Final equipment or zero-emission equipment are exempt from this requirement.

On-Road Heavy-Duty Vehicle (In-Use) Regulation

CARB's In-Use Heavy-Duty Diesel-Fueled regulation (also known as the Truck and Bus Regulation) is intended to reduce emissions of NO_x, PM, and other criteria pollutants generated from existing on-road diesel vehicles operating in California. The regulation applies to nearly all diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned, and for privately and publicly owned school buses. Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options. Fleets complying with the heavier trucks and buses schedule must install the best available PM filter on 1996 model year and newer engines, and replace the vehicle 8 years later. Trucks with 1995 model year and older engines had to be replaced starting in 2015. Replacements with a 2010 model year or newer engine meet the final requirements, but owners can also replace the equipment with used trucks that have a future compliance date (as specified in regulation). Starting on January 1, 2023, all trucks and buses operating in California, with few exceptions, were required to have 2010 model year engines or newer.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California State Law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG encompasses the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial.

SCAG is designated as a Metropolitan Planning Organization (MPO) and as a Regional Transportation Planning Agency. Under SB 375, SCAG, as a designated MPO, is required to prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). On April 4, 2024, SCAG's Regional Council adopted Connect SoCal 2024, (2024 RTP/SCS) an update to Connect SoCal 2020 that planned development in the region through 2050. Demographic and economic growth projections, travel activity data, strategies, and control measures contained in the 2020 RTP/SCS forms the basis for the transportation control strategy portion of the AQMP and are utilized in the preparation of air quality forecasts and consistency analysis included in the AQMP.[2]

SCAQMD Air Quality Management Plan

The purpose of an AQMP is to bring an air basin into compliance with federal and state air quality standards and is a multi-tiered document that builds on previously adopted AQMPs. The 2016 AQMP for the Basin, which updated the 2012 AQMP, was approved by the SCAQMD Board of Directors on March 3, 2017. The 2016 AQMP provided new and revised demonstration's for how the SCAQMD, in coordination with Federal, State, Regional and Local Governments will bring the Basin back into attainment for the following NAAQS: 1997 8-hour Ozone; 1997 1-hour Ozone; 2008 8-hour Ozone; 2006 24-hour $PM_{2.5}$; and 2012 Annual $PM_{2.5}$.[3]

On December 2, 2022, the SCAQMD Governing Board adopted the 2022 AQMP, which focuses on bringing the South Coast Air Basin and the Salton Sea Air Basin into compliance with the 2015

[2] It should be noted that although the 2024 RTP/SCS has been adopted, it was the data in its predecessor, the 2020 RTP/SCS, that was used to prepare the current AQMP. It is anticipated that the growth projections in the 2024 RTP/SCS will be used when the AQMP is updated.

[3] Although the 2006 24-hour $PM_{2.5}$ standard was focused on in the 2012 AQMP, it has since been determined, primarily due to unexpected drought conditions, that it is impractical to meet the standard by the original attainment year. Since adoption of the 2012 AQMP, the U.S. EPA approved a re-classification to "serious" non-attainment for the standard, which requires a new attainment demonstration and deadline.

8-hour ozone standard. The South Coast Air Basin, which is in extreme nonattainment, has an attainment year of 2037 for the 2015 8-hour ozone NAAQS. The 2022 AQMP includes growth projections developed by SCAG for the 2020 RTP/SCS that help inform emissions inventories. The 2022 AQMP plans to reduce NO_X emissions to 60 tons per day, which is 67% below the current 2037 baseline, in order to meet this standard. The 2022 AQMP notes that widespread adoption of zero emission technologies across all sectors and a combination of local, state, and federal action will be required to achieve the projected NO_X reductions.

The SCAQMD proposes incentive programs and 49 control measures that, with state and federal control measures, can achieve the required NO_X reductions. SCAQMD's incentive programs would focus on promoting deployment of existing zero emission and low NO_X technology and on developing new zero emission and ultra-low NO_X technologies. SCAQMD's control measures consist of 30 measures that target stationary sources and 18 that target mobile sources. The 2022 AQMP includes stationary source measures that seek to reduce NO_X from residential combustion sources, commercial combustion sources, and large combustion sources, as further described below.

- Residential control measures focus on reducing NO_X by replacing appliances and devices (e.g., for heating and cooking) with zero emission and low-NO_X appliances.
- Commercial control measures are identified reduce NO_X from commercial appliances, cooking devices, and small internal combustion engines and commercial combustion equipment.
- Large combustion control measures have been included reduce NO_X from sources including boilers, engines, and facilities.

In addition, the 2022 AQMP includes stationary source measures to reduce VOC, including reducing leaks and providing incentive funding for the adoption of low-VOC technology. The 2022 AQMP also includes co-benefit measures that quantify the reduction in criteria air pollutants from energy and climate change measures. Other stationary source measures (e.g., education and outreach) seek to reduce all criteria pollutants.

Finally, the 2022 AQMP includes mobile source control measures grouped into the following categories:

- Emission growth management, which mitigate emissions from new or redevelopment projects.
- Facility based, which focus on mobile sources at port, railyards, and intermodal facilities.
- On-road and off-road mobile sources, which focus on vehicles and equipment used during construction and operation at industrial sites.
- Incentives, for early deployment of cleaner technology.
- Other measures (e.g., infrastructure planning).

SCAQMD Rule Book

In order to control air pollution in the Basin, the SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of businesses, processes, operations, and products to implement the AQMP and the various federal and state air quality requirements. SCAQMD does not adopt rules for mobile sources; those are established by CARB or the U.S. EPA. In general, the SCAQMD rules that are anticipated to be applicable to the development of the proposed project, include:

- **Rule 401 (Visible Emissions)** prohibits discharge into the atmosphere from any single source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- **Rule 402 (Nuisance)** prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403 (Fugitive Dust)** prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres.
- **Rule 481 (Spray Coating Operations)** imposes equipment and operational restrictions during construction for all spray painting and spray coating operations.
- **Rule 1108 (Cutback Asphalt)** prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume organic compounds which evaporate at 260°C (500°F) or lower.
- **Rule 1113 (Architectural Coatings)** establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.
- **Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents)** prohibits the supply, sale, manufacture, blend, package or repackage of any consumer paint thinner or multi-purpose solvent for use in the District unless consumer paint thinners or other multi-purpose solvents comply with applicable VOC content limits.

Local

City of Menifee General Plan

The City of Menifee adopted its General Plan in 2013. The Open Space and Conservation Element of the 2013 General Plan contains the following air quality policies that may be applicable to the project.

- **Goal OSC-9:** Reduce 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 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards

Municipal Code

Menifee Municipal Code Title 8, Buildings and Construction, Section 8.01.010 limits construction that occurs within a quarter of a mile of an occupied residence to 6:30 AM through 7:00 PM on Mondays through Saturdays. Construction shall not occur on federal holidays. Section 9.210.060C(2) (Construction-Related Exemptions) allows for private construction projects within a quarter mile of an occupied residence that comply with these limits.

Industrial Good Neighbor Policy

Appendix A of the City's Design Guidelines, known as the "Industrial Good Neighbor Policies," were adopted April 15, 2020, and amended March 2, 2022. The Industrial Good Neighbor Policies establish requirements for new warehouses and logistics and distribution facilities that include any building larger than 100,000 square feet in size or any building with more than 10 loading bays (dock-high). These items include:

1) General Performance Standards
2) Site Design, Access, and Layout Requirements
3) Signage and Information Requirements
4) Environmental Considerations

Specifically, with regard to line item 4 (Environmental Considerations), the Industrial Good Neighbor Policies set forth specific requirements for air quality and noise. With regard to air quality, the policy requirements are that:

- Project evaluate project- and cumulative impacts in accordance with the latest models and guidance available from the SCAQMD.
- Health Risk Assessments be prepared for industrial uses within 1,000 feet of sensitive receptors.
- Minimize the potential for truck queuing to occur and locate queuing areas away from sensitive receptors.
- Install electrical hookups 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.
- Require transportation demand management measures for industrial uses with over 100 employees.
- Use electric equipment for on-site operations, when feasible.
- 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 is required for every 50 dock high doors.
- Undertake construction activities in an environmentally responsible manner, including:
    - Use of most readily available (CARB Tier III, Tier IV Interim, and Tier IV Compliant) equipment.

- Establish a designated charging area for electric equipment.
- Establish a maximum daily disturbance area as part of an Air Quality Study.
- Sweep streets adjacent to the site on a regular basis.
- Record keeping requirements for equipment used on site and other measures needed to demonstrate compliance with the items listed above.

4.3.3 – SIGNIFICANCE THRESHOLDS

In accordance with Appendix G of the State CEQA Guidelines, the proposed project could result in potentially significant impacts related to air quality if it would:

- Conflict with or obstruct implementation of the applicable SCAQMD 2022 AQMP;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the South Coast Air Basin is designated non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Regional and Toxic Air Contaminant Significance Thresholds

Consistent with the guidance contained in Appendix G of the State CEQA Guidelines, this Report relies upon SCAQMD-recommended methods and pollutant thresholds to evaluate whether the proposed project's emissions would violate any air quality standard, contribute substantially to an existing or projected air quality violation, result in a cumulatively considerable net increase in nonattainment criteria air pollutants, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD's recommended thresholds of significance for criteria pollutants and incremental increases in health risk are shown in Table 4.3-4.

Table 4.3-4: SCAQMD-Recommended CEQA Thresholds

Pollutant	Maximum Daily Emissions (lbs/day)	
	Construction	Operation
NO_X	100	55
VOC/ROG	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550
Lead	3	3
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	

Source: SCAQMD, 2019b

Localized Significance Thresholds

In addition to establishing thresholds of significance for emissions of criteria air pollutants on a regional level, the 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, which would result in significant adverse localized air quality effects. The LST methodology takes into account a number of factors, including (1) existing ambient air quality in each SRA; (2) how many acres the project would disturb; and (3) how far project construction and operational activities would take place from the nearest sensitive receptor. Unlike the regional emission significance thresholds, LSTs have only been developed for NO_X, CO, PM_{10} and $PM_{2.5}$.

This Report evaluates the proposed Project's potential to expose sensitive receptors to substantial pollutant concentrations pursuant to the SCAQMD Final Localized Significance Thresholds Methodology. This methodology provides screening tables for one through five-acre project scenarios. The construction and operational LSTs for one-acre, two-acre, and five-acre sites in SRA 24 (Perris Valley), the SRA in which the project is located, are shown in Table 4.3-5.

Carbon Monoxide "Hot Spot" Thresholds

The project would pose the potential for a CO hotspot if it would exceed the 1-hour State [20 ppm], 1-hour Federal [35 ppm], and/or State and Federal 8-hour [9 ppm] ambient air quality standards for CO).

Table 4.3-5: SCAQMD Localized Significance Thresholds for Source Receptor Area 24					
Pollutant Monitored	**Maximum Allowable Emissions (Pounds/Day) as a Function of Receptor Distance (in Meters) from Site Boundary**				
	25 Meters	**50 Meters**	**100 Meters**	**200 Meters**	**500 Meters**
ONE-ACRE SITE					
Construction Thresholds					
Nitrogen Oxides (NO_x)	118	148	212	335	652
Carbon Monoxide (CO)	602	887	1,746	4,359	17,640
Particulate Matter (PM_{10})	4	12	30	67	478
Particulate Matter ($PM_{2.5}$)	3	4	8	20	86
ONE-ACRE SITE					
Operational Thresholds					
Nitrogen Oxides (NO_x)	118	148	212	335	652
Carbon Monoxide (CO)	602	887	1,746	4,359	17,640
Particulate Matter (PM_{10})	1	3	8	17	43
Particulate Matter ($PM_{2.5}$)	1	1	2	5	21
TWO-ACRE SITE					
Construction Thresholds					
Nitrogen Oxides (NO_x)	170	200	264	378	684
Carbon Monoxide (CO)	883	1,262	2,232	5,136	18,947
Particulate Matter (PM_{10})	7	20	38	75	186
Particulate Matter ($PM_{2.5}$)	4	6	10	23	91
Operational Thresholds					
Nitrogen Oxides (NO_x)	170	200	264	378	684
Carbon Monoxide (CO)	883	1,262	2,232	5,136	18,947
Particulate Matter (PM_{10})	2	5	10	18	45
Particulate Matter ($PM_{2.5}$)	1	2	3	6	22
FIVE-ACRE SITE					
Construction Thresholds					
Nitrogen Oxides (NO_x)	270	302	378	488	780
Carbon Monoxide (CO)	1,577	2,178	3,437	6,860	22,530
Particulate Matter (PM_{10})	13	40	59	96	207
Particulate Matter ($PM_{2.5}$)	8	10	16	31	105
Operational Thresholds					
Nitrogen Oxides (NO_x)	270	302	378	488	780
Carbon Monoxide (CO)	1,577	2,178	3,437	6,860	22,530
Particulate Matter (PM_{10})	4	10	14	23	50
Particulate Matter ($PM_{2.5}$)	2	3	4	8	26

Source: SCAQMD 2008a, modified by MIG 2024

Note: The localized thresholds for NOx in this table account for the conversion of NO to NO_2. The emission thresholds are based on NO_2 levels, as this is the compound associated with adverse health effects.

4.3.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to conflicts with an applicable air quality plan, cumulatively considerable net increases of criteria pollutants for which the region is in nonattainment, exposure of sensitive receptors to substantial pollutant concentrations, and objectionable odors, which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Conflicts with Local Air Quality Plans

Impact Air-1 – Would the project conflict with or obstruct implementation of the applicable air quality plan?

Analysis of Impacts

The proposed project is within the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, consistency with the AQMP is affirmed if the project:

1) Is consistent with the growth assumptions in the AQMP; and
2) Does not increase the frequency or severity of an air quality standards violation, or cause a new one.

Consistency Criterion 1 refers to the growth forecasts and associated assumptions included in the 2022 AQMP. Projects that are consistent with the 2022 AQMP growth assumptions would not interfere with attainment of air quality standards, because this growth is included in the projections used to formulate the AQMP. The proposed project would employ approximately 553 individuals, all of which would be new jobs in the city; however, these jobs are accounted for within SCAG's growth assumptions for the city (Pemcor, 2024).[4] The proposed project is consistent with the General Plan and Zoning designations, which form the basis for growth assumption accounted for in the SCAG 2020 RTP/SCS (SCAG, 2020). Therefore, the proposed project would not exceed the growth assumptions contained in the AQMP.

Consistency Criterion 2 refers to the CAAQS and NAAQS. In developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003; page D-3).

Level of Significance

As described below, the proposed project would not generate construction or operational emissions in excess of SCAQMD criteria air pollutant thresholds after the incorporation of Recommended Mitigation Measure AQ-1. For the reasons described above, the proposed project would not conflict with the SCAQMD 2022 AQMP.

[4] The SCAG 2020 RTP/SCS, which formulate the growth projections on which the 2022 AQMP are based, estimated that the City of Menifee would increase employment by approximately 15,400 jobs between 2016 and 2045, a growth rate of approximately 513 new jobs per year during that time period (SCAG, 2020). The proposed Project would add approximately 553 jobs to the city, or approximately 3.6% of the total amount of jobs planned for in the city over an approximately 30 year timeframe.

Cumulatively Considerable Net Increase of Criteria Air Pollutants

Impact Air-2 – Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard?

Analysis of Impacts

The proposed project would generate both short-term construction emissions and long-term operational emissions. The project's potential emissions were estimated using CalEEMod, V. 2022.1. As described in more detail below, the proposed Project would not generate short-term or long-term emissions that exceed SCAQMD-recommended pollutant thresholds after the incorporation of recommended Mitigation Measure AQ-1.

Construction Emissions

The proposed project's maximum daily unmitigated construction emissions are shown in Table 4.3-6. The construction emissions estimates incorporate measures to control and reduce fugitive dust as required by SCAQMD Rule 403. Please refer to Appendix E for CalEEMod output files and detailed construction emissions assumptions.

Table 4.3-6: Unmitigated Construction Emissions Estimates

Season	Maximum Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Winter 2025	3.4	31.7	31.2	0.1	6.7	3.9
Summer 2025	3.3	30.3	30.0	0.1	4.0	2.2
Winter 2026	2.0	15.4	25.3	<0.1	2.8	1.0
Summer 2026	164.7	15.3	27.8	<0.1	2.8	1.0
SCAQMD CEQA Threshold	75	100	550	150	150	55
Threshold Exceeded?	**Yes**	No	No	No	No	No

Source: MIG, 2024 (see Appendix A) and SCAQMD 2019b.

Operational Emissions

The proposed project's maximum daily unmitigated operational emissions, as estimated using CalEEMod V.2022.1 are shown in Table 4.3-7. The project emissions presented are for the proposed project's first year of operation, which is presumed to be 2026.

As shown in Table 4.3-7, the proposed project's maximum daily unmitigated operational emissions would be below the SCAQMD's regional pollutant thresholds for all pollutants.

Table 4.3-7: Unmitigated Operational Emissions Estimates (Year 2026)						
Source	Maximum Daily Pollutant Emissions (Pounds Per Day)(A)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile	8.5	27.7	150.19	0.5	39.3	10.3
Area	10.8	8.2	14.7	<0.1	<0.1	<0.1
Energy	0.3	0.1	2.1	0.2	0.2	0.2
Site Subtotal(B)	19.2	30.2	167.0	0.5	39.5	10.5
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: MIG 2024 (See Appendix A) and SCAQMD, 2019b.
(A) Maximum daily VOC, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions occur during the summer. Maximum daily NO_X emissions occur during the winter. See MIG 2024 Appendix A.
(B) Totals may not equal due to rounding.

Level of Significance Before Mitigation

As shown in Table 4.3-6, construction criteria air pollutants associated with the proposed project would be below all SCAQMD regional thresholds, except for VOC emissions, which would be almost 90 lbs / day higher than the SCAQMD CEQA threshold of 75 lbs / day. Therefore, MIG recommends the City incorporate Mitigation Measure AIR-1 into the CEQA documentation being prepared for the proposed project to reduce VOC emissions below SCAQMD thresholds.

Mitigation Measures

AQ-1 Reduce VOC Emissions. To reduce VOC emissions associated with the application of architectural coatings, the construction contractor for the project shall be required to utilize "Super-Compliant" VOC architectural coatings for interior and exterior paint applications at the proposed business park during construction. Consistent with the South Coast Air Quality Management District's definition, "Super-Compliant" architectural coatings shall have a maximum VOC content of 10 grams of VOC per liter.

The proposed project's maximum daily mitigated construction emissions, which take into account recommended Mitigation Measure AQ-1, are shown in Table 4.3-8.

Table 4.3-8: Mitigated Construction Emissions Estimates						
Season	Maximum Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Winter 2025	3.4	31.7	31.2	0.1	6.7	3.9
Summer 2025	3.3	30.3	30.0	0.1	4.0	2.2
Winter 2026	2.0	15.4	25.3	<0.1	2.8	1.0
Summer 2026	23.7	15.3	27.8	<0.1	2.8	1.0
SCAQMD CEQA Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: MIG, 2024 (see Appendix A) and SCAQMD 2019b.

Level of Significance After Mitigation

As shown in Table 4.3-8, the proposed project's maximum daily mitigated construction emissions would be below the SCAQMD's regional pollutant thresholds for all pollutants after compliance with recommended Mitigation Measure AQ-1. Thus, the proposed project would not generate construction-related emissions that exceed SCAQMD CEQA thresholds. This impact is less than significant with mitigation incorporated.

Exposure of Sensitive Receptors to Pollutants

Impact Air-3 – Would the project expose sensitive receptors to substantial pollutant concentrations?

Analysis of Impacts

The proposed Project would generate both short-term construction emissions and long-term operational emissions that could affect sensitive residential receptors located near the Project; however, as described in more detail below, the proposed Project would not generate short-term or long-term emissions that exceed SCAQMD-recommended localized significance thresholds or result in other substantial pollutant concentrations.

Localized Significance Thresholds Analysis

Construction Emissions

The proposed project's maximum daily construction emissions are compared against the SCAQMD's-recommended LSTs in Table 4.3-9. The LSTs are for SRA 24 (Perris Valley) in which the proposed project is located. Construction emissions were estimated against the SCAQMD's thresholds for a 5-acre project size. A receptor distance of 25 meters was used to evaluate impacts at sensitive receptor locations for construction activities. The use of construction LSTs based on a 5-acre site is considered to be a conservative approach, since the project would involve grading / site disturbance of approximately 20.03 acres, which is more than 5 acres. As shown in Table 4.3-9, emissions from construction activities at the project site will not exceed the SCAQMD's-recommended LSTs for SRA 24.

Table 4.3-9: Construction Emissions Localized Significance Thresholds Analysis

Construction Phase	Maximum On-Site Pollutant Emissions (lbs/day)(A)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Demolition 2025	22.2	19.9	1.1	0.9
Site Preparation 2025	31.6	30.2	6.5	3.9
Grading 2025	29.7	28.3	3.6	2.1
Building Construction 2025	13.7	17.1	0.6	0.5
Building Construction 2026	12.9	17.0	0.5	0.5
Paving 2026	7.1	9.9	0.3	0.3
Architectural Coating 2026	0.9	1.1	<0.1	<0.1
SCAQMD LST Threshold	270	1,577	13	8
Threshold Exceeded?	No	No	No	No

Source: MIG, 2024 (See Appendix A)

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels.

Operational Emissions

The proposed project's maximum daily operational emissions are compared against the SCAQMD's-recommended LSTs in Table 4.3-10. The LSTs are for SRA 24 (Perris Valley) in which the proposed project is located. The operational emissions from on-site mobile, area, and energy sources were evaluated against the SCAQMD's thresholds for a 5-acre project size. A receptor distance of 25 meters was used to evaluate impacts at sensitive receptor locations for operational activities.

Table 4.3-10: Operational Emissions Localized Significance Thresholds Analysis

Operational Emission Source	Maximum On-Site Pollutant Emissions (lbs/day)(A)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Mobile(B)	3.3	11.3	3.2	0.9
Area	0.0	14.7	<0.1	<0.1
Energy	2.5	2.1	0.1	0.2
Total On-Site Emissions	6.7	39.3	6.1	1.8
SCAQMD LST Threshold	176	2,437	15	4
Threshold Exceeded?	No	No	No	No

Source: MIG, 2024 (See Appendix A)

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels.

(B) Mobile source emissions are from Table 4.3-7. Total on-site mobile source emissions were presumed to be equal to 15% of total mobile emissions estimates.

As shown in Table 4.3-10, emissions from operational activities at the project site will not exceed the SCAQMD's-recommended LSTs for SRA 24.

Carbon Monoxide Hot Spots

Monitoring conducted by the SCAQMD in 2020 shows that the highest concentrations of CO occurred in traffic-dense areas of Los Angeles County. The maximum 8-hour and 1-hour concentrations recorded anywhere in Los Angeles County were 3.1 ppm and 4.5 ppm, respectively, which were substantially below state standards (20ppm 1-hour and 9.0 ppm 8-hour) and federal standards (35 ppm 1-hour and 9 ppm 8-hour). The near-road monitoring along I-5 and I-10 were even lower, with a peak 1-hour CO concentration of 2.4 ppm along I-5 and 1.5 ppm along I-10, and with a peak 8-hour CO concentration of 2.0 ppm along I-5 and 1.2 ppm along I-10 (SCAQMD 2022). The proposed project would be located along Zeiders Road and near I-215. Both of these roadway segments in proximity of the project site have lower traffic volumes than the portions of I-5 and I-10 evaluated by the SCAQMD, and therefore, would also have an existing CO concentration lower than state and federal standards.

The proposed project would add approximately 1,751 new vehicle trips to the local roadway infrastructure per day (2,030 PCE trips), with 184 and 153 of those trips occurring during the AM and PM peak hours, respectively (Ganddini 2024).[5] The project is not located in an area where

[5] PCE trips reflect the impact of large trucks, buses, and recreational vehicles on traffic flow. By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow down is much longer than for passenger cars, and varies depending on the type of vehicle and number of axles. A PCE factor of 2.0, 2.5, and 3.0 were applied to the 2-, 3-, and 4-axle trucks, respectively, that were associated with the proposed Project (Ganddini 2024). Note that additional PCE trips were added for the truck trips accounted for as part of the "Business Park" land use, since those are specifically required for the air quality analysis and are not included as PCE per the Draft Scoping Agreement.

hourly or daily traffic volumes are anywhere close to 44,000 vehicles per hour, the BAAQMD screening threshold, or 100,000 vehicles per day. The proposed project would not cause intersection volumes to exceed any daily (100,000) or hourly (44,000) screening vehicle volumes maintained by the SCAQMD and other regional air districts and, therefore, would not result in significant CO concentrations.

Toxic Air Contaminants Emissions / Health Risk Assessment

Sensitive receptors are located west, north, and south of the project site. Project-related construction activities would emit PM_{10} from equipment exhaust. The operation of trucks during operation of the proposed project would also generate PM_{10} from equipment exhaust during idling and truck operation.

Project-Level Individual Cancer Risk from Exposure to DPM

The predicted locations of the annual, unmitigated point of maximum impact (PMI) and the maximally exposed individual receptor (MEIR) for DPM exposure during construction are described in Table 4.3-11. The predicted PMI is located south of the site, in a field / equipment staging area owned by the southern residential receptor. Since the PMI for DPM exposure is located on land that is not occupied by a receptor on a permanent basis, lifetime excess cancer risks and chronic non-cancer health hazards, which are based on exposure to annual average pollutant concentrations, were not estimated for the modeled PMI location. Accordingly, health risks were assessed at the modeled residential MEIR location, which is also located south of the project site at 33751 Zeiders Road.

The HRA for residential receptors evaluated worst-case carcinogenic and non-carcinogenic risks to child (3rd trimester, 0-2 years, and 2-16 years) and adult (16-30 years) receptors. As shown in Appendix C, the calculated, maximum unmitigated construction risks would be approximately 5.2 excess cancers in a million in Year 1, which corresponds to infant receptors that are less than two years old at the start of construction activities. See Appendix C for risks to all age groups. Construction would also occur during the first six months of Year 2, after which operation of the proposed project would begin. The proposed project would generate DPM once operational from diesel truck trips to and from the site, as well as their on-site idling. The calculated, maximum unmitigated risks for exposure to the combined construction and operational concentrations at the MEIR location during Year 2 would be approximately 1.4 excess cancers in a million. After Year 2, the proposed project would continue to generate DPM from operational activities. An operational HRA was conducted to evaluate the potential health risks posed by these activities. Whereas construction activities would only last approximately one-and-a-half years, the proposed project's operational activities would continue to occur year after year until the project site is redeveloped or utilized for purposes other than a business park. Health risks from construction and operational activities are presented in Table 4.3-11 for the MEIR. As shown in Table 4.3-11, the maximum excess cancer risk at the MEIR location would be approximately 6.8 excess cancers per million population, which is below the SCAQMD threshold of 10.0 excess cancers per million population.

Table 4.3-11: Unmitigated Cancer Risk at PMI and MEIR

Receptor	UTM Location		Annual Average DPM Concentration (µg/m^3)			Excess Cancer Risk (per million population)			
	East	North	Year 1 Construction	Year 2 Construction and Operation[A]	Year 3-30 Operation[B]	Year 1	Year 2	Year 3-30	Total
PMI[C]	483610.00	3721409.00	0.10716	0.03134	0.00229	--	--	--	--
MEIR	483654.71	3721301.62	0.03465	0.010055	0.00053	5.2	1.4	0.2	6.9[D]

Source: MIG, 2024 (see Appendix C)

(A) Year 2 includes emissions from both construction and operational activities. The Year 2 concentration was calculated multiplying the operational concentration in Year 3-30 by the percent of the year that operation occurs in Year 2 (50%), and adding that Year 2 operational concentration to the Year 2 construction concentration. The construction DPM concentration for Year 2 was 0.00979 µg/m^3. The operational DPM contribution during Year 2 was estimated to be approximately 0.009525 µg/m^3, which reflects the remaining approximately six (6) months during the Year 2 that the project could be operational.

(B) The annual average DPM operational concentration is based on the first full year of operation (Year 3).

(C) The PMIs vary between Year 1 and Year 2 of construction, as well as project operation; however, the PMIs are always to the south of the site in the field immediately south of the site or, in the case of operations, in the roadway of Zeiders Road.

(D) Total may not equal due to rounding.

Cumulative Individual Cancer Risk from Exposure to DPM

The proposed project would not result in a cumulatively considerable net increase in cancer risk at nearby sensitive receptors. The project is located in an area that has relatively low cancer risk (i.e., below the 30% per MATES V), is not located in a disadvantaged community, and the other light industrial land uses that have recently been constructed in proximity of the project site are located to the north / northeast. Given that the other light industrial projects recently approved / constructed in proximity of the project site are located to the east, and that those projects' on-site emissions would also disperse to the south / southwest, the other projects would not impact the project's MEIR or other sensitive receptors in proximity of the project site in a magnitude similar to that of the proposed project. The project would not result in a cumulatively considerable impact with regard to excess cancer risk.

Cancer Burden

The average cancer risk based on the lifetime exposure scenario (70 years), is 1.08E-5 (approximately 108 cases per million people). The product of cancer risk and the estimated population (96) is 0.001001 and does not exceed the SCAQMD threshold of 0.5 excess cancer cases.

Non-Cancer Risk

The maximum annual average DPM concentration at any receptor location would be approximately 0.3465 µg/m^3, which would occur at the MEIR location. Based on the chronic inhalation REL for DPM (5 µg/m^3), the calculated chronic hazard quotient during the maximum exposure to DPM concentration would be 0.007, which is below the SCAQMD's non-cancer hazard index threshold value of 1.0. All other receptor exposure scenarios would result in a non-carcinogenic hazard index less than 0.007.

Level of Significance

As described above, the proposed project would not generate short-term or long-term emissions that exceed SCAQMD-recommended localized significance thresholds or result in other substantial pollutant concentrations and would not result in a cumulatively considerable impact

with regard to excess cancer risk. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. This impact is less than significant.

Objectionable Odors

Impact Air-4 – Would the project result in other emissions such as those leading to odors adversely affecting a substantial number of people?

Analysis of Impacts

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed project would result in the construction of a new business park that could generate odors related to manufacturing activities (e.g., brewing) and/or equipment use (e.g., oils, lubricants, fuel vapors); however, these operations would be relatively small in scale (based on the amount of space per building), generally be located toward the center of the site (i.e., away from off-site receptor locations), and activities would generally take place 200 feet or more from upwind receptor and 550 feet or more from downwind receptors, giving potentially odorous compounds time and space to disperse. Further, the project site is located in an area of the city that is envisioned for these types of uses.[6] The activities proposed as part of the project would not generate sustained odors that would affect substantial numbers of people, nor nearby sensitive receptors.

Level of Significance

As described above, the proposed project would not result in other emissions such as those leading to odors adversely affecting a substantial number of people. This impact is less than significant.

Impact Air-5 – Would the project cause substantial adverse cumulative impacts with respect to Air Quality?

In developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003; page D-3). As described above in Impact Air-1-4, the proposed project's construction and operational emissions would be below applicable SCAQMD regional thresholds for criteria air pollutants after the incorporation of recommended Mitigation Measure AQ-1. Therefore, the proposed project would not result in a cumulatively considerable increase in criteria air pollutants.

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List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
AB	Assembly Bill
ACC	Advanced Clean Cars
APN	Assessor Parcel Number
AQ	Air Quality
AQMP	Air Quality Management Plan
AREA	Area Source
ARLN	Area Line Source
Basin	South Coast Air Basin
CAA	Clean Air Act
Cal-EPA	California Environmental Protection Agency
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CO	Carbon Monoxide
DPM	Diesel Particulate Matter
GHG	Greenhouse Gas(es)
GVWR	Gross Vehicle Weight Rating
H_2S	Hydrogen Sulfide
HAP	Hazardous Air Pollutants
HI	Hazard Index
HHDT	Heavy Heavy-Duty Truck
HR	Hour
HRA	Health Risk Assessment
HVAC	Heating, Ventilation, and Air Conditioning
IPCC	Intergovernmental Panel on Climate Change
KBtu	Thousand British Thermal Units
LDA	Light Duty Auto

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
LDT	Light Duty Truck
LHDT	Light Heavy-Duty Truck
LST	Localized Significance Threshold
m^3	Cubic Meter
MATES V	Multiple Air Toxics Exposure Study in the South Coast Air Basin
MEIR	Maximally Exposed Individual Resident
MG	Milligrams
MHDT	Medium Heavy-Duty Truck
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NO	Nitric Oxide
NOx	Oxides of Nitrogen
O_3	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
PPB	Parts Per Billion
PPM	Parts Per Million
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Coarse Particulate Matter
PMI	Point of Maximum Impact
PRC	Public Resources Code
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
SO_x	Sulfates
SRA	Source Receptor Area
TAC	Toxic Air Contaminants
U.S.	United States
U.S. EPA	United States Environmental Protection Agency
V.	Version
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compounds
VOL	Volume Source

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
µg	Micrograms
§	Section
° F	Degrees Fahrenheit

4.4 – BIOLOGICAL RESOURCES

This EIR chapter addresses biological resource impacts associated with implementation of the proposed project. Issues of interest are biological resources impacts identified by the CEQA Guidelines are whether the project will affect: special status wildlife species; riparian habitat/sensitive natural communities; state or federally protected wetlands; wildlife movement or use of wildlife nurseries; conflict with local policies or a habitat conservation plan intended to protect biological resources. To assess the potential biological resources onsite, the following four assessments were prepared by RECON, a biological consulting firm: (1) burrowing owl habitat assessment; (2) Determination of Biologically Equivalent or Superior Preservation (DBESP) Report; (3) biological resources letter report; (4) aquatic resource delineation report; and Crotch's Bumble Bee Survey (RECON 2023, 2025a through 2025d, Appendix F). Recirculated Draft EIR is showing updated bio studies dates and revised Mitigation Measure BIO-3 text underlined.

4.4.1 – ENVIRONMENTAL SETTING

The project site is largely vacant agricultural land and the only development on site is an existing single-family residence and associated structures. The site is bound by rural residential land uses on the north, south, and west, and light industrial land uses to the east. Zeiders Road (paved) and Howard Way (dirt) run along the eastern and western sides of the site, respectively. A biological survey of the site found it supports 19.31 acres of field croplands and 2.25 acres of residential/urban/exotic land (RECON 2025a). The site also supports wildlife species tolerant of human activities and repeated disturbance typical of agricultural areas (e.g., small mammals, reptiles, songbirds, and raptors). The site also contains two ephemeral (seasonal) drainage features in the south central and western portions of the site which may fall under the jurisdiction of one or more resource agencies.

The project site and the City of Menifee are within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) which is a comprehensive, multi-jurisdictional Habitat Conservation Plan focusing on conservation of species and their associated habitats in the western portion of Riverside County.

Sensitive Plant and Wildlife Species

For purposes of this analysis, plant or wildlife species are considered sensitive if they are:

(1) covered species under the MSHCP;

(2) listed or proposed to be listed by state or federal agencies as threatened or endangered;

(3) on California Rare Plant Rank (CRPR) 1B (considered endangered throughout its range), CRPR 2 (considered endangered in California but more common elsewhere), CRPR 3 (more information about the plant's distribution and rarity needed), and CRPR 4 (plants of limited distribution) of the California Native Plant Society Inventory of Rare and Endangered Vascular Plants of California (2023); or

(4) considered rare, endangered, or threatened by the California Natural Diversity Data Base (CNDDB) and vegetation community/land cover type sensitivity follows the MSHCP guidelines.

A biological survey of the project site found no sensitive plant or MSHCP Narrow Endemic plant species present or expected due to the highly disturbed and developed nature of the survey area

(RECON 2025a). In addition, the biological survey did observe two MSHCP-covered wildlife species, turkey vulture (*Cathartes aura*) and California horned lark, on the project site.

The project site is within an MSHCP burrowing owl survey area so a survey was conducted in late 2023 (RECON 2023). The survey area contains field croplands which offer soft soils so the site is considered to have suitable habitat for burrowing owl. Per the MSHCP, a Step I Habitat Assessment and Step II, Part A Focused Burrow Survey, were conducted in September 2023 pursuant to the Burrowing Owl Survey MSHCP Instructions. The survey concluded that, although suitable habitat occurs within the survey area, actual or potential support for this species is likely very low due to its frequent disking for agriculture and weed abatement. In addition, migratory and nesting birds were observed and are considered to have a moderate potential to nest within trees on or adjacent to the project site.

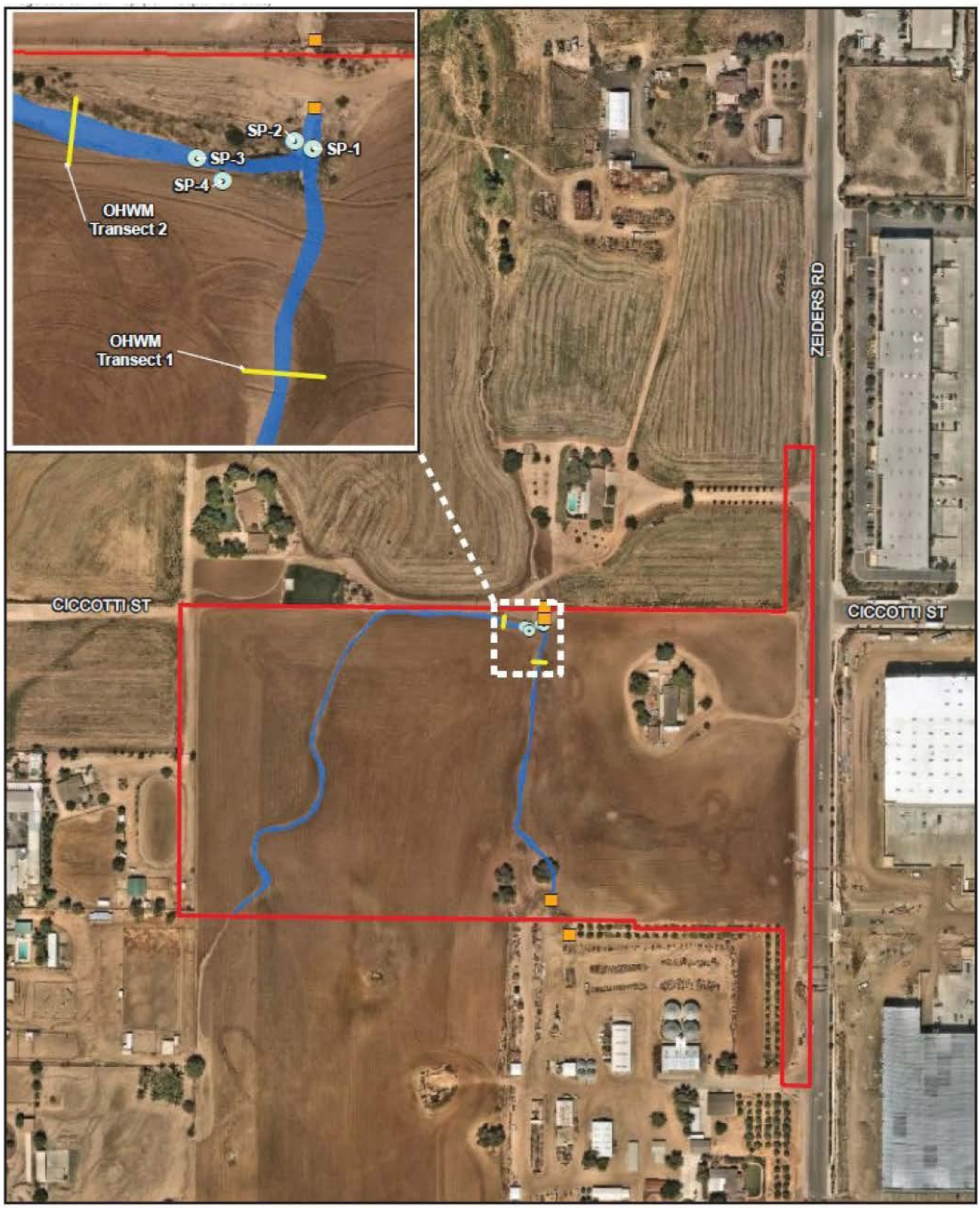
In 1996, the U.S. Fish and Wildlife Service (USFWS) approved the Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County (SKR HCP) and granted an incidental take permit covering approximately 500,000 acres with an estimated 30,000 acres of occupied habitat within 11 member jurisdictions, including the City of Menifee. The SKR HCP authorizes the incidental take of half of the occupied habitat remaining in the SKR HCP plan area while using development fees to implement the plan, purchase private property, and create a reserve system. The SKR HCP and corresponding permits are in effect for areas covered by the MSHCP. The project site is not within an SKR HCP core reserve but is within the SKR HCP fee area so payment of the SKR HCP fee is required but focused surveys for the species are not required.

Drainages

An aquatic resources assessment of the project site found it contains two potentially jurisdictional non-wetland drainages, ranging in width from 4 feet to 17 feet, in the central and western portions of the site. These two ephemeral drainages run from south to north and converge in the northern portion of the site before traveling off-site via a culvert along the northern site boundary. Offsite flow continues traveling north where it eventually flows into the San Jacinto River. These ephemeral drainages have been disturbed by the disking that regularly occurs onsite, however, they may be considered to be "waters of the state" by the California Department of Fish and Wildlife (CDFW) and the Regional Water Quality Control Board (RWQCB) as well as "riverine resources" subject to the MSHCP. However, the assessment concluded the ephemeral drainages were not likely to be considered "waters of the U.S." by the US Army Corps of Engineers (USACE) based on the current revised definition of such drainages (RECON 2025a, RECON 2025b).

Riparian/Wetland Habitats

The USFWS maintains the National Wetlands Inventory (NWI) and Wetlands Mapper System to identify the location of wetlands and riparian habitats. NWI maps are intended to provide general reference only and do not define the jurisdictional limits for any wetland regulatory program. The project site contains no wetlands but there are two ephemeral drainages onsite that fall under the jurisdiction of CDFW and/or the MSHCP. The biological assessments of the site determined that "impacts to riparian and riverine features are considered significant under the MSHCP and require the preparation of a Determination of Biologically Equivalent or Superior Preservation (DBESP) which discusses the mitigation for these impacts" (page 15, RECON 2025c). Onsite drainages and riparian resources are shown in Exhibit 4.4-1, Onsite Biological Resources.



Source: RECON Environmental

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Exhibit 4.4-1 Onsite Biological Resources

Menifee Business Park Project

Menifee, California

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Crotch's Bumble Bee
At the request of CDFW, RECON conducted a habitat assessment and focused surveys for the California Endangered Species Act (CESA) Candidate Crotch's bumble bee (CBB, *Bombus crotchii*) in accordance with the CDFW Survey Considerations for CESA Candidate Bumble Bee Species. The June 2025 survey found no CBB individuals had been reported within two miles of the project site based on a historical and recent records search. Two vegetation communities/land cover types occur on site: field croplands and residential/urban/exotic. The field croplands land cover type is composed of recently disked agricultural fields on the project site. The majority of observed nectar cover for the whole CBB survey area can be categorized as 0-1 and 1-5 percent cover at the time of the surveys. Within the site, only a small number of scattered nectar sources were flowering. A portion of the site south of the farm residence supported 6-15 percent cover of nectar resources, and a small patch of horse nettle located on the southwest corner of the residence was determined to be 26-50 percent cover. Potential nesting resources, including old mammal burrows and bare ground, were observed throughout the survey area. Based on the information available, RECON concluded the survey area supports very limited habitat that could potentially support overwintering of future queens (RECON 2025d).

4.4.2 – REGULATORY FRAMEWORK

Federal

Endangered Species Act (FESA) (1973)
FESA, as amended, provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under FESA. FESA has the following four major components: (1) provisions for listing species, (2) requirements for consultation with the United States Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA NMFS), (3) prohibitions against "taking" (meaning harassing, harming, hunting, shooting, wounding, killing, trapping, capturing, or collecting, or attempting to engage in any such conduct) of listed species, and (4) provisions for permits that allow incidental "take". FESA also discusses recovery plans and the designation of critical habitats for listed species. Section 7 requires Federal agencies, in consultation with, and with the assistance of the USFWS or NOAA NMFS, as appropriate, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of threatened or endangered species or result in the destruction or adverse modification of critical habitat for these species. Both the USFWS and NOAA NMFS share the responsibility for the administration of FESA.

Federal Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.), Title 50 Code of Federal Regulations (CFR) Part 10
The MBTA prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. As used in the act, the term "take" is defined as meaning, "to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires." With a few exceptions, most birds are considered migratory under the MBTA. Disturbances that cause nest abandonment and/or loss of reproductive effort or loss of habitat upon which these birds depend would be in violation of the MBTA.

The Clean Water Act Sections 404 and 401

The United States Army Corps of Engineers (USACE) and the United States Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into waters of the United States, including wetlands, under section 404 of the Clean Water Act (CWA) (33 USC 1344). Waters of the United States are defined in Title 33 CFR Part 328.3(a) and include a range of wet environments such as lakes, rivers, streams (including intermittent or "blueline" streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds. The lateral limits of jurisdiction in those waters may be divided into three categories – territorial seas, tidal waters, and non-tidal waters – and is determined depending on which type of waters is present (Title 33 CFR Part 328.4(a), (b), (c)). Activities in waters of the United States regulated under section 404 include fill for development, water resource projects (e.g., dams and levees), infrastructure developments (e.g., highways, rail lines, and airports), and mining projects. Section 404 of the CWA requires a federal permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from section 404 regulation (e.g., certain farming and forestry activities).

Section 401 of the CWA (33 U.S.C. 1341) requires an applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a water quality certification from the state in which the discharge originates. The discharge is required to comply with the applicable water quality standards. A certification obtained for the construction of any facility must also pertain to the subsequent operation of the facility. The EPA has delegated responsibility for the protection of water quality in California to the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs).

The National Pollutant Discharge Elimination System (NPDES)

This program requires permitting for activities that discharge pollutants into waters of the United States. This includes discharges from municipal, industrial, and construction sources. These are considered point sources from a regulatory standpoint. Generally, these permits are issued and monitored under the oversight of the SWRCB and administered by each regional water quality control board. Construction activities that disturb one acre or more (whether a single project or part of a larger development) are required to obtain coverage under the state's General Permit for Discharges of Storm Water Associated with Construction Activity. All dischargers are required to obtain coverage under the Construction General Permit. The activities covered under the Construction General Permit include clearing, grading, and other disturbances. The permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs) with a monitoring program.

State

California Endangered Species Act (CESA)(1984)

CESA expands on the original Native Plant Protection Act (NPPA) of 1977 and enhances legal protection for plants, but the NPPA remains part of the California Fish and Game Code (CFGC). To align with FESA, CESA created the categories of "threatened" and "endangered" species. It converted all "rare" animals into CESA as threatened species but did not do so for rare plants. Thus, these laws provide the legal framework for protection of California-listed rare, threatened, and endangered plant and animal species. The California Department of Fish and Wildlife (CDFW) implements NPPA and CESA, and its Wildlife and Habitat Data Analysis Branch maintains the California Natural Diversity Database (CNDDB), a computerized inventory of information on the general location and status of California's rarest plants, animals, and natural

communities. During the CEQA review process, the CDFW is given the opportunity to comment on the potential of development projects to affect listed plants and animals.

Fully Protected Species, Species of Special Concern, and Watch List Species

The classification of "fully protected" was the CDFW's initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The CFGC sections (fish at §5515, amphibians and reptiles at §5050, birds at §3511, and mammals at §4700) dealing with "fully protected" species states that these species "…may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species," although take may be authorized for necessary scientific research. This language makes the "fully protected" designation the strongest and most restrictive regarding the "take" of these species. In 2003, the code sections dealing with fully protected species were amended to allow the CDFW to authorize take resulting from recovery activities for state-listed species.

Species of special concern (SSC) are broadly defined as animals not listed under FESA or CESA, but which are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing or historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by CDFW, land managers, consulting biologists, and others. It is intended to focus attention on these species to help avert the need for costly listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required. This designation also is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they are given special consideration under CEQA during project review. Similarly, Watch List (WL) species are those that do not yet meet all the requirements of SSC metrics, but are potentially rare and need more information and monitoring to evaluate status. Many WL species have been previously classified or may qualify as SSC status.

California Fish and Game Code sections 3503 and 3513

According to section 3503 of the CFGC, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (except English sparrow (*Passer domesticus*) and European Starling (*Sturnus vulgaris*). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the MBTA, prohibiting the take or possession of any migratory non-game bird. Disturbances that cause nest abandonment and/or loss of reproductive effort are considered "take" by CDFW.

California Fish and Game Code Sections 1600-1603

Under section 1602 of CFGC, CDFW has authority over any proposed activity that may substantially modify a river, stream, or lake. CDFW requires notification for any activity that will do one or more of the following: (1) substantially obstruct or divert the natural flow of a river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

The notification requirement applies to any work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel. This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. The CDFW typically considers a river, stream, or lake to include its riparian vegetation, but it may also extend to its floodplain. The term "stream,"

which includes creeks and rivers, is defined in the CCR as follows: “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life”. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation (14 CCR 1.72). In addition, the term stream can include ephemeral streams, dry washes, watercourses with subsurface flows, canals, aqueducts, irrigation ditches, and other means of water conveyance if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife. Riparian is defined as “on, or pertaining to, the banks of a stream”; therefore, riparian vegetation is defined as, “vegetation which occurs in and/or adjacent to a stream and is dependent on, and occurs because of, the stream itself.”

If the CDFW determines that the activity may substantially adversely affect fish and wildlife resources, a Lake or Streambed Alteration Agreement (LSAA) will be prepared, which includes reasonable conditions necessary to protect those resources. The applicant may then proceed with the activity in accordance with the final LSAA. Section 1602 does not extend to isolated wetlands and waters, such as small ponds not located on drainages.

Native Plant Protection Act (1977) (CFGC §§ 1900 through 1913)
The NPPA enacted the CDFW to carry out the Legislature’s intent to “preserve, protect and enhance rare and endangered plants in this State.” The NPPA is administered by the CDFW, which has the authority to designate native plants as endangered or rare and to protect them from “take.”

Sensitive Plants – California Native Plant Society
The California Native Plant Society (CNPS), a non-profit plant conservation organization, publishes and maintains an Inventory of Rare and Endangered Vascular Plants of California. The Inventory assigns plants to the following categories:

- 1A Presumed extinct in California;
- 1B Rare, threatened, or endangered in California and elsewhere;
- 2 Rare, threatened, or endangered in California but more common elsewhere;
- 3 Plants for which more information is needed – A review list; and
- 4 Plants of limited distribution – A watch list.

Additional endangerment codes are assigned to each taxon as follows:

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

Plants on Lists 1A, 1B, and 2 of the CNPS Inventory consist of plants that qualify for listing by CDFW and/or other state agencies (e.g., California Department of Forestry and Fire Protection). As part of the CEQA process, such species should be fully considered, as they meet the definition of threatened or endangered under the NPPA and Sections 2062 and 2067 of the CFGC. CRPR 3 and 4 species are considered to be plants about which more information is needed or are uncommon enough that their status should be regularly monitored. Such plants may be eligible or may become eligible for state listing, and CNPS and CDFW recommend that these species be evaluated for consideration during the preparation of CEQA documents.

Sensitive Natural Communities

Sensitive natural communities are habitats that are either unique in constituent components, of relatively limited distribution in the region, or of particularly high wildlife value. These communities may or may not necessarily contain special-status species. Sensitive natural communities are usually identified in local or regional plans, policies or regulations, or by the CDFW or the USFWS. The CNDDB identifies a number of natural communities as rare, which are given the highest inventory priority. Impacts to sensitive natural communities and habitats must be considered and evaluated under the CEQA (CCR: Title 14, Div. 6, Chap. 3, Appendix G)

Natural Community Conservation Planning Act

The Natural Community Conservation Planning (NCCP) program of the CDFW takes a broad-based ecosystem approach to plan for the protection and perpetuation of biological diversity. The NCCP program, established pursuant to the 1991 NCCP Act (Fish and Game Code 2003) is broader in its orientation and objectives than CESA or FESA. While CESA and FESA are designed to identify and protect species that have already declined in significant numbers, the NCCP program seeks to prevent species listing by focusing on the long-term stability of wildlife and plant communities.

Section 401 of the Clean Water Act

RWQCBs regulate activities in "waters of the state", including wetlands, through section 401 of the CWA. "Waters of the state" are defined by the Porter-Cologne Water Quality Control Act (see below) as "any surface water or groundwater, including saline waters, within the boundaries of the state." While the USACE administers permitting programs that authorize impacts to "waters of the US," any USACE permit authorized for a project would be invalid unless the RWQCB has issued a project-specific water quality certification or waiver of water quality. A water quality certification requires a finding by the RWQCB that the activities permitted by the USACE will not violate water quality standards individually or cumulatively over the term of the issued USACE permit.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Act (Porter-Cologne Act) (California Water Code section 13260) requires "any person discharging waste, or proposing to discharge waste, within any region that could affect the "waters of the state" to file a report of discharge" with the RWQCB through an application for waste discharge. The RWQCB protects all waters in its regulatory scope but has special responsibility for isolated wetlands and headwaters. These water bodies have high resource value, are vulnerable to filling, and may not be regulated by other programs (e.g. section 404 of the CWA).

Regional

Western Riverside County Multiple Species Habitat Conservation Plan

The project site and the City of Menifee are within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) which is a comprehensive, multi-jurisdictional Habitat Conservation Plan focusing on conservation of species and their associated habitats in Western Riverside County. The overall goal of this plan is to maintain biological and ecological diversity within a rapidly urbanizing region. The MSHCP allows Riverside County and its member cities to make local land use decisions while addressing the requirements of the state and federal Endangered Species Acts to protect biological resources. The MSHCP covers approximately 1.26 million acres (1,966 square miles) and is administered by the County's Environmental Programs Division (EPD) which is also responsible for managing the property owner-initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process for

properties with a Criteria Cell of the MHSCP. For all HANS cases, the EPD interfaces with the Western Riverside County Regional Conservation Authority (RCRCA) to ensure consistency with the MSHCP regarding the Joint Project Review (JPR) process.

Local

City of Menifee General Plan

The City of Menifee General Plan includes the following goals and policies related to biological resources:

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.

Policies:

LU-1.7 Ensure neighborhood amenities and public facilities (natural open space areas, parks.

LU-1.8 Ensure new development is carefully designed to avoid or incorporate natural features, including washes, creeks, and hillsides.

Open Space and Conservation Element

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

Policies:

OCS-8.1: Work to implement the Western Riverside County Multiple Species Habitat Conservation Plan in coordination with the Regional Conservation Authority.

OCS-8.2: Support local and regional efforts to evaluate, acquire, and protect natural habitats for sensitive, threatened, and endangered species occurring in and around the city.

OCS-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.

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

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

OCS-8.6: Pursue opportunities to help the public understand and appreciate Menifee's biological resources.

OCS-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.

OCS-8.8: Implement and follow MSHCP goals and policies when making discretionary actions pursuant to Section 13 of the Implementing Agreement.

Municipal Code

Chapter 9.200, Tree Preservation, outlines the requirements, restrictions, and parameters of the City's Tree Preservation Ordinance. In addition, the City of Menifee Municipal Code includes Chapter 15.01 (Storm Water / Urban Runoff) that outlines regulations related to stormwater discharge in waterways to protect water quality.

4.4.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the proposed Specific Plan Update could result in a significant impact if it would:

A. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS.

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

D. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

E. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

F. Conflict with the provisions of an adopted HCP, Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan.

G. Would the project cause substantial adverse cumulative impacts with respect to biological resources?

4.4.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to biological resources which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Special Status Species Protections

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 Game or U.S. Fish and Wildlife Service?

Analysis of Impacts

The project site is not located inside or immediately adjacent to any Criteria Area, Criteria Cell, Public/Quasi-Public Conserved Lands, or Conservation Area identified for conservation potential by the MSHCP so there are no impacts in this regard.

The project would result in permanent impacts to 19.31 acres of field croplands (not currently used for agriculture) and 2.25 acres of residential/urban/exotic land. These are not types of native habitat so their loss is not considered a significant impact to biological resources. However, payment of a Low Development Mitigation Fee (LDMF) is required as regulatory compliance under the MSHCP and included as Standard Condition of Approval SC-BIO-1 by the City. Therefore, no mitigation is required for this impact.

The project may result in impacts to burrowing owl as a result of vegetation removal, grading, and construction. This impact requires a pre-construction survey as mitigation under the MSHCP (see **Mitigation Measure MM-BIO-1**). With the implementation of the pre-construction survey in MM BIO-1, the proposed project would be consistent with MSHCP Volume I, Section 6.3.2 regarding burrowing owl and impacts would be reduced to less than significant levels.

No riparian habitat was detected onsite so no impacts to riparian resources or related sensitive plants or wildlife, such as least Bell's vireo, southwestern willow flycatcher, or yellow-billed cuckoo, which would nest within riparian vegetation, will occur due to implementation of the proposed project.

Direct impacts to nesting and migratory birds, including horned lark, could potentially result if onsite vegetation removal or grading occurs during the general avian breeding season of February 1 to September 15. These nesting and migratory bird species are protected by the federal Migratory Bird treaty Act and California Fish and Game Code Section 3503.5, and potential direct impacts to nesting birds require mitigation (see **Mitigation Measure MM-BIO-2**). With the implementation of the pre-construction survey in MM BIO-2, the proposed project would be consistent with MSHCP regarding migratory and nesting birds and impacts would be reduced to less than significant levels.

The onsite habitat assessment and survey for Crotch's bumblebee found no individuals of the species onsite and very limited habitat that could potentially support overwintering of the species. Therefore, the project would have no significant impacts on this species and no mitigation is required.

The project would result in disturbance to 20.03 gross acres of land within the Stephens' Kangaroo Rat Fee Area which requires payment of the SKR HCP development impact fee. Payment of this fee is included in Standard Condition of Approval SC-BIO-23 of the City of Menifee. It is considered regulatory compliance and not unique mitigation under CEQA.

The site is within an MSHCP Narrow Endemic Plant Species (NEPS) Survey Area (NEPSSA) so the potential for the following NEPS was assessed:

- Munz's onion (*Allium munzii*)
- San Diego ambrosia (*Ambrosia pumila*)
- Many-stemmed dudleya (*Dudley multicaulis*)
- Spreading navarretia (*Nararretia fassalis*)
- California Orcutt grass (*Orcuttia californica*)
- Wright's trichocoronis (*Trichocoronis wrightii var. wrightii*)

The biological assessment concluded that, due to the lack of suitable habitat and soils for these NEPSSA plants, site-specific surveys for NEPSSA species were not conducted, no impacts were anticipated, and no mitigation was required.

Standard Conditions of Approval

SC-BIO-1 **MSHCP Fee.** Prior to the issuance of a building permit, the project applicant shall pay the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee (established to provide mitigation for biological impacts from projects within the MSHCP area).

SC-BIO-2 **SKR Fee.** Prior to the issuance of a grading permit, the project applicant shall pay the SKR Fee (established to provide mitigation for impacts to the SKR from projects within the SKR Fee area).

Level of Significance Before Mitigation
Potentially significant.

Mitigation Measures

MM-BIO-1 **Burrowing Owl Pre-Construction Survey.** A 30-day pre-construction survey for burrowing owls shall be conducted prior to initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project boundary prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey must again be conducted to ensure that burrowing owls have not colonized the site since it was last disturbed.

If burrowing owls have colonized the project boundary prior to the initiation of construction, the project proponent shall immediately inform the Wildlife Agencies and the WRCRCA. Approval of a Burrowing Owl Protection and Relocation Plan by the Wildlife Agencies prior to initiating ground disturbance would be required. Translocation of any owls present on-site would be required to occur within the non-breeding season. With implementation of the 30-day preconstruction survey and the Burrowing Owl Protection and Relocation Plan, if warranted, impacts to

burrowing owl, including possible take of active nests, would be avoided. If ground-disturbing activities occur but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure that burrowing owl have not colonized the site since it was last disturbed.

MM-BIO-2 **Nesting Bird Pre-Construction Survey.** Habitat clearing, grubbing, grading, and associated construction actions will be timed to avoid the avian breeding season of January 15 to August 31. if vegetation clearing cannot be avoided during the bird nesting season, a pre-construction nest survey shall be conducted by a qualified biologist and occur no more than seven days prior to vegetation removal. Additionally, raptors (birds of prey) are known to begin nest building in January or February. If vegetation clearing is to occur between January 1 and February 15, a nesting raptor survey will be conducted within the survey area.

If active bird nests are confirmed to be present during the pre-construction survey, a buffer zone, restricting ground disturbance, grading and construction activities, will be established by a qualified biologist until it has verified by the biologist that the young have fledged or the nest has otherwise become inactive.

Level of Significance After Mitigation
Less than significant.

Sensitive Natural Communities

Impact BIO-2 – Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

Analysis of Impacts
The assessments of biological resources prepared by RECON found no evidence of wetlands or riparian habitat on the site. However, they did identify 0.70-acre of riparian/riverine resources (1,810 linear feet) onsite which triggers the need for preparation of a DBESP Report as outlined in Impact BIO-6 below (Table 2, RECON 2025c). The DBESP Report recommended the procedures outlined in **Mitigation Measure MM-BIO-3** to address potential impacts to the two onsite ephemeral drainage channels. Although the proposed project would not avoid impacts to (i.e., removal of) these ephemeral drainages, the current condition of these drainages is poor and they are heavily disturbed from regular disking activities. With implementation of actions outlined in MM BIO-3 the DBESP concluded the project would be biologically superior to the existing conditions and consistent with the requirements for the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools Requirements in Section 6.1.2 of the MSHCP. Therefore, implementation of MM BIO-3 will reduce potential impacts to onsite riverine resources to less than significant levels (see revised MM BIO-3 text).

The biological surveys found no evidence of vernal pools, basins, ponding areas, or vernal pool indictor plant species within or immediately adjacent to the project site. Although there has been ongoing disking onsite, review of the historic aerials shows no evidence of vernal pools existing onsite after 1938 and the land has likely been in agricultural production as far back as 1888. Review of the Vernal Pools of Southern California Recovery Plan (USFWS 1998) for soils within the Riverside County showed soils that were documented to support vernal pools include Las Posas clay loam, Wyman clay loam, and Willows soil (a deep alkaline clay) do not occur on the

project site. Without the appropriate soils, vernal pools would not be expected to reform even in the absence of disking. The biological assessments observed no potential fairy shrimp habitat and fairy shrimp are not expected to occur within the project site. Therefore, no project-specific impacts to vernal pools and fairy shrimp are anticipated and no mitigation would be required.

Level of Significance Before Mitigation
Potentially significant.

Mitigation Measures

MM-BIO-3 **Regulatory Permitting.** Consultation with and subsequent permitting through affected environmental regulatory agencies is required to address potential impacts to the 0.70-acres of riverine features (i.e., 1,810 feet of ephemeral drainages) on the site. A pre-application meeting will be held with the Western Riverside County Resource Conservation Agency, California Department of Fish and Wildlife, and the US Fish and Wildlife Service, U.S. Army Corps of Engineers, Regional Water Quality Control Board, and the City of Menifee to discuss the impacts to riverine features and regulated waters issues.

Permanent impacts to 0.70 acre (1,810 linear feet) of potentially jurisdictional features would be mitigated at the Riverpark Mitigation Bank, Riverside Legacy Mitigation Bank, or another bank approved by the involved agencies listed above. An agreement for sale of credits from the approved bank will be submitted to the City of Menifee prior to grading permit issuance. In compliance with the no-net-loss policy, impacts to non-wetland waters would likely require mitigation at a minimum 1:1 ratio but actual mitigation ratios will be determined during the permitting process.

An alternative option is the implementation of 3.0 acres (or as agreed to by the Agencies) of permittee-responsible rehabilitation within one of the Warren Road Partners parcels [Phase 1 (APN 455-130-059) or Phase 2 (APNs 455-130-058 and -030)] in the Hemet Vernal Pool Complex within the San Jacinto Watershed at a ratio of 4:1, to cover the net loss of habitat at a ratio of 3:1 and the temporal loss of habitat during the rehabilitation at a 1:1 ratio.

Prior to grubbing, clearing, or grading permit issuance, no impacts shall occur to onsite drainages until appropriate permits have been obtained from the Regional Water Quality Control Board (Section 401 Water Quality Certificate or Waste Discharge Requirements and the California Department of Fish and Wildlife (Section 1602 Streambed Alteration Agreement).

Level of Significance After Mitigation
Less than significant.

Wetland Conservation

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?

Analysis of Impacts
The biological assessments prepared by RECON (2025a – 2025c) determined the project site contained no wetlands or vernal pool resources, so no impacts would occur and no mitigation is required.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Fish and Wildlife Movement

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?

Analysis of Impacts
Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The project site has not been identified as occurring in a wildlife corridor or linkage. The nearest linkage to the project site, as identified by the MSHCP, occurs approximately 3.9 miles north of the project site in association with the San Jacinto River.

As outlined in Impact BIO-1 above, development of the site could have potentially significant impacts on burrowing owl and nesting birds, some of which may be migratory. Therefore, **Mitigation Measures BIO-1 and BIO-2** are also recommended to address this potential impact.

The project site is currently in a relatively rural but developing area and eventually planned for a mixture of residential and non-residential uses, although rural residential uses are planned to the west. The biological assessments of the project site found two ephemeral drainages on the site that converge in the northern portion of the site before traveling off-site via a culvert along the northern site boundary, eventually flowing into the San Jacinto River to the north. It is possible these drainages provide for some movement of wildlife north-south through this area, but they are not part of any wildlife movement corridor designated or identified in the MSHCP or County General Plan. Due to the historical and ongoing disturbance to these drainages, and the project site and surrounding area in general, the potential for significant wildlife movement along these drainages is minimal. Due to potential impacts to burrowing owl and nesting birds that are migratory, development of the project would have potentially significant impacts related to the substantial movement of native resident or migratory wildlife species and mitigation is required.

Level of Significance Before Mitigation
Potentially significant.

Mitigation Measures

MM-BIO-1 Burrowing Owl Pre-Construction Survey (see Impact BIO-1)

MM-BIO-2 Nesting Bird Pre-Construction Survey (see Impact BIO-1)

Level of Significance After Mitigation
Less than significant.

Conflicts with Local Biological Resources Plans

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

Analysis of Impacts
Chapter 9 of the City of Menifee Municipal Code (CMMC) constitutes the City's Development Code. CMMC Chapter 9.200 outlines the requirements of the City's Tree Preservation Ordinance. The site has existing landscaped trees on it, mainly associated with the residence. Development of the project site would require compliance with this established City regulation. This compliance does not constitute unique mitigation under CEQA.

The project would be constructed consistent with the City's General Plan Open Space and Conservation Element's goals and policies pertaining to the conservation of biological resources. For example, Goal OSC-8 protects biological resources and Policy OCS-8-5 calls for the recognition of the impacts new development will have on the City's natural resources and to identify ways to reduce these impacts.

Adherence with the City's Municipal Code and applicable General Plan goals and policies pertaining to the protection of biological resources would ensure that project impacts are less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Habitat Conservation Plans

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?

Analysis of Impacts
The project site is subject to the Western Riverside County MSHCP as discussed in Impact BIO-1 above relative to impacts on listed or otherwise sensitive species of plants or animals. The proposed project was evaluated with respect to Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures) of Volume I of the

MSHCP. The biological assessments performed by RECON in 2023-25 made the following site-specific conclusions relative to the MSHCP:

(1) Development of the project site will pay the Low Development Mitigation Fee (LDMF) established for the MSHCP. Payment of this fee is covered by a standard City Condition of Approval (COA) and considered regulatory compliance which is not unique project mitigation under CEQA.

(2) The project site does contain suitable habitat for burrowing owl but due to historical and frequent disking for agriculture and weed abatement the potential for the site to support this species is low. Nonetheless Mitigation Measure BIO-1 (Burrowing Owl Pre-Construction Survey) outlined in Impact BIO-1 will, in compliance with the MSHCP, reduce any potential impacts to less than significant levels.

(3) Mitigation Measure BIO-2 (Pre-construction Nesting Bird Survey) outlined in Impact BIO-1 above will reduce any potential impacts to less than significant levels with respect to nesting birds.

(4) Potential impacts to Stephens' kangaroo rat (SKR) will be covered by payment of the SKR development impact fee outlined in Impact BIO-1 above. Payment of this fee is covered by a standard City Condition of Approval (COA) and considered regulatory compliance which is not unique project mitigation under CEQA.

(5) According to the MSHCP Section 6.1.2, a DBESP was required because project alternatives that would avoid sensitive riparian/riverine resources were not feasible. The site does not support any wetland/riparian habitat but does contain 0.70-acre (1,810 linear feet) of riverine features mapped as ephemeral drainages. The DBESP recommends regulatory consultation and permitting with offsite local habitat conservation at a minimum 1:1 ratio (see Impact BIO-2 and Mitigation Measure BIO-3 above).

(6) Per the requirements of MSHCP Section 6.1.2, no vernal pool features or associated plant or wildlife species were found on the project site (see Impact BIO-2 above).

(7) Per MSHCP Section 6.1.3, no Narrow Endemic Plant Species (NEPS) were observed and no sensitive plant species are expected to occur due to the highly disturbed and developed nature of the project site (see Impact BIO-1 above).

(8) Per Section 6.1.4, the Urban/Wildland Interface Guidelines are intended to address indirect effects associated with development located in proximity to a MSHCP Conservation Area. The project site is not located inside or immediately adjacent to any Criteria Area, Criteria Cell, Public/Quasi-Public Conserved Lands, or Conservation Area identified for conservation potential by the MSHCP so these guidelines do not apply to the project.

(9) Per Section 6.3.2, the project site does not fall within the MSHCP Criteria Area Species Survey Area so site-specific surveys are not required.

(10) Per Section 6.3.2, the project site does not fall within the MSHCP survey area for amphibian or mammal species so site-specific surveys are not required.

(11) Information on Other Species - The project site does not fall within the mapped survey area for the Delhi Sands Flower-Loving Fly (*Rhaphiomidas terminatus abdominalis*) and no Delhi soils occur within the project site so no site-specific surveys are required.

(12) Species Not Adequately Preserved - Eighteen species, planned for full coverage under the MSHCP, are not currently considered adequately conserved until the conservation and management requirements indicated in Table 9-3 of MSHCP Section 9 are met. The biological assessment determined the project site did not support these species nor would development of the site cause significant impacts to any of these species.

Best Management Practices

The biological assessment stated the project commits to implementing the following standard Best Management Practices (BMPs) as required in MSHCP Volume I, Appendix C, as applicable (RECON 2025a):

1. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to any project site boundaries within which the project activities must be accomplished.

2. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.

3. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

4. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.

5. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.

6. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian identified in MSHCP Global Species Objective No. 7.

7. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments offsite. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.

8. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic

substances into surface waters. project-related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, USFWS, and CDFG [CDFW], RWQCB, and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

9. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.

10. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.

11. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.

12. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

13. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

14. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

15. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions including these BMPs.

The City of Menifee will incorporate these BMPs into standard Conditions of Approval (COAs) for the project so they will not be included as unique mitigation measures for this project.

Level of Significance Before Mitigation
Potentially significant.

Mitigation Measures

MM-BIO-1 **Burrowing Owl Pre-Construction Survey** (see Impact BIO-1)

MM-BIO-2 **Nesting Bird Pre-Construction Survey** (see Impact BIO-1)

MM-BIO-3 **Regulatory Permitting** (see Impact BIO-2)

Cumulative Impacts

Impact BIO-7 – Would the project cause substantial adverse cumulative impacts with respect to Biological Resources?

Analysis of Impacts
Cumulative projects in the surrounding area include 1,845 residential units and almost 1.6 million square feet of non-residential development, although only four of these projects are located within the immediate project area (west of I-215 between Scott Road and Keller Road).

There are naturally vegetated hills 0.5 mile southwest of the project site as part of the dedicated open space of the Greer Ranch development in the City of Murrieta to the south. However, the project site is not located inside or immediately adjacent to any Criteria Area, Criteria Cell, Public/Quasi-Public Conserved Lands, or Conservation Area identified for conservation potential by the MSHCP.

As outlined in Impact BIO-1, there were no special-status plant or animal species observed on the project site and the presence of such species on the site is unlikely due to its level of disturbance. Implementation of Mitigation Measures BIO-1 and BIO-2 would avoid potential impacts to burrowing owls and nesting bird species that have a low potential to occur on or adjacent to the project site. In addition, Mitigation Measure BIO-3 outlined in Impact BIO-2 will offset impacts to potential jurisdictional waters of the State on the site. Therefore, all impacts related to biological resources would be less than significant with the imposition of these mitigation measures and through compliance with existing laws, ordinances, regulations, and standards, including the MSHCP. Similarly, potential contributions to any cumulative impacts from projects in the surrounding area would be required to implement similar mitigation measures and comply with mandatory federal, State, and local laws and regulations, including the MSHCP. As a result, the project, in conjunction with all past, present, and reasonably foreseeable projects, would not result in a cumulatively considerable impact on biological resources.

Level of Significance Before Mitigation
Less than significant with project mitigation.

Mitigation Measures
No cumulative measures required.

4.4.5 – REFERENCES

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Determination of Biologically Equivalent or Superior Preservation (DBESP) Report, Zeiders Road Project. May 19, 2025c.

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4.5 – CULTURAL RESOURCES

This EIR chapter addresses potential impacts to archaeological and historic resources associated with development of the proposed project. The chapter will evaluate whether the project would cause a substantial adverse change in the significance of a historic resource, destroy a unique archaeological resource, or disturb human remains. A *Historic Resources Analysis Report* was prepared by Urbana Preservation & Planning, LLC for the project site, and is dated January 2024. A *Cultural Resources Survey Report* was prepared by RECON for the project site and is dated October 2, 2024. Conclusions made in this chapter of the EIR are based on these two studies which are included as Appendix G.

4.5.1 – ENVIRONMENTAL SETTING

Cultural resources are those places, objects, physical features on the landscape and human settlements that reflect group or individual habitation locations (i.e., villages) religious and ceremonial activities, architectural and spatial designs, and other forms of evidence documenting human activities (Menifee, 2012). These resources are important for scientific, historic, and/or religious reasons to cultures, communities, groups, or individuals. Most researchers agree that the earliest human occupation of the Menifee area dates to the Early Holocene [11,000 to 8,000 years before present (B.P.)].

Many of Menifee's cultural resources date back to the Protohistoric and Historic periods (Menifee, 2012). When the Franciscan friars established an *asistencias* (mission) near the coast between Mission San Juan Capistrano and Mission San Diego in 1798 they recruited people from the coastal and inland areas and called them the Luiseño. The Luiseño were a highly organized people and occupied a territory that stretched from western San Jacinto Valley to the Pacific Ocean along several major rivers, including the Temecula, Santa Margarita, and San Luis Rey. Menifee lies on the northern and inland portion of the Luiseño territory. The Cahuilla people lived to the east, the Serrano to the north, and the Gabrielino to the west. Because the boundaries for these groups were drawn and recorded in the 1800s and 1900s after disruption and destruction of their native life ways, it is difficult or impossible to determine which group settled in the Menifee area originally. Over the ages, several groups probably utilized this portion of Western Riverside County.

Previous cultural resource investigations in the general region of Menifee substantiate that Native Americans have inhabited these lands for thousands of years with European immigration (referred to as the historic period) occurring in the last 180 years.

Historical Overview

The area that would become Menifee was originally inhabited by the Luiseño Indian Tribes before coming under Spanish control in the 1700s (Menifee, 2012). The first Spanish Mission in California was founded in 1769; Spanish activities continued through the 1700s, though their activities were largely confined to the coastal regions. No Europeans were known to have settled in the vicinity of the project site until the beginning of the 19th century. The region, set inland from the coastal regions, was nominally under control of Mission San Luis Rey, but was little influenced by Spanish/Mexican colonization activities.

By the time Riverside County was established in 1893, an agriculture economy had begun in the Menifee region. Farming was one of the major industries in the region for much of the area's early history, with most of Menifee's early families being involved in farming. The Bouris family was one of the earliest families to settle in the Menifee Valley region. The Bouris brothers, George, Sam, and Ted, settled in Menifee in 1922, and purchased 640 acres off of Keller Road. The brothers grew wheat, grapes, fruit trees, walnuts, and olives, and sold their produce in grocery stores in Lake Elsinore. George's son, Hercules (Herk), and Sam's son, Peter, continued the farming business. Herk Bouris primarily grew wheat; he was later involved with the sugar beet industry. Peter Bouris and Herk's son, Mike, later partnered to grow winter wheat. Their wheat was sold around the world. The Bouris family continued the farming business in Menifee until the late 2000s. They continued farming, growing winter wheat in the Menifee Valley. Their products were widely sold, including to countries around the world. Today, the Bouris family is no longer in the farming business though the family continues to have a presence in the area.

The Menifee Valley remained a farming and mining community through most of the 20th century. The area that would become the city of Menifee would remain largely rural until the mid-1960s when this portion of Riverside County began a slow transition from rural to suburban and urban uses.

Historical Resources

The *Historic Resources Technical Report* (HRTR) prepared for the proposed project found that there is one historic-era (more than 45-years old) structure on the project site: a one-story single-family home constructed in the ranch style of architecture, built in 1961 by George and Mary Bouris. The Ranch style of architecture originated in the mid-1930s in southern California. Its simple form made it relatively cheap to construct, and it was one of the styles permitted to be built under FHA financing guidelines. Into the 1950s, Ranch style homes represented sheltered privacy and a sense of security from the happenings of the Cold War, when Civil Defense needs stressed strength of the family and home as strength of the country. Throughout the United States, the Ranch style dominated residential tracts developed in the 1950s, 1960s, and 1970s.

The existing residence on the project site features several character-defining features of the Ranch style of architecture including horizontal massing with attached garage, a low-pitched roof, stucco siding, asymmetrical façade, aluminum windows (all but one window have been replaced), different wall cladding, and windows of different sizes. However, the HRTR determined the existing onsite ranch house did not qualify as an historical resource under CEQA (see discussion in IMPACT CUL-1 in section 4.5.4).

Native American Coordination

Four Federally recognized tribes are affiliated with the project site: the Agua Caliente Band of Cahuilla Indians; the Pechanga Band of Indians; the Rincon Band of Luiseño Mission Indians; and the Soboba Band of Luiseño Indians. These tribes were contacted regarding the project in January 2024. The following summarizes the results of that contact:

- Luz Salazar, Cultural Resources Analyst of the Agua Caliente Band of Cahuilla Indians, stated by email that the proposed project is not within the Tribe's Traditional Use Area and deferred to other local tribes.
- John Ochoa, Assistant Tribal Historic Preservation Officer of the Pechanga Band of Indians, stated by email that the project site is in a culturally sensitive area that is affiliated with the Tribe. As such, Mr. Ochoa stated that the Tribe requested to begin formal

consultation under AB 52 for the proposed project. Mr. Ochoa also stated that the Tribe requested to be added to the City's distribution list for notices and circulation of all document related to the proposed project, to be directly notified of all public hearings and schedule approvals concerning the project, and that the Tribes comment be incorporated into the record of approval for the project. Finally, Mr. Ochoa stated that the Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the project's impacts to cultural resources and potential mitigation for such impacts.

All relevant correspondence for the project from the NAHC and consulting tribal representatives is included in EIR Appendix B.

4.5.2 – REGULATORY FRAMEWORK

Federal

National Historic Preservation Act of 1966

Enacted in 1966, the National Historic Preservation Act (NHPA) (16 U.S.C §§ 470 et seq.) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO), provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assist Native American tribes in preserving their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

NHPA establishes the nation's policy for historic preservation and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (i.e. historic properties) prior to undertakings**.**

Section 106 of the Federal Guidelines

Section 106 of the NHPA states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in, or eligible for inclusion in, the NRHP and that the ACHP and SHPO must be afforded an opportunity to comment, through a process outlined in the ACHP regulations at 36 Code of Federal Regulations (CFR) Part 800, on such undertakings.

National Register of Historic Places

The NRHP was established by the NHPA of 1966 as "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, or association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: It is associated with the lives of persons who are significant in our past.

Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are not considered eligible for the NRHP unless they satisfy certain conditions. In general, a resource must be at least 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

Native American Graves Protection and Repatriation Act (NAGPRA) of 1990
The NAGPRA of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation

State

California Environmental Quality Act (CEQA)
CEQA provides criteria to evaluate whether a building, structure, object, or site is significant. Pursuant to the CEQA PRC Section 21084.1, any project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. PRC Section 5020.1(q) defines a “substantial adverse change” as demolition, destruction, relocation, or alteration such that the significance of the historical resource would be materially impaired.

Historical resources are defined as “a resource listed or eligible for listing on the California Register of Historical Resources” (CRHR) (Public Resources Code, Section 5024.1; 14 CCR 15064.5). Under CEQA Guidelines Section 15064.5(a), the term “historical resources” includes the following:

- A resource listed or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code, Section 5024.1). This is regarded as a “Mandatory Resource”.

- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will

be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant. This is regarded as a "Presumptive Resource."

- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. This is regarded as a "Discretionary Resource." Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1) including the following:

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

- The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

The California Register includes resources listed in or formally determined eligible for listing in the National Register of Historic Places, as well as some California State Landmarks and Points of Historical Interest. Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the California Register and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1, 14 CCR § 4850).

The California Register statute (PRC Section 5024.1) and regulations (14 CCR Section 4850 et seq.) require that at the time a local jurisdiction nominates an historic resources survey for listing in the California Register, the survey generally must be updated if it is more than five years old. This is to ensure that a nominated survey is as accurate as possible at the time it is listed in the California Register. However, this does not mean that resources identified in a survey that is more than five years old need not be considered "historical resources" for purposes of CEQA. Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the California Register.

<u>California Register of Historical Resources</u>
Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is "an authoritative guide in California to be used by state and local agencies, private

groups, and citizens to identify the state's historical resources and to indicate properties that are to be protected, to the extent prudent and feasible, from substantial adverse change (CA Public Resources Code)." Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHLs) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historic resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria (Public Resources Code):

Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Criterion 2: It is associated with the lives of persons important in our past.

Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. It is possible that a resource whose integrity does not satisfy NRHP criteria may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data. Resources that have achieved significance within the past 50 years also may be eligible for inclusion in the CRHR, provided that enough time has lapsed to obtain a scholarly perspective on the events or individuals associated with the resource.

Integrity of the California Register of Historical Resources

Integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the CRHR must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance.

Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

California Historical Landmarks (CHLs)
CHLs are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below. The resource must also be approved for designation by the County Board of Supervisors or the City or Town Council in whose jurisdiction it is located, be recommended by the State Historical Resources Commission, or be officially designated by the Director of California State Parks. The specific standards in use now were first applied in the designation of CHL No. 770. CHLs No. 770 and above are automatically listed in the CRHR.

To be eligible for designation as a Landmark, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California); or
- Associated with an individual or group having a profound influence on the history of California. A prototype of, or an outstanding example of, a period, style, architectural movement or construction or one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

California Points of Historical Interest
California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest (Point or Points) designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historic resource may be designated as both a Landmark and a Point. If a Point is later granted status as a Landmark, the Point designation will be retired. In practice, the Point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance.

To be eligible for designation as a Point, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type within the local geographic region (city or county).
- Associated with an individual or group having a profound influence on the history of the local area.
- A prototype of, or an outstanding example of, a period, style, architectural movement or construction or one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

Native American Heritage Commission, Public Resources Code Sections 5097.9–5097.991
Section 5097.91 of the Public Resources Code (PRC) established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Section 5097.9 of the PRC, a state policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites or sacred shrines located on public property. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a

discovery of Native American human remains from a county coroner. Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

California Native American Graves Protection and Repatriation Act of 2001

Codified in the California Health and Safety Code Sections 8010–8030, the California Native American Graves Protection Act (NAGPRA) is consistent with the federal NAGPRA. Intended to "provide a seamless and consistent state policy to ensure that all California Indian human remains, and cultural items be treated with dignity and respect," the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. Section 8025 established a Repatriation Oversight Commission to oversee this process. The act also provides a process for non–federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

Senate Bill (SB) 18

California Government Code, Section 65352.3 incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB18 requires public notice to be sent to tribes listed on the Native American Heritage Commission's SB18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

Assembly Bill (AB) 52

Specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The bill makes the above provisions applicable to CEQA projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

Health and Safety Code, Sections 7050 and 7052

Health and Safety Code Section 7050.5 declares that, in the event of the discovery of human remains outside a dedicated cemetery, all ground disturbances must cease, and the county coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

PRC Section 5097.91, PRC Section 5097.98, PRC Section 5097.94 and the Native American Heritage Commission

PRC Section 5097.91 established the NAHC, the duties of which include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. PRC § Section 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

PRC Section 5097.94 establishes the powers and duties of the NAHC, including, but not limited to:

a) To identify and catalog places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands. The identification and cataloging of known graves and cemeteries shall be completed on or before January 1, 1984. The commission shall notify landowners on whose property the graves and cemeteries are determined to exist and shall identify the Native American group most likely descended from those Native Americans who may be interred on the property.

b) To make recommendations relative to Native American sacred places that are located on private lands, are inaccessible to Native Americans, and have cultural significance to Native Americans for acquisition by the state or other public agencies for the purpose of facilitating or assuring access thereto by Native Americans.

c) To make recommendations to the Legislature relative to procedures that will voluntarily encourage private property owners to preserve and protect sacred places in a natural state and to allow appropriate access to Native American religionists for ceremonial or spiritual activities.

California Public Records Act

Sections 7927.000 and 7927.005 of the California Public Records Act (Government Code Section 7921.000 et seq.) were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 7927.000 explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects…maintained by, …, the Native American Heritage Commission…." Section 7927.005 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission (SHRC), the State Lands Commission, the NAHC, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency."

Penal Code, Section 622.5

Penal Code Section 622.5 provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

Local

City of Menifee General Plan Vision 2030

The Open Space and Conservation Element of the City of Menifee General Plan includes the following goals and policies related to cultural resources:

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-5.2 Work with local schools, organizations, appropriate Native American tribes with ancestral territories located within the city and other agencies to educate the public about the rich archaeological, historic, and cultural resources found in the city.

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.

4.5.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the project would have a significant impact related to historic, cultural resources if it would:

a) Cause a substantial adverse change in the significance of a historic resource as defined by CEQA Guidelines Section 15064.5;

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5;

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

4.5.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to historic resources, archaeological resources, and human remains which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Historic Resources

Impact CUL-1 – Would the project cause a substantial adverse change in the significance of a historic resource pursuant to Section 15064.5?

Analysis of Impacts
An historical resources analysis report (HRAR) was prepared for the project site (UPP 2024, Appendix G) which evaluated the potential historic significance of the property based on the following four California Register of Historic Resources (CRHR) criteria:

Criterion 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*

The subject property consists of one residential building, built in 1961 and a detached garage built between 2003 and 2005. Both the Drake and Bouris families were early settlers of the Menifee area. Herk and Betty, and their son Mike, were noted in the community. However, their significance is more closely related to the 33751 Zeiders Road property to the south. This was the main residence of Hercules and Betty Bouris and the location of the original Drake family farm. While the larger 80-acre land may be notable as one of the earliest ranches in the Menifee Valley region, the subject property on its own does not convey this significance. Further, the 1961 single family residence of George and Mary Bouris does not convey the agricultural significance of the Menifee area. For this reason, the property is not considered eligible under CRHR Criterion 1.

Criterion 2: *Associated with the lives of persons important to local, California, or national history*

Herk and Betty Bouris purchased the original 80-acre property in 1951 and constructed the single-family residence on the subject property in 1961. However, the subject property currently being evaluated is only a fraction of the original 80-acre Drake/Bouris ranch. The 1961-era residence is not the main residence used by Hercules and Betty Bouris. Research indicates that the 33751 Zeiders Road property to the south was the family's primary residence, rather than the 33521 Zeider Road subject property. The family's influence is more closely associated with a different property, the 33521 Zeiders Road property, which would not be considered significant for association with the Bouris family. Therefore, the subject property is not considered eligible under CRHR Criterion 2.

Criterion 3: *It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values*

The subject property includes an historic-era building, the single-family residence off of Zeiders Road which was constructed in 1961 in the ranch style of architecture. The architect of the residence could not be identified but it is a typical example of a ranch style residence. It exhibits several character defining features of the ranch style of architecture including a broad, horizontal mass, a moderate-pitch side gable-over-hip roof, an asymmetrical façade, an attached garage, and stucco siding. However, it would not be considered an exemplary example of the style. Further, the installation of modern vinyl windows have altered the appearance of the home. As such, the property is not eligible under CRHR Criterion 3.

Criterion 4: *It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation*

Research and analysis of the property has not yielded, nor does it appear to have the potential to yield, further information important in prehistory or history. Therefore, the property is not eligible under CRHR Criterion 4.

Conclusion. The HRAR concluded that, in its current appearance and configuration, the 33521 Zeiders Road property was not eligible under any of the four CRHR criteria. Therefore, the property does not meet the definition of an historic resource pursuant to the CEQA Guidelines. Because the property has been found ineligible for CRHR designation, development of the proposed project would not result in a significant impact to a historical resource.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Archaeological Resources

Impact CUL-2 – Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Analysis of Impacts
A cultural resources assessment (CRA) was prepared for the project site (RECON 2023) to identify the potential for impacts to prehistoric resources if any are present. First, RECON performed a cultural resources records and literature search within a one-mile radius of the project site through the Eastern Information Center (EIC) located at University of California Riverside. The EIC records search indicated that there have been 33 cultural investigations conducted within one mile of the project site but none of which included the project site. The record search also indicated 56 cultural resources recorded within one mile of the project site. These cultural resources include 30 prehistoric sites, 24 isolated prehistoric artifacts, and 2 historical features. The prehistoric resources include bedrock milling features, lithic scatters, lithic scatters with ground stone, quarries, petroglyphs, pictographs, a hearth, a rock shelter, and faunal remains. The prehistoric isolate artifacts represent a point preform, scrapers, manos, metates, flakes, and a core. The historic-era features are a well and foundations. However, none of the previously recorded cultural resources occur within or adjacent to the project site.

RECON also contacted the Native American Heritage Commission (NAHC) on October 26, 2023 to request a search of their Sacred Lands File to identify spiritually significant and/or sacred sites or traditional use areas, and to provide a list of local Native American tribes, bands, or individuals who may have concerns about the proposed project. The NAHC responded on November 18, 2023, indicating that their search of the Sacred Lands File was positive. The NAHC suggested contacting the Pechanga Band of Indians.

No prehistoric or cultural material was observed during the cultural resources survey of the project site. One previously unrecorded single-family residence that is over 50 years old was observed onsite for which a Historical Resource Analysis Report (HRAR) was prepared (see Impact CUL-1 above). The HRAR determined the onsite residence did not represent a significant historical resource.

The CRA determined the project would not adversely affect known archaeological historical resources. The project area has been disturbed by past agricultural ground-disturbing activities, grading, and periodic discing. Given past disturbances, the possibility of buried intact significant prehistoric or historic cultural resources being present within the project boundaries is considered low. The NAHC response indicates that their search of the Sacred Lands File was positive and suggests contacting the Pechanga Band of Indians. The CRA recommends a monitoring program to include local tribal representatives, most likely from the Pechanga Band (see Section 4.18, *Tribal Cultural Resources*) as a result of AB 52 Native American consultation. Therefore, City Standard Conditions of Approval SC-CUL-1 through SC-CUL-6 are included to implement the recommended archaeological monitoring program during project grading. With these standard conditions, potential impacts to tribal archaeological resources would be less than significant and no mitigation is required.

Standard Conditions of Approval

SC-CUL-1 **(TCR 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.

SC-CUL-2 **(TCR Inadvertent Archeological Find)** If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

i. 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.

ii. 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.

iii. 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.

iv. 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.

v. If the find is determined to be significant and avoidance of the site has not achieved, a Phase III data recovery plan shall be prepared by the project Archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.

vi. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project Archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council."

SC-CUL-3 **(TCR 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.

SC-CUL-4 **(CUL Archeologist Retained)** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

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

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

In addition, the project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res 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 archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the project archaeologist and Consulting Tribe(s) shall make

themselves available to provide the training on an as-needed basis; and

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.

SC-CUL-5 **(TCR Native American Monitoring [Pechanga])** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the project Archaeologist.

SC-CUL-6 **(CUL Archeology Report - Phase III and IV)** Prior to final inspection, the developer/permit holder shall prompt the project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required

Human Remains

Impact CUL-3 – Would the project disturb any human remains, including those interred outside of formal cemeteries?

Analysis of Impacts
The cultural resources assessment (CRA) prepared for the project indicated that, due to the historical and ongoing disturbance of the site for agriculture and weed abatement, the potential for finding cultural artifacts, including human remains, is considered low (RECON 2023).

In the unlikely event that human remains are uncovered, the contractor is required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with Health and Safety Code Section 7050.5. The Coroner must then determine whether the remains are of

forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she must contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary.

Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant". The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the Community Development Director.

Finally, City Standard Condition of Approval SC-CUL-7 addresses human remains and compliance with California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5). With this regulatory compliance, potential impacts relative to human remains will be less than significant and no mitigation is required.

Standard Conditions of Approval

SC-CUL-7 **(Human Remains)** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Level of Significance Before Mitigation
Less than significant

Mitigation Measures
None required

Cumulative Impacts

Impact CUL-4 – Would the project cause substantial adverse cumulative impacts with respect to cultural resources?

Analysis of Impacts
Impact Sections CUL-1 through CUL-3 above demonstrate that a very low potential exists for undiscovered historical and archaeological resources to be adversely impacted during project construction. With compliance with COA CUL-1 through COA CUL-7, the project would not cause an adverse change in the significance of a historical resource pursuant to State CEQA Guidelines § 15064.5 or archaeological/tribal resource or human remains.

In conjunction with the project, all cumulative development would undergo environmental and design review on a project-by-project basis pursuant to CEQA to evaluate potential impact to cultural resources. This would include studies of historical and archaeological cultural resources that are present or could be present within other development sites. Cumulative development would also be subject to compliance with the established federal, state, and local regulatory framework concerning the protection of cultural resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. The project's cumulative impacts to historical or archaeological cultural resources would be less than significant given compliance with the established regulatory framework and standard conditions of approval.

As concluded in Impact CUL-3 above, previously undiscovered human remains could be encountered during project construction activities. However, a less than significant impact would occur in this regard following compliance with the established state regulatory framework and conditions of approval. Cumulative development could impact previously undiscovered human remains during construction. However, all cumulative development would undergo environmental review on a project-by-project basis to evaluate the site-specific archaeological sensitivity. Additionally, cumulative development would be subject to compliance with the established state regulatory framework concerning the discovery of human remains on a project-by-project basis. The project's cumulative impacts concerning the potential to disturb human remains would be less than significant given compliance with the established regulatory framework would be required.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.5.5 – REFERENCES

California Health and Safety Code, Section 7050.5.

California Public Resources Code Section 5097.

City of Menifee (City). *City of Menifee General Plan Vision 2030: Open Space and Conservation Element*. January 31, 2012.

RECON. Cultural Resources Survey Report for the Zeiders Road Project, Menifee, CA. December 28, 2023 (Updated October 2, 2024).

Urbana Preservation & Planning, LLC. (UPP). *Historical Resource Analysis Report, 33251 Zeiders Road, Menifee, CA.* January 2024.

4.6 – Energy

This section addresses energy impacts associated with implementation of the proposed project. Energy resources are closely tied to impacts discussed in the Air Quality (Section 4.3) and Greenhouse Gas (Section 4.9) analyses in this EIR. As such, many of the values presented in this Section reflect values derived from the emissions modeling conducted for the project. Refer to Appendix E for detailed air quality and greenhouse gas (GHG) emissions estimates and information on energy usage (MIG 2024).

4.6.1 – ENVIRONMENTAL SETTING

Energy is primarily categorized into three areas: electricity, natural gas, and fuels used for transportation. According to the U.S. Energy Information Administration (USEIA), California is the most populous state in the U.S., representing 12 percent of the total national population, has the largest economy, and is second only to Texas in total energy consumption. However, California has one of the lowest per capita energy consumption levels in the U.S. This is a result of California's mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. California leads the nation in electricity generation from solar, and geothermal biomass resources (USEIA, 2024).

Electricity

Electricity is the flow of electrical power or charge (i.e., the movement of electrons between atoms). It is produced by converting sources of primary energy such as coal, natural gas, nuclear, hydropower, wind, and solar, into electrical power through various means.

Generators and solar photovoltaic (PV) cells are two of the primary pieces of equipment used to produce and supply electricity to the grid. The following describes the processes through which electricity is generated by these pieces of equipment.

- **Generators.** Turbine generators convert mechanical or chemical energy into electricity. At its simplest form, an electrical generator is an electromagnet, moving wire near a magnet to direct the flow of electricity. Turbine generators do this by using a moving fluid (e.g., water, steam, combustion gases, or air) to push rotator blades that are attached to a generator. The rotation of magnets and wires within the generator produce an electromagnetic current, directing electrical flow.
- **Solar Photovoltaic Cells**. Solar photovoltaic (PV) cells convert solar energy directly into electricity. They are made up of semiconductor material that absorb sunlight and generate an electrical current. This current is captured and transferred to wires so that it can be utilized at a different location.

Electricity production can be grouped into two main categories; electricity that is generated from renewable sources (e.g., solar and wind) and electricity that is generated from non-renewable sources (e.g., fossil fuel combustion). Table 4.6-1 and Table 4.6-2 summarize the primary renewable and non-renewable sources of electricity, respectively, as well as how the energy from the various sources is converted into electricity.

Table 4.6-1: Renewable Sources of Electricity Production

Source	Electricity Production Process
Wind	Wind can be converted to electricity through the use of a wind turbine (historically referred to as "windmills"). Electricity from this source is produced when wind causes the turbine's blades to turn. The amount of electricity generated by a wind turbine is dependent on a number of factors but is primarily related to how much wind energy can be collected at a given time. Wind turbines with longer blades have the capacity to generate more electricity than those with smaller blades, because they can collect more of the wind's energy. A small wind turbine could generate a similar output as a larger one, but the smaller one would need to be subject to higher wind speeds. Wind power plants, or wind farms, are composed of multiple wind turbines spread out over a large area.
Solar	The sun’s energy can be converted into electricity by using solar PV cells, which produce electricity when photons from the solar energy are absorbed by the semiconductor material in the PV cell. Electrons are dislodged from the semiconductor material and absorbed by electrical conductors, which are connected in an electrical circuit. Electricity flows through the electrical circuit to an external device, such as a battery or an inverter.(A) Solar energy production can be increased with additional PV cells. PV cells can be connected in solar panels, and groups of solar panels can be connected into a solar array. One PV cell may power small devices such as calculators, small solar arrays may power individual residential or commercial buildings, and large arrays may produce power for utilities.
Hydroelectric	Hydroelectric energy is produced by using a naturally flowing water source (e.g., from a river or dam) to spin the blades of a turbine, which is typically located on or adjacent to the body of water. Water is piped from a location upstream of the facility, through the turbine, and released back into the environment on the downstream side of the facility. The amount of electricity produced by a hydroelectric generator can be regulated by controlling the amount of water flowing through the turbine at a given time (e.g., greater water flow would produce more electricity).
Geothermal	Geothermal energy is produced by utilizing underground high-temperature hydrothermal resources to create steam (or superheat evaporate and other working fluid) that turns a turbine. Hot water is piped in one side of the system, used to turn the turbine, then piped back to a cooling tower before being piped underground. These power plants can pipe steam or hot water from wells that reach up to two miles into the earth.

Source: U.S. EIA 2022a

(A) An inverter is a device that converts the type of electricity that is produced by PV cells (direct current, or DC, electricity) to the type of electricity that is used in appliances or in an electrical grid (alternating current, or AC electricity).

Table 4.6-1: Non-Renewable Sources of Electricity Production

Source	Electricity Production Process
Fossil Fuels	Combusting fossil fuels releases energy that can be harnessed and turned into electricity. The change in air pressure as a result of burning the material can be used to create a mechanical process that rotates a generator (e.g., using the hot air from the combusted material to move rotator blades within a generator or pistons within an internal combustion engine). Fossil fuels are hydrocarbons formed from plant and animal remains that were placed under heat and pressure from layers of sand, silt, and rock. Fossil fuels can include coal, crude oil, and natural gas. Petroleum products such as gasoline and diesel are produced from refining fossil fuels.
Nuclear	Nuclear reactors convert energy to electricity by using the heat from a nuclear reactor to evaporate water (i.e., producing steam) that rotates a turbine. Although nuclear energy is not renewable, it is often considered "green" and considered alongside renewable sources because it is a carbon-free source of electricity.

Source: U.S. EIA 2022a

Electricity production relies on different energy sources and technologies. A combination of the renewable and nonrenewable energy sources described above are used to generate electricity.

Electricity is measured in watts, a unit of power. Watts may be described in various quantities using kilo-, mega-, and giga-, prefixes, which correspond to one-thousand, one-million, and one-billion of something, respectively. For context, these prefixes are typically used in the following contexts when describing electricity production and consumption.

- **Watts** are used as a measurement for small devices. For example, the solar powered calculator may use 1 Watt. A lightbulb may use 50 Watts.
- **Kilowatts (kW)**, or 1,000 Watts, are typically used to describe large appliance and building-scale electricity consumption. For example, the average Californian household consumed 6,174 kWh of electricity in 2019 (CEC 2021a).
- **Megawatts (MW)**, are 1,000 kW, or one million Watts. Megawatts may be used when discussing utility systems.
- **Gigawatts (GW)**, are 1,000 MW, one million kW, or one billion watts. Gigawatts may used when discussing statewide electricity generation. For example, in 2022, California generated 203,257GWh of electricity in-state (CEC 2023a).

Electricity use over time can be measured in watt-hours (Wh), where, for example, one kWh is the equivalent of one kW generated or consumed over the course of one hour. For example, if a 50 W lightbulb was on for one hour it would consume 5 Wh (or 0.05 kWh) of electricity. If it was on for 100 hours, it would consume 5 kWh of electricity.

Natural Gas

Natural gas is a fossil fuel-based energy source that is typically found between layers of rock or with deposits of crude oil. Natural gas can be extracted by drilling in wells or fracking. After extraction, natural gas is sent to a processing facility and then to storage or to natural gas companies.

Biomethane, also known as renewable natural gas, can be used as a substitute for fossil natural gas. Biomethane is a gas formed from the decomposition of organic matter, composed primarily

of methane and carbon dioxide. It can be produced from solid waste landfills, wastewater treatment plants, food waste, organic waste, and livestock farms. Biomethane is then treated to remove contaminants and gases such as carbon dioxide until the methane content is greater than 90% (U.S. EPA 2022a).

Natural gas can be measured in units such as therms or British thermal units (Btu), which are quantities of heat, or cubic feet, which is a volume. The U.S. EIA defines a Btu as the quantity of heat required to raise the temperature of 1 pound of liquid water by 1 degree Fahrenheit at the temperature at which water has its greatest density (approximately 39 degrees Fahrenheit) (U.S. EIA 2023a). One therm is the equivalent of 100,000 Btu. Since heat quantity and volume cannot be converted directly, there is not one conversion rate between therms and cubic feet. However, the units can be converted if the heat content per volume is known. The average heat content of natural gas in 2020 was approximately 1,037 Btu per cubic foot (U.S. EIA 2021).

Transportation

Fuels used for transportation may include diesel, gasoline, natural gas, electricity, and hydrogen. Diesel, gasoline, and natural gas fuels have traditionally been refined from crude oil. Combusting these fuel sources in an engine releases energy that can be transferred into making an object move (e.g., rotating a vehicle's driveshaft or a boat's propeller). Diesel, which can also be biomass based,[1] is typically used in larger pieces of equipment, such as trucks, trains boats, buses, farm equipment, and construction equipment. Gasoline (which may be blended with other liquids, such as ethanol), electricity, and hydrogen fuel cells[2] are primarily used to power passenger vehicles.

Historical and Current Energy Production and Consumption Habits

National

Total U.S. energy consumption has increased in recent decades; however, per capita energy consumption has generally decreased since the year 2000. This is due to factors such as greater energy efficiency in appliances, vehicles, and utility scale electricity generation and a reduction in energy-intensive manufacturing (U.S. EIA 2022b). The following describes historical energy production and consumption trends in the U.S.

Electricity. The mix of energy sources for U.S. electricity generation has shifted in recent decades but has primarily consisted of electricity generated from natural gas, coal, nuclear, hydroelectric, wind, and solar energy sources. Table 4.6-2 and Figure 4.3-1 depict the overall quantity and make-up of electricity of electricity production in the U.S. over the last seven years.

[1] Biodiesel and renewable diesel are both produced from non-petroleum sources such as vegetable oil and animal fat. Biodiesel is consumed after it is blended with petroleum diesel. While renewable diesel may also be blended with petroleum diesel, renewable diesel can be transported and consumed directly without needing to be blended with petroleum.

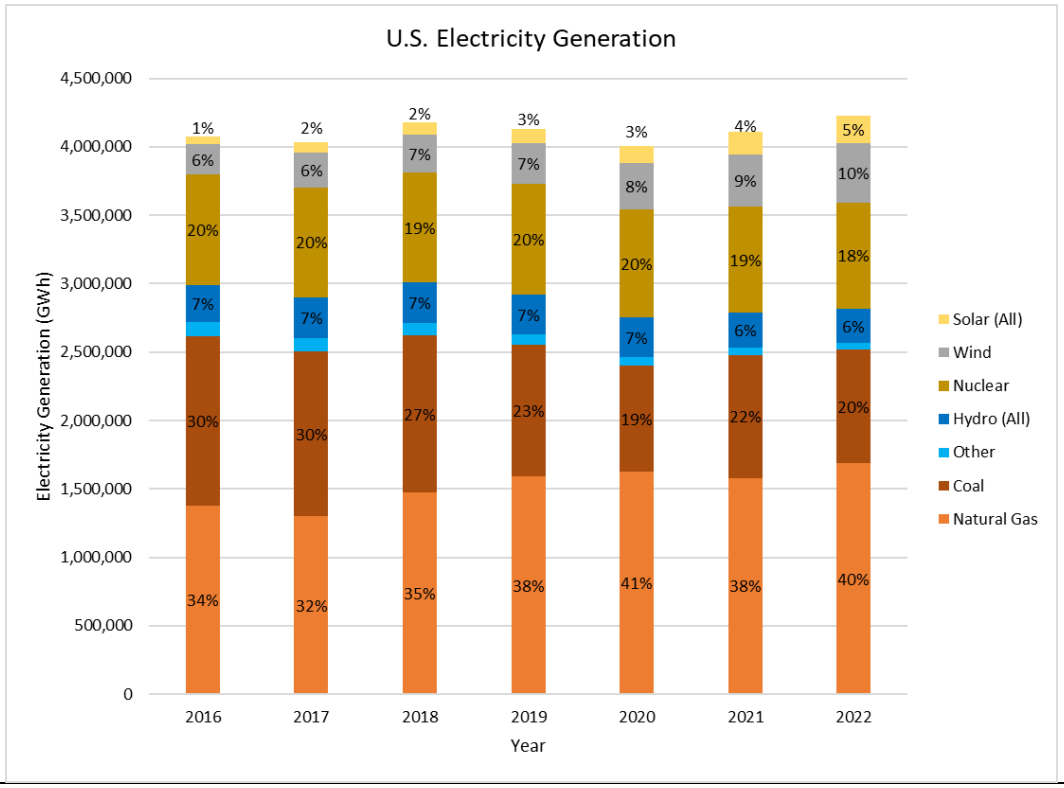
[2] Hydrogen fuel cells can produce electricity by combining hydrogen and oxygen atoms.

Table 4.6-2: United States Electricity Generation (2016 to 2022)

Energy Source	Electricity Produced Per Calendar Yr (Million GWh)						
	2016	2017	2018	2019	2020	2021	2022
Natural Gas	1,379	1,298	1,472	1,589	1,627	1,579	1,687
Coal	1,239	1,206	1,149	965	773	898	832
Nuclear	806	805	807	809	790	778	772
Hydroelectric	268	300	293	288	285	252	255
Wind	227	254	273	296	338	378	434
Solar	55	77	93	107	131	164	205
Other(A)	104	95	94	77	66	59	46
Total Electricity	4,078	4,035	4,181	4,131	4,010	4,108	4,231
Fossil Fuels(B)	2,618	2,504	2,621	2,553	2,400	2,477	2,519
Non-Hydroelectric Renewables(C)	282	332	366	403	469	543	639
Total Carbon Free Electricity(D)	1,355	1,437	1,466	1,500	1,544	1,572	894

Sources: U.S. EIA 2023c and U.S. EIA 2023d.
(A) "Other" sources include electricity production from petroleum coke and liquids, other gases, geothermal, and biomass.
(B) Fossil fuels include natural gas and coal.
(C) Non-hydroelectric renewables include wind and solar.
(D) Carbon-free energy sources consist of nuclear, hydroelectric, and renewable fuels.

Figure 4.6-1
United States Energy Sources for Electricity Generation (2016 to 2022)



Sources: U.S. EIA 2023c and U.S. EIA 2023d.

Note: The percentages for "Other" sources are not depicted in the figure, but generally include electricity production from petroleum coke and liquids, other gases, geothermal, and biomass. Annual values for the "Other" energy sources between 2016 and 2022 ranged between 3 percent in 2016 to 1 percent in 2022.

As shown in Table 4.6-2 and Figure 4.3-1, electricity production had some variability between 2016 and 2022, but mainly fluctuated between 4,000 and 4,200 million GWh of production on an annual basis.

Electricity production from fossil fuels (natural gas and coal), while remaining the predominant source of energy for electricity, decreased from a combined composition of approximately 64% in 2016 to approximately 60% in 2022. It should also be noted that there was a large shift away from coal and toward natural gas over this timeframe. Whereas the total contribution from coal and natural gas to electricity production during 2015 was approximately equal at 33%, during 2022, this changed to a contribution of 40% and 20% for natural gas and coal, respectively; a 20% difference.

Nuclear power plants were the second largest generator of electricity nation-wide, while electricity from renewable sources (e.g., solar, wind, hydroelectric) comprised less than a quarter of all electricity production. The overall electricity contribution from renewable sources, and in particular wind energy, approximately doubled over the 2016 to 2022 timeframe.

Natural Gas. Natural gas consumption nationwide has increased in recent decades. In 1990, the U.S. consumed 24,369 billion cubic feet of natural gas, which increased to approximately 323,100 billion cubic feet of natural gas in 2021 (U.S. EIA 2012 and U.S. EIA 2023e).

Transportation Fuels. Petroleum products (e.g., gasoline and diesel) have historically been the predominant form of energy used within the transportation sector. Annual daily consumption of gasoline in the transportation sector increased from approximately 85.7 billion gallons per year in 1970 to approximately 129.7 billion gallons per year in 2021, an approximately 51% increase (U.S. EIA 2023f). Gasoline consumption has fluctuated slightly since 2007 (i.e., increasing and decreasing) but has generally remained at or around 135 billion gallons per year, deviating only from the trend at the start of the COVID-19 pandemic in 2020. The use of diesel fuel increased at a substantially faster rate across the 1970 to 2022 timeframe, from approximately 11.3 billion gallons of consumption in 1970 to approximately 46.5 billion gallons in 2022, an approximately 312% increase (U.S. EIA 2023f). Unlike gasoline consumption, which is still slightly down from pre-COVID-19 levels, diesel consumption has generally remained constant. Although petroleum productions are the primary forms of energy used within the transportation sector, other fuels are used to lesser extents, including jet fuel (also petroleum), natural gas, biofuels, and other sources (e.g., fuel oil, lubricants, propane, and electricity).

In 2022, petroleum products (gasoline, diesel, and jet fuel) accounted for approximately 90% of energy consumption in the transportation sector nationwide (U.S. EIA 2023g). Gasoline is currently the main transportation fuel used in the U.S., accounting for approximately 54% of energy consumption in the transportation sector, and is followed by diesel at 22% and jet fuel at 12%. Electricity accounted for less than one percent energy consumption in the U.S. transportation sector in 2021 (U.S. EIA 2023g).

State

According to the U.S. EIA, California is the most populous state in the U.S., representing 12 percent of the total national population, has the largest economy, and is second only to Texas in total energy consumption. However, California has one of the lowest per capita energy consumption levels in the U.S. This is a result of California's mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. In 2022, California led the nation in electricity generation from solar and geothermal, and was the second-largest producer of electricity from biomass (U.S. EIA 2023h).

Electricity. As discussed above, California has one of the lowest per capita energy consumption levels in the U.S, which, in part, is attributable to its extensive efforts to increase energy efficiency. The State has also passed several legislative bills that have required retail-energy suppliers to increase the amount of renewable electricity supplied to customers. California's annual electricity generation and the sources that created it for the 2016 through 2022 calendar years are presented below in Table 4.6-3 and Figure 4.3-2.

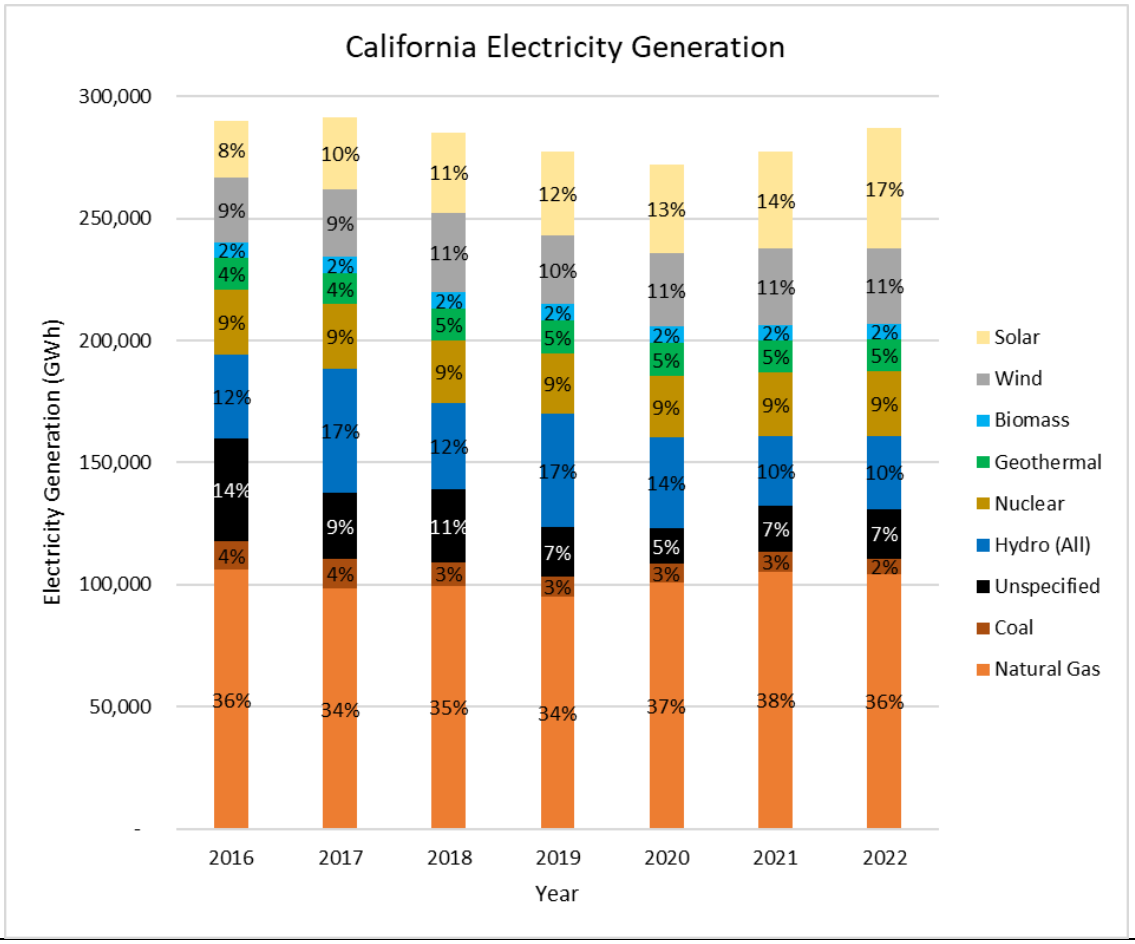
Table 4.6-3: California Electricity Generation (2016 to 2022)

Energy Source	Electricity Produced Per Calendar Year (Thousand GWh)						
	2016	2017	2018	2019	2020	2021	2022
Natural Gas	106	98	100	95	101	105	104
Coal	12	12	9	8	7	8	6
Petroleum / Other	<0.5	<0.5	<0.5	<0.5	1	1	<0.5
Nuclear	27	27	26	25	25	26	26
Hydroelectric	34	51	35	46	37	28	30
Wind	26	27	33	28	30	32	31
Solar	24	30	33	34	36	39	49
Geothermal	13	13	13	13	13	13	13
Biomass	7	7	7	7	7	6	6
Unspecified[(A)]	42	27	30	20	20	19	20
Total Electricity[(B)]	**291**	**292**	**285**	**278**	**273**	**278**	**287**

Fossil Fuels(C)	*118*	*111*	*110*	*104*	*109*	*114*	*111*
Non-Hydroelectric Renewables(D)	*69*	*77*	*85*	*82*	*86*	*90*	*100*
Total Carbon Free Electricity(E)	*61*	*77*	*61*	*71*	*63*	*54*	*56*

Sources: CEC 2024
(A) "Unspecified" power is power that could not be traced to a facility, and would include a mix of fuel types
(B) Totals may not equal due to rounding
(C) Fossil fuels include natural gas and coal.
(D) Non-hydroelectric renewables include wind, solar, geothermal, and biomass
(E) Carbon-free energy sources consist of nuclear, and hydroelectric

Figure 4.6-2
California Energy Sources for Electricity Generation (2016 to 2022)



Sources: CEC 2024
Note: Unspecified power is power that could not be traced to a facility, and would include a mix of fuel types.

As shown in Table 4.6-3 and Figure 4.3-2, overall electricity consumption throughout the State has remained relatively constant over the 2016 to 2022 timeframe, from approximately 291 million GWh in 2016 to 287 million GWh in 2022 (an approximately 1 percent decrease). During this time, the electricity energy portfolio has shifted. As shown in Figure 4.3-2, electricity production from

natural gas and coal power plants has decreased slightly from a combined total of 41% of the total energy supply, to approximately 39%. Biomass, geothermal, and nuclear sources have remained relatively constant at 2%, 5%, and 9%, respectively, while electricity generated from wind, and solar sources has increased. Electricity production from solar had one of the biggest relative increases in electricity production, increasing from approximately 8% to 17% between 2016 and 2022 (an approximately 113% increase). In 2022, over half of California's electricity was generated from carbon-free sources, including renewables, nuclear, and hydroelectric.

Similar to U.S. electricity generation, California electricity generation has shifted, with coal decreasing, renewables increasing, and nuclear and hydroelectric remaining relatively constant. However, while the direction of the shift in energy sources on the national and statewide level is the same, the state differs from U.S. energy consumption in the scale of this shift. For example, California's energy mix used for electricity generation contains over twice the amount of renewable fuels as the U.S.[3] California also uses a lower percentage of fossil fuels, mainly due to its low coal consumption.

Natural Gas. Annual natural-gas consumption in the State has fluctuated since the 1970s, but generally remained at or around 16,000 million therms since the 1990s (U.S. EIA 2023i). Although California has historically accounted for approximately 7% of annual nationwide natural gas consumption, its reserves and production constitute less than 1% of the total United States (U.S. EIA 2024 and U.S. EIA 2023j).

In 2020, California consumed about 15,088 million therms of natural gas, with the majority of that consumption attributable to the industrial sector (49%) followed by the residential (31%) and commercial (16%) sectors (U.S. EIA 2023j, U.S. EIA 2023k, U.S. EIA 2023l, U.S. EIA 2023m, U.S. EIA 2023n, U.S. EIA 2023o.) Approximately 88% of Californian homes used natural gas in some building system capacity, including space heating (55% of homes), water heating (75% of homes), and/or cooking appliance(s)[4] (70% of homes) (U.S. EIA 2022c, U.S. EIA 2022d).

Transportation. California's transportation sector consumed 71.2 million Btu of energy per capita in 2021, which ranked 39th in the nation (U.S. EIA 2023p). This means that California had the 12th best transportation energy per capita rate (i.e., most efficient) in the United States, including the District of Columbia. Much of the State's efficiency with regard to the amount of transportation energy consumed per capita can be attributed to the increase in vehicle fuel efficiency standards required by the State.

California's production of gasoline and diesel fuels supplies both in- and out-of-state demand; however, most gasoline and diesel fuel sold in California for motor vehicles is refined within the state to meet state-specific formulations required by CARB (i.e., these fuels typically are not imported from out of state). Crude oil extraction and production has been decreasing since the 1980s (from 402 million barrels in 1986 to 200 million barrels in 2020) and is projected to continue to decline (CARB 2022). According to taxable sales figures available from the California Department of Tax and Fee Administration, statewide both gasoline and diesel have declined since 2013. Gasoline sales saw the most notable decrease (an approximately 23% drop) from approximately 14,702 million gallons in 2014 to approximately 11,367 million gallons in 2023. This trend has not been linear, however. Gasoline sales increased from 2014 to 2017, remained relatively constant between 2017 and 2019, and decreased in the 2020 to 2023 timeframe. This decrease is most likely attributable the shelter-in-place orders imposed due to the COVID-19 pandemic but is also likely associated with vehicle turnover (i.e., from older, less fuel efficient cars

[3] Whereas approximately 34% of electricity in California is from renewable sources, only 13% of electricity generated in the greater U.S. is from renewable sources.

[4] Cooking appliances includes natural gas ranges, cooktops, and ovens; natural gas outdoor grills are not included in this metric.

to newer models) across the same timeframe. Diesel fuel sales also decreased between 2014 and 2021, from approximately 2,776 million gallons in 2014 to approximately 2,476 million gallons in 2023 (an approximately 11% decrease). Unlike gasoline sales, which began to decrease in 2020, diesel sales tended to increase between 2014 and 2022, only decreasing below 2013 levels in 2023 (CDFTA 2023).

In 2022, California reached a milestone 1 million ZEVs sold, accounting for 40% of all ZEVs operating in the U.S. (Office of Governor Gavin Newsom 2022). Most of the ZEVs sold to date have been electric vehicles; however, vehicles powered by hydrogen fuel cells have also been expanding in availability and use. CARB estimated that by April 2023, 12,993 hydrogen fuel cell vehicles had active registration in California (CARB 2023).

Transportation fuels are not used equally across different vehicle types in the state. For example, whereas light-duty vehicles (e.g., cars and pick-up trucks) are mainly powered by gasoline and electricity, medium- and heavy-duty vehicles (e.g., work trucks, semi-trucks, etc.) are generally powered by diesel. Natural gas can also be used as a fuel source in trucks and buses. Table 4.6-4 below shows a breakdown of state-wide vehicle population in 2022, by fuel type.

Table 4.6-4: California Transportation Fuels by Vehicle Type (2022)

Vehicle Type	Breakdown in Fuel Type				
	Gasoline	Diesel	Natural Gas	Electricity	Plug-in Hybrid(A)
Medium- and heavy-duty trucks	8.3%	88.7%	3.0%	0.0%	0.0%
Light heavy-duty trucks	53.7%	46.3%	0.0%	0.0%	0.0%
Buses	33.9%	47.6%	18.2%	0.3%	0.0%
Light-duty vehicles	96.1%	0.5%	0.0%	2.1%	1.3%

Source: EMFAC2021
(A) Plug-in hybrid vehicles are powered by gasoline and electricity.

Although each vehicle category may use several different fuel types, the majority of trucks in 2022 used diesel; most buses mostly used gasoline, diesel, and natural gas; and the majority of light duty vehicles used gasoline.

Local

Electricity. In 2022 Riverside County consumed approximately 17,780 GWh of electricity, about 6.2% of the state's electricity consumption (CEC, 2023a). The non-residential sector made up approximately 49% of County-wide consumption while the residential sector made up approximately 51% of County-wide consumption (CEC, 2023a).

SCE is the electricity utility provider at the project site. In 2023, approximately 52% of the electricity that SCE delivered to customers came from carbon-free resources, including solar energy (approximately 20%), wind energy (approximately 12%), and geothermal energy (approximately 5%) (SCE 2024). This energy mix reflects an increase in renewable energy from SCE's 2021 energy sources, which had 43% carbon-free resources (SCE 2022).

Natural Gas

Riverside County consumed approximately 431 million therms of natural gas in 2022, accounting for approximately 3.7% of statewide consumption. The non-residential sector made up approximately 34% of County-wide consumption, while the residential sector made up approximately 66% (CEC, 2023b).

SoCalGas provides natural gas service at the project area. SoCalGas is the principal distributor of natural gas in Southern California and provides natural gas for residential, commercial, and industrial markets. The annual natural gas sale of SoCalGas to all markets in 2022 was approximately 5,026 million therms (CEC, 2023c).

Transportation

Retail fuel outlet survey data indicates Riverside County accounted for approximately 7.2% and 7.6% of total statewide gasoline and diesel sales, respectively, in 2022 (CEC, 2023d).

4.6.2 – REGULATORY FRAMEWORK

Federal

Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy and Policy Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law. In addition to setting increased Corporate Average Fuel Economy (CAFE) standards for motor vehicles, the act also includes the following provisions related to energy efficiency:

- Renewable fuel standards (RFS)
- Appliance and lighting efficiency standards
- Building energy efficiency

The federal legislation requires ever-increasing levels of renewable fuels to replace petroleum. The U.S. EPA is responsible for developing and implementing regulations to ensure transportation fuel sold in the United State contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the Energy Independence and Security Act of 2007 (EISA), the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of GHG emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of the nation’s renewable fuels sector.

The updated program is referred to as RFS2 and includes the following:

- EISA expanding the RFS program to include diesel, in addition to gasoline;
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- EISA established new categories of renewable fuel and set separate volume requirements for each one; and
- EISA required the U.S. EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHG than the petroleum fuel it replaces (U.S. EPA, 2022b).

Additional provisions of the EISA 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."

Federal Vehicle Standards

In 2009, the NHTSA issued a final rule regarding fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of carbon dioxide (CO_2) in model year 2025, on an average industry fleetwide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018–2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons (MT) and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (U.S. EPA and NHTSA, 2016).

In May 2022, the NHTSA adopted new few economy standards in response to President Biden's Executive Order 13990, which called for an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026. The standards increased fuel efficiency 8% annually for model years 2024-2025 and 10% annually for model year 2026. They also increased the estimated fleetwide average by nearly 10 miles per gallon for model year 2026, relative to model year 2021.

In July 2023, the NHTSA issued a proposal to further update and improve fuel economy standards for passenger cars and light trucks. The standards proposed by NHTSA call for a 2% per year improvement in fuel efficiency for passenger cars and a 4% per year improvement for light trucks. These standards would begin for model year 2027 and ramp up through model year 2032, potentially reaching an average fleet fuel economy of 58 miles per gallon by 2032. NHTSA's proposal also calls for a 10% improvement per year for commercial pickup trucks and work vans (with gross vehicle weight ratings of more than 8,500 pounds and less than 14,001 pounds) beginning in model year 2030 and ramping up through model year 2035.

State

Title 24 Energy Standards

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in California. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CalGreen Code). The purpose of the CalGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality." The CalGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC).

CalGreen contains both mandatory and voluntary measures. For non-residential land uses there are 39 mandatory measures including, but not limited to, exterior light pollution reduction, wastewater reduction by 20 percent, and commissioning of projects over 10,000 square feet. Two tiers of voluntary measures apply to nonresidential land uses, for a total of 36 additional elective measures.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2019 standards, focused on three key areas: proposing new requirements for installation of solar photovoltaics for newly constructed low-rise residential buildings, updating current ventilation and Indoor Air Quality (IAQ) requirements, and extending Title 24 Part 6 to apply to healthcare facilities. The 2019 Building Energy Efficiency Standards were approximately 53 percent more than the 2016 Title 24 Energy Standards for residential development and approximately 30 percent more efficient for non-residential development.

The 2022 standards, which were adopted in August 2021, went into effect on January 1, 2023. The 2022 Building Energy Efficiency Standards focuses on establishing or expanding standards for electric heat pumps, for single-family homes to be electric-ready, for solar photovoltaic system and battery storage, and for ventilation systems (CEC 2021b). In general, the residential and nonresidential mandatory energy efficiency measures are unchanged between the 2019 and 2022 standards. Instead, updates to the CalGreen Code under the 2022 updates include: increased requirements for EV-ready parking, exemptions for tree shade requirements for parking and other areas shaded by solar structures, and additional requirements for CO_2 monitoring in schools.

Senate Bill 375 (Sustainable Communities and Climate Protection Act)

In January 2009, California Senate Bill (SB) 375, known as the Sustainable Communities and Climate Protection Act, went into effect. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce GHG emissions and other air pollutants. SB 375 tasks CARB to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In August 2010, CARB released the proposed GHG reduction targets for the MPOs. The proposed reduction targets for the Southern California Association of Governments (SCAG) region were 8% by year 2020 and 13% by year 2035. In September 2010 and February 2011, the 8% and the 13% targets were adopted, respectively. SCAG's Regional Council adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016, which updated the 2012 RTP/SCS.

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state (CARB, 2024). The new SCAG targets were an 8% reduction in per capita passenger vehicle GHG emission levels by 2020 and a 19% reduction by 2035. On May 7, 2020, SCAG adopted "Connect SoCal," the 2020-2045 RTP/SCS, for federal transportation conformity purposes only. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal 2020, and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal 2020 was designed to meet the regional GHG reduction targets for SCAG that were identified by CARB in 2018.

Connect SoCal 2020 was a long-range visioning plan that built upon and expanded land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The plan centered on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Core Vision included: Sustainable Development, System Preservation and Resilience, Demand and System Management, Transit Backbone, Complete Streets, and Goods Movement.

In April 2024, SCAG's Regional Council adopted Connect SoCal 2024, (2024 RTP/SCS) an update to Connect SoCal 2020 that planned development in the region through 2050. Connect SoCal 2024 contains the following elements:

- **Regional Planning Policies** for land use and transportation. The Connect SoCal 2024notes that not all policies are applicable in all places, and local agencies should decide which policies to implement. Policies include prioritizing the maintenance of the SCAG region's existing transportation system, developing a multimodal transportation network, encouraging residential and employment development near transit, supporting technology integration, transportation safety, equity, sustainable development, and climate resilience, and accelerating the deployment of zero emission technologies.

- **A Project List** that details Connect SoCal 2024's near- and long-term investments. The Project List contains project submissions from each county in the SCAG region, and totals approximately 751.7 billion dollars of investments. Sixty-one percent (61%) of investment funds are allocated to operations and maintenance, 37% to capital projects, and 2% to debt service. The Project List reflects county and local level priorities that align with the SCAG region's goals.
- **Forecasted Regional Development Pattern** for jobs and housing through 2050. Connect SoCal 2024 analyzes the sustainability of development by establishing Priority Development Areas (PDAs). PDAs are areas within the SCAG region where future growth can be located to meet the goals in Connect SoCal 2024, such as areas that have multiple modes of transportation or that would have shorter trip distances.
- **Regional Strategic Investments** that include additional projects that are needed to achieve objectives but that are not covered by local plans. The investments would be funded by new revenue sources, and would include investments to maintain the existing transportation system, support multimodal transportation, provide supportive infrastructure for housing and for zero emission vehicles, and increasing freight efficiency. The Regional Strategic Investments are supported by Regional Planning Policies and Implementation Strategies.
- **Implementation Strategies** that clarify the role SCAG and other responsible agencies have in efforts involving Mobility, Communities, Environment, and Economy. These include efforts to support projects within PDAs, support zero emission vehicle charging.

Connect SoCal 2024 updates the land use, demographic, and growth assumptions that were contained in Connect SoCal 2020. The Regional Growth Forecast in Connect SoCal 2024 projects a 30% higher household growth during the 2020s than was projected in Connect SoCal 2020. Connect SoCal 2024 also shifts the categories of regions that can accommodate jobs and housing from Priority Growth Areas (PGAs) to Priority Development Areas (PDAs). While PGAs and PDAs have substantial overlap, PDAs do not include Job Centers and High-Quality Transit Areas that helped compose the PGAs in Connect SoCal 2020. Compared to Connect SoCal 2020's PGAs, SoCal 2024's PDAs include a greater percentage of new households and a substantially lower percentage of new jobs in a larger total land area.[5]

Connect SoCal 2024 projects that approximately 66% of new households and 54% of new jobs between 2019 and 2050 will be located in PDAs, which accounts for approximately 8.2% of the region's total land area. PDAs in Connect SoCal 2024 include Neighborhood Mobility Areas (NMAs), Transit Priority Areas (TPAs), Livable Corridors, and Spheres of Influence (SOIs). If implemented, Connect SoCal 2024 is projected to achieve the region's targets for reducing greenhouse gases from automobiles and light-duty trucks by 19% per capita, from 2005 levels, by 2035 (SCAG, 2024).

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. The *2003 Integrated Energy Policy Report* recommended accelerating that goal to 20 percent by 2010, and the *2004 Energy Report Update* further recommended increasing the target to 33 percent by 2020. The state's *Energy Action Plan* also supported this goal. In 2006

[5] Connect SoCal 2020 anticipated that from 2016 to 2045, approximately 64% of households and 74% of new jobs would occur in PGAs, which comprised approximately 4% of the SCAG region's total land area. Connect SoCal 2024 anticipated that from 2019 to 2050, approximately 66% of household growth and 54% of employment growth would occur in PDAs, which comprise approximately 8.2% the SCAG region's total land area. 36% of household growth was located in more than one priority area and outside environmental constraint areas in Connect SoCal 2020 compared to 39% in Connect SoCal 2024.

under Senate Bill 107, California's 20 percent by 2010 RPS goal was codified. The legislation required retail sellers of electricity to increase renewable energy purchases by at least one percent each year with a target of 20 percent renewables by 2010. Publicly owned utilities set their own RPS goals, recognizing the intent of the legislature to attain the 20 percent by 2010 target.

On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08 requiring "[a]ll retail sellers of electricity shall serve 33 percent of their load with renewable energy by 2020." The following year, Executive Order S-21-09 directed CARB, under its AB 32 authority, to enact regulations to achieve the goal of 33 percent renewables by 2020.

In October 2015, Governor Brown signed SB 350 to codify ambitious climate and clean energy goals. One key provision of SB 350 is for retail sellers and publicly owned utilities to procure "half of the state's electricity from renewable sources by 2030."

The State's RPS program was further strengthened by the passage of SB 100 in 2018. SB 100 revised the State's RPS Program to require retail sellers of electricity to serve 50% and 60% of the total kilowatt-hours sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and requires 100% of all electricity supplied come from renewable sources by 2045.

As part of the package of bills signed into law by Governor Newsom on September 16, 2022, also referred to as the "California Climate Commitment," the State's RPS Program was strengthened once again by adding additional interim clean electricity targets. Specifically, SB 1020 established clean electricity targets of 90% by 2035 and 95% by 2040 with the intent of advancing the state's trajectory to the existing 100% clean electricity retail sales by 2045 (SB 100).

Executive Order B-55-18, AB 1279, and SB 1020

On September 10, 2018, Governor Brown signed Executive Order B-55-18, to achieve carbon neutrality by moving California to 100% clean energy by 2045. This Executive Order also includes specific measures to reduce GHG emissions via clean transportation, energy efficient buildings, directing cap-and-trade funds to disadvantaged communities, and better management of the state's forest land. On September 16, 2022, Governor Newson signed into law AB 1279, the California Climate Crisis Act, and SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022. AB 1279 codified California's 2045 carbon neutrality goal and established a GHG emission reduction target of 85% below 1990 levels. SB 1020 set targets for the retail sale of electricity of 90% clean electricity by 2035 and 95% by 2040, and 100% by 2045. It also set a target for 100% clean electricity for electricity serving state agencies by 2035.

Low Carbon Fuel Standard Regulation

CARB initially approved the LCFS regulation in 2009, identifying it as one of the nine discrete early action measures in the *2008 Scoping Plan* to reduce California's GHG emissions. The LCFS regulation defines a Carbon Intensity, or "CI," reduction target (or standard) for each year. The initial LCFS regulation required a reduction of at least 10 percent in the CI of California's transportation fuels by 2020. In 2018, CARB approved amendments to the LCFS regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030, adding new crediting opportunities to promote ZEV adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector (CARB 2020). Under the 2018 amendments, the LCFS regulation now requires a reduction of at least 20 percent in CI by 2030 and beyond.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars (ACC) Program (formerly known as Pavley II) for model years 2017-2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the ZEV regulation. The Program combines the control of smog, soot, and global warming gases with requirements for greater numbers of zero-emission vehicles into a single package of standards. By 2025, new automobiles under California's ACC Program will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

Executive Order B-48-18, issued by Governor Brown in January 2018, establishes a target to have five million ZEVs on the road in California by 2030. This Executive Order is supported by the State's 2018 ZEV Action Plan Priorities Update, which expands upon the State's 2016 ZEV Action Plan. While the 2016 plan remains in effect, the 2018 update functions as an addendum, highlighting the most important actions State agencies are taking in 2018 to implement the directives of Executive Order B-48-18.

EO N-79-20, issued by Governor Newsom in September 2020, set a goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It also set a goal that 100 percent of medium- and heavy-duty vehicles in the state be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. In addition, this EO set a goal to transition to 100 percent zero-emission off-road vehicles and equipment in the state by 2035 where feasible.

In August 2022, CARB approved the Advanced Clean Cars II program, which sets requirements for ZEV sales and codifies the light-duty vehicle goals in EO N-79-20. The regulation requires new light duty vehicle sales will be 35% zero emission or plug in hybrid electric vehicles in 2026, 68% in 2030, and 100% in 2035.

Advanced Clean Fleets Regulation

On April 28, 2023, CARB approved Advanced Clean Fleets (ACF), a rule that requires fleets of medium- and heavy-duty vehicles to transition to zero-emission vehicles. ACF applies to all drayage trucks, to high priority fleets, (i.e., fleets that have at least $50 million in gross annual revenue or fleets that operate 50 or more medium- and heavy-duty vehicles), and to government fleets. The regulation places requirements on both the sale and operation of medium- and heavy-duty vehicles. Regarding the sale of vehicles, ACF requires manufacturers to sell only zero-emission medium- and heavy-duty vehicles starting in 2036. For the operation of vehicles, the regulation sets different timelines depending on the type of fleet.

New drayage trucks must be zero-emission starting January 1, 2024. Existing diesel-powered drayage trucks may continue to operate until 2035, after which only zero-emission drayage trucks may operate. This structure will be implemented by the CARB Online System, which registers drayage trucks in the State.

High-priority fleets and federal fleets can choose between two options to meet the zero-emission requirements: a Model Year Schedule or a ZEV Milestone schedule. Under the Model Year Schedule, high-priority fleets and federal government fleets would purchase only zero-emission trucks starting in 2024 and would remove internal combustion powered trucks at the end of their useful life starting in 2025. Alternatively, the ZEV Milestone schedule sets requirements for a percentage of the total fleet to be zero-emission at specified years, depending on the type of vehicle. For example, under the ZEV Milestone option, box trucks and yard tractors would need to have zero-emission vehicles consist of 10% of the fleet by 2025, 50% of the fleet by 2031, and 100% by 2035. Specialty vehicles would have a longer timeline, and would need to reach 100% zero-emission vehicles by 2042. State and local government fleets may also choose the ZEV

Milestone option. If state and local governments do not choose the ZEV Milestone option, new fleet purchases are required to be 50% zero-emission[6] starting in 2024 and 100% zero-emission by 2027.[7]

Executive Order B-30-15, Senate Bill 32, and Assembly Bill 197 (Statewide Interim GHG Targets)

California EO B-30-15 (April 29, 2015) set an "interim" statewide emission target to reduce greenhouse emissions to 40 percent below 1990 levels by 2030, and directed state agencies with jurisdiction over GHG emissions to implement measures pursuant to statutory authority to achieve this 2030 target and the 2050 target of 80 percent below 1990 levels. Specifically, the EO directed CARB to update the Scoping Plan to express this 2030 target in metric tons.

To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase the amount of renewable electricity provided state-wide to 50 percent.
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.
- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.
- Manage farms, rangelands, forests, and wetlands to increasingly store carbon.

AB 197 (September 8, 2016) and SB 32 (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40 percent below 1990 levels by 2030 as detailed in EO B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

Executive Order B-55-18, AB 1279, and SB 1020

On September 10, 2018, Governor Brown signed Executive Order B-55-18, to achieve carbon neutrality by moving California to 100% clean energy by 2045. This Executive Order also includes specific measures to reduce GHG emissions via clean transportation, energy efficient buildings, directing cap-and-trade funds to disadvantaged communities, and better management of the state's forest land. On September 16, 2022, Governor Newson signed into law AB 1279, the California Climate Crisis Act, and SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022. AB 1279 codified California's 2045 carbon neutrality goal and established a GHG emission reduction target of 85% below 1990 levels. SB 1020 set targets for the retail sale of electricity of 90% clean electricity by 2035 and 95% by 2040, and 100% by 2045. It also set a target for 100% clean electricity for electricity serving state agencies by 2035.

Low Carbon Fuel Standard Regulation

CARB initially approved the LCFS regulation in 2009, identifying it as one of the nine discrete early action measures in the *2008 Scoping Plan* to reduce California's GHG emissions. The LCFS regulation defines a Carbon Intensity, or "CI," reduction target (or standard) for each year. The initial LCFS regulation required a reduction of at least 10 percent in the CI of California's transportation fuels by 2020. In 2018, CARB approved amendments to the LCFS regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030, adding new crediting opportunities to promote ZEV adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the

[6] State and local governments may meet the ACF requirements with near-zero-emission vehicles until 2035. After 2035, only zero-emission vehicle purchases would apply to the requirements.
[7] If fleets have 10 or fewer vehicles or are in designated counties, zero-emission purchasing requirements would start later, in 2027.

transportation sector. Under the 2018 amendments, the LCFS regulation now requires a reduction of at least 20 percent in CI by 2030 and beyond.

Local

2013 General Plan
The City of Menifee General Plan includes the following goals and policies related to energy and energy consumption:

Open Space and Conservation Element

Goal OSC-10: An environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions.

Policies:

- **OCS-10.1:** Align the city's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.
- **OCS-10.2:** Align the city's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.
- **OCS-10.3:** Participate in regional greenhouse gas emission reduction initiatives.
- **OCS-10.4:** Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

4.6.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Project would have a significant impact related to energy if it would:

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

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

4.6.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related energy impacts.

Energy Consumption

Impact ENG-1 – Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption or energy resources, during project construction or operation?

Analysis of Impacts

Implementation of the project would increase the demand for energy at the project site during construction and operation. However, the proposed buildings would be designed to current CalGreen Code requirements, and the energy consumption associated with development activities would be necessary. The proposed project would not use energy in a wasteful, inefficient, or unnecessary manner.

Construction Energy Consumption

Electricity. Electric power would be required for lighting and electronic equipment (e.g., computers) located in trailers used by the construction crew. In addition, the project would consume electricity through workers that may use electric vehicles to drive to and from the site.

project construction is estimated to require approximately 3,150 kWh of electricity for worker trips and vendor trips. However, the electricity used would be temporary and would have a negligible contribution to the project's overall energy consumption.

Natural Gas. Natural gas consumption is not anticipated during construction of the project. Fuels used for construction would generally consist of diesel and gasoline, which are discussed in the next subsection. Any amount of natural gas that may be consumed during project construction would be nominal and would have a negligible contribution to the project's overall energy consumption.

Diesel and Gasoline Fuel. Diesel and gasoline fuels, also referred to as petroleum in this subsection, would be consumed throughout construction of the project. Fuel consumed by construction equipment would be the primary energy resource consumed over the course of construction, and VMT associated with the transportation of construction materials (e.g., deliveries to the site) and worker trips to and from the site would also result in petroleum consumption. Whereas on-site, heavy-duty construction equipment and delivery trucks would predominantly use diesel fuel, construction workers would generally rely on gasoline-powered vehicles to commute to and from the project site.

The operation of heavy-duty, off-road equipment associated with project construction would consume approximately 58,505 gallons of diesel fuel. Worker, vendor, and hauling trips associated with project construction are estimated to consume approximately 62,337 and 41,180 gallons of gasoline and diesel fuel, respectively. In total, project construction is estimated to require approximately 62,337 gallons of gasoline and 99,685 gallons of diesel.

On- and off-road petroleum-powered vehicles/equipment would be subject to various rules and regulations. Off-road equipment at the site would also be required to comply with CARB's Airborne Toxic Control Measures, which restricts heavy-duty diesel vehicle idling to five minutes. In addition, the efficiency of petroleum use is related to numerous other state-wide regulations and programs, such as the LCFS (on- and off-road vehicles/equipment), ACC Program (on-road passenger vehicles), and ACT Program (on-road trucks). Since petroleum use during construction would be temporary and is a necessary component when conducting development activities, it would not be wasteful or inefficient.

Operational Energy Consumption

Electricity. During operation of the new business park, the project would consume electricity from appliance operation, general building systems (e.g., lighting, HVAC equipment), and outdoor lighting. Based on estimates generated by CalEEMod, the proposed project would consume approximately 6,385,552 kWh per year of electricity. The proposed project would be required to comply with the standards contained in the CalGreen Code (i.e., Part 11 of the Title 24 Building Code) that requires the buildings constructed at the site meet energy efficiency standards that improve upon those from previous years.

Electricity would also be consumed by the operation of electric vehicles by future workers and customers traveling to and from the site. As estimated in CalEEMod, based on the trip generation rates and trip distances provided for in the Ganddini traffic memorandum / SCAQMD guidance document, the proposed project is anticipated to generate approximately 19,706,671 VMT on an annual basis. The average fuel economies and vehicle fleet mix attributable to the proposed project were used to estimate the amount of electricity consumed from vehicle trips associated with the proposed project. The project is estimated to consume approximately 352,093 kWh of electricity from on-road fuel consumption on an annual basis (see MIG 2024 Appendix B).

The proposed project would also indirectly benefit from other, regulatory actions taken at the state level. For example, SB 100 requires 60% of the power purchased by California come from renewable sources by 2030. SB 100 further requires all retail electricity be carbon-free by 2045. Based on these state-wide mandates, electricity consumed at the site will become more and more green (e.g., not requiring the burning of fossil fuels), which will lead to the more efficient use of energy resources.

Although electricity would increase at the site under implementation of the project, the proposed facility would be designed to the 2022 Title 24 Building Code standards, and benefit from other actions taken at the State level. For these reasons, the electricity consumed by the project is not considered to be inefficient or wasteful.

Natural Gas. Natural gas consumption would be required during operation of the project for various purposes, such as heating water, building HVAC, and potentially some manufacturing operations. Based on estimates generated by CalEEMod, the proposed project would consume approximately 9,317,944 kBtu per year of natural gas. Although natural gas consumption would still occur at the site under implementation of the project, the building envelope, HVAC, lighting, and other systems, it would comply with the energy efficiency requirements outlined in the 2022 Title 24 Building Code. For this reason, the natural gas that would be consumed by the project is not considered to be inefficient or wasteful.

Diesel and Gasoline Fuel. Gasoline and diesel would be consumed during operation of the proposed project. Both forms of petroleum fuel would be consumed from future workers and customers traveling to and from the site. As estimated in CalEEMod, based on the trip generation rates and trip distances provided for in the Ganddini traffic memorandums / SCAQMD guidance document, the proposed project is anticipated to generate approximately 19,706,671 VMT on an annual basis. Based on the average fuel economies and vehicle fleet mix attributable to the proposed project, vehicle trips associated with the proposed project are estimated consume approximately 649,603 and 272,151 gallons of gasoline and diesel, respectively, on an annual basis. These fuel consumption estimates are based on vehicle efficiency in 2026 and would decrease in future years as trucks become more fuel efficient and ZEV trucks are more commonly available and used within Riverside County.

There are numerous regulations in place that require and encourage fuel efficiency. For example, CARB has adopted an approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and ZEVs in California. In addition, per the requirements identified in SB 375, CARB adopted a regional goal for the SCAG region of reducing per-capita GHG emissions from 2005 levels by 8% by 2020 and 19% by 2035 for light-duty passenger vehicles. The SB 375 goal would help reduce emissions from worker and customers trips at the site. The proposed project would also benefit from actions taken at the state level with regard to the ACT Program and Sustainable Freight Plan. The implementation of these programs will help reduce the number of diesel trucks on California roadways and improve the fuel efficiency of those diesel trucks that remain in operation. Accordingly, operation of the project is expected to decrease the amount of petroleum it consumes in the future due to advances in fuel economy.

Although the project would increase petroleum use in the region during construction and operation, the use would be a small fraction of the statewide use and would have its overall fuel consumption decrease over time. As such, petroleum consumption associated with the project would not be considered inefficient or wasteful.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Renewable Energy

Impact ENG-2 – Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Analysis of Impacts

The proposed project would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency. As discussed above, the project would be subject to the California Title 24 Building Code energy efficiency standards for non-residential buildings, which would help reduce energy consumption. Equipment and vehicles associated with construction and operation of the project would also be subject to fuel standards at the state and federal level. The project would inherently benefit from programs implemented to achieve the goals of the Sustainable Freight Plan, such as the turnover of older, less fuel-efficient trucks, as fuel economy standards are rolled out and ZEV trucks becomes more widely available and cost effective for business. The project would not conflict with nor obstruct a state or local plan for renewable energy or energy efficiency

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact ENG-3 – Would the Project cause substantial adverse cumulative impacts with respect to energy?

Analysis of Impacts

As under Impact ENG-1 and Impact ENG-2, the proposed project would not result in the unnecessary, inefficient, or wasteful use of energy resources nor would it conflict with or obstruct a state or local plan for increasing renewable energy or energy efficiency.

The proposed project would not result in a substantial adverse cumulative impact with respect to energy. This impact would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.6.5 REFERENCES

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List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
AB	Assembly Bill
ACC	Advanced Clean Cars
Btu	British Thermal Unit
CalEEMod	California Emissions Estimator Model
Cal-EPA	California Environmental Protection Agency
CalGreen Code	California Green Building Standards Code
CARB	California Air Resources Board
CAFE	Corporate Average Fuel Economy
CBSC	California Building Standards Commission
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
CI	Carbon Intensity
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
EISA	Energy Independency and Security Act
EO	Executive Order
GHG	Greenhouse Gas
GPU	General Plan Update
GWh	Gigawatt-hours
IAQ	Indoor Air Quality
HQTA	High Quality Transit Area
KWh	Kilowatt-hours
LCFS	Low Carbon Fuel Standard
LEV	Low-Emissions Vehicle
MMBTUs	Million British Thermal Units
MPO	Metropolitan Planning Organization
NHTSA	National Highway Safety Administration
NMA	Neighborhood Mobility Area
PGA	Priority Growth Area
PV	Photovoltaic
RFS	Renewable Fuel Standards
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
SAFE	Safer Affordable Fuel-Efficient Vehicles Rule
SB	Senate Bill
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SoCalGas	Southern California Gas Company
SOI	Sphere of Influence
SP	Service Population
TIA	Traffic Impact Assessment
TPA	Transit Priority Area
U.S.	United States
USEIA	United State Energy Information Administration
U.S. EPA	United States Environmental Protection Agency

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
VMT	Vehicle Miles Traveled
Yr	Year
ZEV	Zero Emission Vehicle

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4.7 – GEOLOGY AND SOILS

This EIR chapter addresses geology and soils impacts associated with the proposed project, including earthquake fault rupture, seismic hazards, liquefaction, landslides, soil erosion and unstable soils. Inh addition, potential impacts to paleontological resources is also analyzed in this chapter. A *Due Diligence Geotechnical Investigation* (Geotechnical Report) was prepared for the project by GEOCON, Inc. (GEOCON), dated October 14, 2022. Much of the information in this section was taken from the Geotechnical Report which is incorporated by reference and attached to the EIR as Appendix H.

4.7.1 – ENVIRONMENTAL SETTING

Seismic Activity and Ground Shaking

The City of Menifee is highly diverse geologically, the result of both the youthful seismic setting of the surrounding region and the effects of climate (Menifee, 2012a). Geomorphically, Menifee lies in the Perris block, a fault-bounded, internally undeformed and tectonically stable region in the northern part of the Peninsular Ranges province. Although the Perris block is tectonically stable, the San Jacinto Mountains to the northeast and the Santa Ana Mountains to the southwest are rising due to movement along the San Jacinto and Elsinore faults, respectively. No active faults have been mapped in the City of Menifee; therefore, the hazard of primary surface fault rupture is considered low to none. However, Menifee is located near several regional active faults — such as the San Jacinto and Elsinore fault zones— that have the potential to cause strong ground shaking in the area. The closest segment of the Elsinore fault is thought capable of generating a maximum magnitude 6.8 earthquake. Similarly, the San Jacinto Valley segment of the San Jacinto fault can generate a maximum magnitude 6.9 earthquake. If several segments of these faults rupture together in an earthquake, a larger earthquake is possible. The San Andreas fault, while farther away, also has the potential to generate moderate shaking in Menifee.

San Jacinto Fault Zone

The San Jacinto Fault Zone consists of a series of closely spaced faults that form the western margin of the San Jacinto Mountains. The fault zone extends from its junction with the San Andreas Fault in San Bernardino, southeasterly toward the Brawley area, where it continues south of the international border as the Imperial Fault. The project site is located approximately 8 miles southwest of the San Jacinto Fault.

Elsinore Fault Zone

The Elsinore Fault Zone is a large right-lateral strike-slip geological fault structure that is part of the trilateral split of the San Andreas fault system and is one of the largest, though quietest faults in Southern California. The fault runs from the mountainous Peninsular Ranges region between El Centro and San Diego, northwest to the Chino Hills range and Chino Hills. The project site is located approximately 8 miles northeast of the San Jacinto Fault.

San Andreas Fault Zone

The San Andreas fault is the longest fault in California. The San Andreas fault extends from Cape Mendocino in northern California to the Salton Sea, a distance of about 700 miles. The closest portion of the San Andreas fault to the project site is about 25 miles to the northeast between Palm Springs and Riverside.

Seismically Induced Liquefaction and Slope Failure

Seismic shaking can also cause various types of ground deformation; liquefaction and slope failure are the most destructive of these. Soils that liquefy lose the ability to support structures; buildings may sink or tilt, with the potential for extensive structural damage (Menifee, 2012a). For liquefaction to occur, three conditions must exist 1) loose, recently deposited sediments typically sandy in composition; 2) shallow groundwater, typically within 50 feet of the ground surface; and 3) seismic shaking with ground accelerations more than 20 percent the acceleration of gravity (g). According to the *Due Diligence Geotechnical Investigation*, groundwater at the project site is deeper than 50 feet below the existing grade, and the risk associated with liquefaction at the project site is low due to the age and density of the underlying sediments and igneous rock, and the lack of shallow groundwater in the project vicinity.

Seismic shaking can also cause loose, geologically young deposits to become more tightly packed, resulting in a reduction of the soil column and differential settlement at the ground surface. Areas at or near the contact between alluvium and bedrock, or at the contact between artificial fill and natural soils, can be susceptible to seismically induced differential settlement. However, the project site is located on plutonic bedrock materials that are not susceptible to earthquake-induced settlement.

Slope Instability and Landslides

The project site is generally flat and is not located within close proximity of areas where local topographic and geological conditions suggest the potential for earthquake-induced landslides.

Settlement and Expansive Soils

Settlement of the ground may occur in poorly consolidated or particular soils or improperly compacted fills during earthquake shaking, though the problem could also arise during heavy rains. As a consequence, structural damage may take place. Expansive soils tend to swell with soil moisture increase and shrink during soil moisture decrease. The volume changes that the soils undergo in this repetitive process can stress and damage slabs and foundations if precautionary measures are not taken. Differential settlement can result from expansive soils if a foundation is constructed on two materials having different settling/expansion characteristics, such as rock and soil. Sedimentary units in the Menifee area consist mainly of water-transported (alluvial) sand, silt, clay, and gravel derived from erosion of the adjacent hills and mountains (Menifee, 2012a). Very young unconsolidated alluvial sediments line the drainage courses. Although not prevalent, fine-grained soils in the Menifee area are moderately to highly expansive. The sediments in the valley areas are commonly corrosive to metallic objects, such as pipelines, if these come in direct contact with the soils.

The project Geotechnical Report indicates the site is underlain by Cretaceous-age igneous rock (undivided) and mantled by Holocene-age alluvium. Alluvium was encountered at depths between 1 and 13 feet below existing grades with the thickest alluvium occurring in the northwest portion of the site. It consisted of loose to medium dense, clayey to silty, fine to coarse sand and laboratory consolidation tests indicate the alluvium generally has a low potential for hydro-compression and collapse when wetted. The alluvium is compressible and unsuitable for the support of settlement sensitive improvements or structural fills and will require removal and recompaction during grading. Igneous rock was encountered below the alluvium in all test pits. The igneous rock is suitable to support settlement sensitive improvements. According to the *Due Diligence Geotechnical Investigation*, the soil encountered at the project site is considered “non-

expansive" (expansion index [EI] of 20 or less) as defined by 2019 California Building Code (CBC) Section 1803.5.3 (GEOCON, 2022).

Subsidence

Subsidence is the lowering of the land surface caused by a variety of man-made and natural causes. Subsidence can be caused by the natural compaction of soil due to passage of time, ground shaking due to strong vibrations by earthquakes, and by underground erosion from rapid groundwater flow or excessive groundwater withdrawal. However, the Geotechnical concluded the project and its planned improvements (e.g., building foundations) were not subject to significant subsidence.

Soil Erosion

Erosion is a natural process that occurs over time and can be caused by either wind or water moving over soils. The natural erosion process is an important factor in building up fertile valley soils. However, soil erosion can become a problem when human activities accelerate the rate at which soils are being displaced. Non-point sources including impervious surfaces, unsound farming practices, over-grazing, construction activities, and road construction (particularly unpaved roads) can all accelerate the rate at which soils are removed from hillsides. Point sources such as industrial wastewater discharges, mining activities, wastewater treatment plants, commercial and residential land uses, and agricultural operations can affect erosion rates through increased storm water velocity, disturbance of natural drainage patterns, and water discharges. Soil erosion can leave silt-choked streams, gullied hillsides, and damaged farmland.

Erosion is a significant geologic hazard in Menifee because much of the runoff travels through the area in natural washes and gullies and by sheet flow (Menifee, 2012). Natural erosion processes are often accelerated through human activities, including the removal of protective vegetation, modification of natural drainage patterns, and construction of slopes that may be more susceptible to erosion than the natural slope conditions. Development also increases nonpermeable surfaces, which reduces the surface area available for infiltration, leading to increased flooding, erosion, and downstream sedimentation.

Paleontological Resources

Paleontology is a branch of geology that studies the life forms of the past, especially prehistoric life forms, through the study of plant and animal fossils. Paleontological resources represent a limited, non-renewable, and impact-sensitive scientific and educational resource. As defined in this section, paleontological resources are the fossilized remains or traces of multi-cellular invertebrate and vertebrate animals and multi-cellular plants, including their imprints, from a previous geologic period. Fossil remains such as bones, teeth, shells, and leaves are found in the geologic deposits (rock formations) where they were originally buried. Paleontological resources include not only the actual fossil remains, but also the collecting localities, and the geologic formations containing those localities. Paleontological resources preserve an aspect of Southern California's scientific prehistory that is important in understanding the development of the region as a whole. Protection of potential paleontological resources can be achieved by estimating the probability of finding such resources in the project area, looking for formations in which they occur, and taking precautions, such as construction monitoring in areas with equivalent or similar formations, to avoid damaging sites.

The City of Menifee has been inventoried for geological formations known to potentially contain paleontological resources (Menifee, 2012b). As shown in Exhibit OSC-4 of General Plan Open Space and Conservation Element, except for the western border of the City, Menifee's hills generally lack potential for significant fossil resources. These hills, which make up the western boundary of the City, incorporate low-lying areas and have undetermined potential to contain fossil resources.

Conversely, the City's General Plan indicates the alluvial plains and sediments flanking the base of the hills and found throughout the City are ranked as highly sensitive for finding significant fossils. Past recoveries include fossils from the Pleistocene period, including mammoths, mastodons, ground sloths, dire wolves, short-faced bears, saber-toothed cats, horses, camels, and bison. The County's *Map My County* database indicates the site is classified as "High Sensitivity B" for paleontological sensitivity. "This classification is equivalent to a High A rating but is based on the occurrence of fossils at a specified depth below the surface. The High B Category indicates that fossils are likely to be encountered at or below four feet of depth and may be impacted during excavation by construction activities" (Appendix D).

4.7.2 – REGULATORY FRAMEWORK

Federal

National Earthquake Hazards Reduction Program
Established by Congress in 1977, the National Earthquake Hazards Reduction Program (NEHRP) leads the federal government's efforts to reduce the fatalities, injuries, and property losses caused by earthquakes. The four basic NEHRP goals are:

- Develop effective practices and policies for earthquake loss reduction and accelerate their implementation.
- Improve techniques for reducing earthquake vulnerabilities of facilities and systems.
- Improve earthquake hazards identification and risk assessment methods, and their use.
- Improve the understanding of earthquakes and their effects.

In its initial NEHRP authorization, and in subsequent reauthorizations, Congress has recognized that several key federal agencies can contribute to earthquake mitigation efforts.

Federal Antiquities Act of 1906
Protects paleontological resources on federal lands under Subsection 8.16.2.

State

Alquist-Priolo Earthquake Fault Zoning Act
The Alquist-Priolo Special Studies Zones Act was signed into law in 1972 (in 1994 it was renamed the Alquist-Priolo Earthquake Fault Zoning Act.) The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The Act dictates that cities and the State Geologist are to delineate "Earthquake Fault Zones" with setbacks along faults that are "sufficiently active" and "well defined."

Seismic Hazard Mapping Act
The Alquist-Priolo Earthquake Fault Zoning Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. In 1990 the State passed the Seismic

Hazards Mapping Act (SHMA), which addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction and seismically induced landslides. The California Geological Survey (CGS) is the principal State agency charged with implementing the Act. Pursuant to the SHMA, the CGS is directed to provide local governments with seismic hazard zone maps that identify areas susceptible to liquefaction, earthquake-induced landslides and other ground failures. The goal is to minimize loss of life and property by identifying and mitigating seismic hazards. The seismic hazard zones delineated by the CGS are referred to as "zones of required investigation." Site-specific geological hazard investigations are required by the SHMA when construction projects fall within these areas.

California Building Code

The state regulations protecting structures from seismic hazards are contained in the California Code of Regulations, Title 24 (the California Building Code (CBC)), which is updated on a triennial basis. These regulations apply to public and private buildings in the State. Provisions of the CBC address (among other topics) fire safety, access for disabled persons, and seismic-resistant construction design.

California Environmental Quality Act (CEQA)

California Environmental Quality Act (CEQA) has a single directive on paleontology in Appendix G – the Environmental Checklist Form, in which it asks whether the project would "directly or indirectly destroy a unique paleontological resource or site or unique geologic feature."

California Public Resources Code Chapter 1.7, Section 5097.5 (Stats. 1965, c. 1136, p. 2792)

Defines any unauthorized disturbance or removal of a fossil site or fossil remains on public land as a misdemeanor and specifies that state agencies may undertake surveys, excavations, or other operations as necessary on state lands to preserve or record paleontological resources.

Local

City of Menifee General Plan Vision 2030

The Safety Element of the City of Menifee General Plan includes the following goals and policies related to geology and soils:

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.

Policy S-1.2 Encourage owners of old and potentially hazardous buildings – including pre-1952 wood-frame structures, concrete tilt-ups, pre-1971 reinforced masonry, soft-story, and multifamily residential buildings – to assess the seismic vulnerability of the structures and conduct seismic retrofitting as necessary to improve the building's resistance to seismic shaking.

Policy S-1.3 Encourage the City's utility service providers to identify sections of their distribution networks that are old and/or in areas susceptible to earthquake-induced ground deformation, and to repair, replace, or strengthen the sections as necessary.

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 cause by geologic hazards such as slope instability; compressible, collapsible, expansive or corrosive soils; and subsidence due to groundwater withdrawal.*

Policy S-2.1 Require all new developments to mitigate the geologic hazards that have the potential to impact habitable structures and other improvements.

Policy S-2.2 Monitor the losses caused by geologic hazards to existing development and require studies to specifically address these issues, including the implementation of measures designed to mitigate these hazards, in all future developments in these areas.

Policy S-2.3 Minimize grading and modifications to the natural topography to prevent the potential for man-induced slope failures.

Policy S-2.4 Manage the groundwater resources in the area to prevent over-drafting of the aquifers, which in turn could result in regional subsidence.

City of Menifee Municipal Code

City of Menifee Municipal Code (MMC) Section 7.20.040 requires preparation of geotechnical, geologic, and soils reports, as applicable to address potential geologic and soils-related hazards. In addition, MMC Chapter 8.04 (Building Code) provides policies and regulations to be used during building development. These policies and regulations pertain to seismic risks attached to building development. The goal of these requirements is to increase safety throughout the City and minimize damage to buildings and structures.

4.7.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the project would have a significant impact related to geology and soils if it would:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
   I. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42;
   II. Strong seismic ground shaking;
   III. Seismic-related ground failure, including liquefaction; or
   IV. Landslides;
b) Result in substantial soil erosion or the loss of topsoil;
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property; or
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

4.7.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Faults, Liquefaction, and Seismic-Related Ground Failure

Impact GEO-1 –Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault- Refer to Division of Mines and Geology Special Publication 42; ii) Strong seismic ground shaking; iii) Seismic-related ground failure, including liquefaction; or iv) Landslides.

Analysis of Impacts

i) Rupture of a Known Earthquake Fault. The project Geotechnical Report indicates there are no mapped Quaternary faults crossing or trending toward the site and the site is not located within a currently established Alquist-Priolo Earthquake Fault Zone. No active faults are known to exist at the site and the risk associated with ground rupture hazard is considered low (page 3, Geocon 2022). Therefore, there will be no impact in this regard on the project site.

ii) *Strong Seismic Groundshakin*g. Similar to all of Southern California, the Menifee area, including the project site, would be subject to moderate to strong groundshaking from major regional faults, including the San Jacinto Fault (8 miles northeast), Elsinore Fault (8 miles southwest), and San Andreas Fault (25 miles northeast). The California Building Code includes seismic design criteria for different regions within California based on expected groundshaking conditions. The Geotechnical Report indicates the project site would be subject to a maximum peak ground acceleration of 0.729 g which means a force equivalent to 73% of the force of gravity (g) exerted horizontally on project structures (page 10 and Table 6.6.2, Geocon 2022). The Geotechnical Report includes recommendations for project foundations, structures, and improvements to withstand the expected level of groundshaking. The City will require the project to implement Standard Conditions of Approval SC-GEO-1 and SC-GEO-2 which require compliance with the CBC and the project Geotechnical Report. With this regulatory compliance, impacts of groundshaking on the project site will be less than significant, and no mitigation is required.

iii) *Seismically-Related Ground Failure including Liquefaction*. The Geotechnical Report predicted groundwater was deeper than 50 feet below existing grade at the project site and it did not expect groundwater to be encountered during construction of the proposed project. The Geotechnical Report concluded the onsite risk of liquefaction is low due to the age and density of the underlying sediments and igneous rock as well as the apparent lack of shallow groundwater (page 3, Geocon 2022). The City will require the project to implement Standard Condition of Approval SC-GEO-2 which requires compliance with the project Geotechnical Report. With this regulatory compliance, impacts of seismically-induced ground failure, including liquefaction, will be less than significant and no mitigation is required.

iv) *Landslides*. The project site is nearly flat and the closest slopes are part of the Greer Ranch Uplands a half mile to the southwest. The Geotechnical Report found no evidence of previous or incipient slope instability at the site. Published geologic mapping indicates landslides are not

present on or immediately adjacent to the site. Therefore, the risk associated with ground movement hazard due to landsliding is low (page 4, Geocon 2022).

In summary, the project would not result in significant geologic impacts related to fault rupture, seismic groundshaking, seismically related ground failure, liquefaction, or landslides. These conclusions are based on compliance with the recommendations in the project Geotechnical Report (Geocon 2022), and City Standard Condition of Approval SC-GEO-1 requires the project to comply with the recommendations outlined in the project Geotechnical Report (Geocon 2022) as outlined below.

Standard Conditions and Regulatory Requirements

SC-GEO-1 All project design shall be subject to the seismic design criteria of the most recent edition of the California Building Code (CBC), as adopted by the City of Menifee.

SC-GEO-2 The project shall comply with the recommendations listed in the project Geotechnical Report (Geocon 2022) as they pertain to impacts arising from unstable soils (seismic ground shaking, on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse), and/or expansive soils.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Soil Erosion

Impact GEO-2 – Would the project result in substantial soil erosion or the loss of topsoil?

Analysis of Impacts

The surficial soils on the project site are young alluvium (stream-derived) and consist of the following four soil series as mapped by the Natural Resources Conservation Service (NRCS 1971) under the U.S. Department of Agriculture:

- Wyman loam, 2 to 8 percent slopes, eroded (WyC2);
- Las Posas loam, 2 to 8 percent slopes (LaC);
- Las Posas loam, 5 to 8 percent slopes, eroded (LaC2); and
- Cajalco fine sandy loam, 8 to 15 percent slopes, eroded (CaD2) soils.

These soils have low to medium potentials for erosion by water. If storms were to occur during project grading, erosion could occur if exposed native soils were not adequately protected by erosion control measures. In addition, erosion might occur on the site over the long-term if excessive runoff were allowed across the site before reaching planned drainage control improvements.

The very first requirement of the Recommended Grading Specifications in the project Geotechnical Report in terms of protecting the grading work is as follows:

> *"During construction, the Contractor shall properly grade all excavated surfaces to provide positive drainage and prevent ponding of water. Drainage of surface water shall be controlled to avoid damage to adjoining properties or to finished work on the site. The Contractor shall take remedial measures to prevent erosion of freshly graded areas until such time as permanent drainage and erosion control features have been installed. Areas subjected to erosion or sedimentation shall be properly prepared in accordance with the Specifications prior to placing additional fill or structures"* (Geocon 2022).

To control runoff and potential erosion during construction, the City requires a project to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). In addition, the City requires a project to prepare and implement a Water Quality Management Plan (WQMP) to protect onsite and downstream offsite properties in terms of water quality. The City will require the project to implement Standard Conditions of Approval SC-HYD-2 and SC-HYD-3 that require preparation and implementation of these two water-quality plans as outlined below. With these two conditions, which are considered regulatory compliance, potential project impacts related to erosion would be less than significant and no mitigation is required.

Standard Conditions and Regulatory Requirements

SC-HYD-2 **SWPPP.** Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-3 **WQMP.** The project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Slope Stability and Landslides

Impact GEO-3 – Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Analysis of Impacts

The project Geotechnical Report indicates the site is underlain by Cretaceous-age igneous rock (undivided) and mantled by Holocene-age alluvium which are described as follows:

> *Alluvium (Qya)* was encountered at depths between 1 and 13 feet below existing grades with the thickest alluvium occurring in the northwest portion of the site. The alluvium consisted of loose to medium dense, clayey to silty, fine to coarse sand. Laboratory consolidation tests indicate the alluvium generally has a low potential for hydro-compression and collapse when wetted. The alluvium is compressible and unsuitable for the support of settlement sensitive improvements or structural fills and will require removal and recompaction during grading.

Igneous rock (Kiu) was encountered below the alluvium throughout the site. The igneous rock consisted of either gabbro or granodiorite and was weak to moderately strong and completely to moderately weathered. The igneous rock excavated to fine to coarse sand.

The Geotechnical Report found these onsite materials to be generally stable for the planned development as long as "oversized material, vegetation, debris, and other deleterious material" was removed prior to its use in grading and creating development pads (page 8, Geocon 2022). There are no steep slopes on or adjacent to the project site so the potential for landslides is negligible. The Geotechnical Report also found the potential for liquefaction, subsidence, lateral spreading, or collapse was low based on the grading recommendations in the report (Geocon 2024).

Therefore, the project site is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project such as landslides, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant, and no mitigation is required.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Expansive Soils

Impact GEO-4 – Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Analysis of Impacts

The Geotechnical Report indicates onsite soils are considered "non-expansive" (expansion index [EI] of 20 or less) as defined by 2019 California Building Code (CBC) Section 1803.5.3. Therefore, the report concluded onsite soils have a "very low" to "low" expansion potential (EI of 50 or less). This conclusion is based on compliance with the recommendations in the project Geotechnical Report (Geocon 2022) so City Standard Condition of Approval SC-GEO-1 requires the project to comply with the recommendations outlined in the project Geotechnical Report (Geocon 2022) as outlined below. Compliance with regulatory requirements is not considered unique mitigation under CEQA. With regulatory compliance by implementing the Geotechnical Report, impacts will be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Soil Drainage

Impact GEO-5 – Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Analysis of Impacts
The Eastern Municipal Water District (EMWD) has indicated it can provide water and sewer service to the project site. Therefore, the project does not require septic or alternative wastewater treatment systems. There would be no impact.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Paleontological Resources

Impact GEO-6 – Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Analysis of Impacts

As described in Section 4.7.1 above, the City of Menifee has been inventoried for geological formations known to potentially contain paleontological resources (Menifee, 2012b). The City's alluvial plains and sediments throughout the City are ranked as highly sensitive for finding significant fossils. Past recoveries include fossils from the Pleistocene period, including mammoths, mastodons, ground sloths, dire wolves, short-faced bears, saber-toothed cats, horses, camels, and bison. The County's *Map My County* database indicates the site is classified as "High Sensitivity B" for paleontological sensitivity. "This classification is equivalent to a High A rating but is based on the occurrence of fossils at a specified depth below the surface. The High B Category indicates that fossils are likely to be encountered at or below four feet of depth and may be impacted during excavation by construction activities" (Appendix D). The City shall therefore require the project to implement Standard Condition of Approval SC-GEO-3 as outlined below to assure there are no significant impacts relative to potential paleontological resources.

Standard Conditions and Regulatory Requirements

SC-GEO-3 **Paleontologist Required.** This site is mapped as having a high potential for paleontological resources (fossils) at shallow depth. Therefore, prior to the issuance of grading permits:

The permittee shall retain a qualified paleontologist approved by the City of Menifee to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).

The project paleontologist retained shall review the approved development plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact

Mitigation Program (PRIMP). This PRIMP shall be submitted to the Community Development Department for review and approval prior to issuance of a Grading Permit.

Information to be contained in the PRIMP, at a minimum and in addition to other industry standard and Society of Vertebrate Paleontology standards, are as follows:

A. 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.

B. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the project paleontologist during all earthmoving activities that may expose sensitive strata. 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.

C. If the project paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated and recovered. Earthmoving will be allowed to proceed through the site when the project paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary.

D. 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.

E. If fossil remains are encountered, fossiliferous rock will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the rock unit if appropriate.

F. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators*. [*NOTE: The City of Menifee must be consulted on the repository/museum to receive the fossil material prior to being curated].*

G. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered

during grading (if any). This report shall be submitted to the Community Development Department for review and approval prior to building final inspection as described elsewhere in these conditions.

H. 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.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact GEO-7 – Would the project cause substantial adverse cumulative impacts with respect to geology and soils?

Analysis of Impacts
Geology and soil-related impacts are generally site-specific and are determined by a particular site's soil characteristics, topography, and proposed land uses. Development projects are analyzed on an individual basis and must comply with established requirements of the applicable jurisdiction's development requirements and the California Building Standards Commission as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

Cumulative effects related to geology resulting from the implementation of future development of the project site, as well as surrounding areas, could expose more persons and property to potential impacts due to seismic activity. Long-term impacts related to geology include the exposure of people to the potential for seismically induced ground shaking. Implementation of other cumulative projects would incrementally increase the number of people and structures subject to a seismic event. Seismic and geologic significance is considered on a project-by-project basis through the preparation of design-level geotechnical studies. The potential for any project to be affected by or any project to exacerbate an existing geotechnical hazard would be minimized or not occur through strict engineering guidelines as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

Development of the project site, as well as all past, present, and future projects would be required to be constructed in accordance with the latest edition of the CBC and to adhere to all current earthquake construction standards, including those relating to soil characteristics. Therefore, no elements of this project would contribute to any cumulatively considerable geologic and/or soils impacts. Therefore, cumulative effects of increased seismic risk would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.7.5 REFERENCES

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California Department of Conservation, 2010. *Fault Activity Map of California.* (http://maps.conservation.ca.gov/cgs/fam/ website accessed August 2024).

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4.8 – Greenhouse Gases

This section describes the existing environmental and regulatory greenhouse gas (GHG) setting for the proposed Project and evaluates the Project's potential GHG emissions impacts. The methodologies and assumptions used in the preparation of this section follow guidance from the South Coast Air Quality Management District (SCAQMD). Information on existing GHG emissions levels and applicable Federal and State regulations was obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD. This EIR GHG analysis has been closely coordinated with the air quality and energy analyses in Sections 4.3 and 4.6 of this EIR. Please refer to Appendix E for detailed air quality and GHG emissions estimates (MIG, 2024).

As described in Section 4.8.5, potential Project impacts with respect to GHG include the Project's ability to generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

4.3.1 – ENVIRONMENTAL SETTING

Climate Change

Climate change is the distinct change in measures of climate for a long period of time. Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e., changes in ocean circulation). Human activities can affect the atmosphere through emissions of gases and changes to the planet's surface. Emissions affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere. The term "climate change" is preferred over the term "global warming" because "climate change" conveys the fact that other changes can occur beyond just average increase in temperatures near the Earth's surface. Elements that indicate that climate change is occurring on Earth include:

- Rising of global surface temperatures by 1.3° Fahrenheit (°F) over the last 100 years
- Changes in precipitation patterns
- Melting ice in the Arctic
- Melting glaciers throughout the world
- Rising ocean temperatures
- Acidification of oceans
- Range shifts in plant and animal species

Climate change is intimately tied to the Earth's greenhouse effect. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet, and without it, life as we know it on Earth would not exist. Human activities since the beginning of the industrial revolution (approximately 150 years) have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that "trap" energy, thereby contributing to an average increase in the Earth's temperature. Human activities that enhance the greenhouse effect are detailed below.

Greenhouse Gases

Gases that "trap" heat in the atmosphere and affect regulation of the Earth's temperature are known as "greenhouse gases". Many chemical compounds in the Earth's atmosphere exhibit the GHG property. GHG allow sunlight to enter the atmosphere freely. When the sunlight strikes the Earth's surface, it is either absorbed or reflected back toward space. Earth, or materials near the Earth's surface, that have absorbed energy from sunlight warm up during the daytime and emit infrared radiation back toward space during both the daytime and nighttime hours. GHG absorb this long-wave, infrared radiation and help keep the energy in the Earth's atmosphere.

GHG that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide, or CO_2), and off-gassing from low-oxygen environments such as swamps or exposed permafrost (methane or CH_4). However, GHG emissions from human activities such as fuel combustion (e.g., CO_2) and refrigerants use (e.g., hydrofluorocarbons, or HFCs) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. Human production of GHG has increased steadily since pre-industrial times (approximately pre-1880), and atmospheric CO_2 concentrations have increased from a pre-industrial value of 280 parts per million (ppm) in the early 1800s to approximately 422 ppm in September 2024 (NOAA, 2024). The effects of increased GHG concentrations in the atmosphere include increasing shifts in temperature and precipitation patterns and amounts, reduced ice and snow cover, sea level rise, and acidification of oceans. These effects in turn will impact food and water supplies, infrastructure, ecosystems, and overall public health and welfare.

The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHG—CO_2, CH_4, nitrous oxide (N_2O), and sulfur hexafluoride (SF_6)—and two groups of gases—HFCs and perfluorocarbons (PFCs). These GHG are the primary GHG emitted into the atmosphere by human activities. Water vapor is also a common GHG that regulates the Earth's temperature; however, the amount of water vapor in the atmosphere can change substantially from day to day, whereas other GHG emissions remain in the atmosphere for longer periods of time. Black carbon consists of particles emitted during combustion; although a particle and not a gas, black carbon also acts to trap heat in the Earth's atmosphere. The most common GHG are described below.

- **Carbon Dioxide (CO_2)** is emitted and removed from the atmosphere naturally. Animal and plant respiration involves the release of CO_2 from animals and its absorption by plants in a continuous cycle. The ocean-atmosphere exchange results in the absorption and release of CO_2 at the sea surface. CO_2 is also released from plants during wildfires. Volcanic eruptions release a small amount of CO_2 from the Earth's crust. Human activities that affect CO_2 in the atmosphere include burning of fossil fuels, industrial processes, and product uses. Combustion of fossil fuels used for electricity generation and transportation are the largest source of CO_2 emissions in the United States. When fossil fuels are burned, the carbon stored in them is released into the atmosphere entirely as CO_2. Emissions from industrial activities also emit CO_2 such as cement, metal, and chemical production and use of petroleum produced in plastics, solvents, and lubricants.
- **Methane (CH_4)** is emitted from human activities and natural sources. Natural sources of CH_4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, soils, and wildfires. Human activities that cause CH_4 releases include fossil fuel production, animal digestive processes from farms, manure management, and waste management. It is estimated that 50% of global CH_4 emissions are human generated.

Releases from animal digestive processes at agricultural operations are the primary source of human-related CH_4 emissions. CH_4 is produced from landfills as solid waste decomposes. CH_4 is a primary component of natural gas and is emitted during its production, processing, storage, transmission, distribution, and use. Decomposition of organic material in manure stocks or in liquid manure management systems also releases CH_4. Wetlands are the primary natural producers of CH_4 because the habitat is conducive to bacteria that produce CH_4 during decomposition of organic material.

- **Nitrous Oxide (N_2O)** is emitted from human sources such as agricultural soil management, animal manure management, sewage treatment, combustion of fossil fuels, and production of certain acids. N_2O is produced naturally in soil and water, especially in wet, tropical forests. The primary human-related source of N_2O is agricultural soil management due to use of synthetic nitrogen fertilizers and other techniques to boost nitrogen in soils. Combustion of fossil fuels (mobile and stationary) is the second leading source of N_2O, although parts of the world where catalytic converters are used (such as California) have significantly lower levels than those areas that do not.
- **Sulfur Hexafluoride (SF_6)** is commonly used as an electrical insulator in high-voltage electrical transmission and distribution equipment such as circuit breakers, substations, and transmission switchgear. Releases of SF_6 occur during maintenance and servicing as well as from leaks of electrical equipment.
- **Hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs)** are entirely human made and are mainly generated through various industrial processes. These types of gases are used in aluminum production, semiconductor manufacturing, and magnesium production and processing. HFCs and PFCs are also used as substitutes for ozone-depleting gases like chlorofluorocarbons (CFCs) and halons.

GHG can remain in the atmosphere long after they are emitted. The potential for a particular greenhouse gas to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO_2, which has a GWP of one. By comparison, CH_4 has a GWP of 28, which means that one molecule of CH_4 has 28 times the effect on global warming as one molecule of CO_2. Multiplying the estimated emissions for non-CO_2 GHG by their GWP determines their CO_2 equivalent (CO_2e), which enables a project's combined GWP to be expressed in terms of mass CO_2 emissions. The GWP and estimated atmospheric lifetimes of the common GHG are shown in Table 4.8-1 (Global Warming Potential (GWP) of Common GHG (100-Year Horizon)).

Table 4.8-1: Global Warming Potential (GWP) of Common GHG (100-Year Horizon)

GHG	Lifetime (years)	GWP[(A)]
Carbon Dioxide (CO_2)	50-200	1
Methane (CH_4)	12	28
Nitrous Oxide (N_2O)	114	265
HFC-23	270	12,400
HFC-134a	14	1,3,00
HFC-152a	1.4	138
PFC-14	50,000	6,630
PFC-116	10,000	11,100
Sulfur Hexafluoride (SF_6)	3,200	23,500
Source: IPCC 2014 GWPs are based on the United Nations Intergovernmental Panel on Climate Change (IPCC) 5th Assessment Report.		

Climate Change and California

The 2009 California Climate Adaptation Strategy prepared by the California Natural Resources Agency (CNRA) identified anticipated impacts to California due to climate change through extensive modeling efforts. General climate changes in California indicate that:

- California is likely to get hotter and drier as climate change occurs with a reduction in winter snow, particularly in the Sierra Nevada Mountain Range.
- Some reduction in precipitation is likely by the middle of the century.
- Sea levels will rise up to an estimated 55 inches.
- Extreme events such as heat waves, wildfires, droughts, and floods will increase.
- Ecological shifts of habitat and animals are already occurring and will continue to occur (CNRA, 2009).

It should be noted that changes are based on the results of several models prepared under different climatic scenarios; therefore, discrepancies occur between the projections and the interpretation. The potential impacts of global climate change in California are detailed below.

In January 2018, the CNRA adopted *Safeguarding California Plan: 2018 Update*, which built on nearly a decade of adaptation strategies to communicate current and needed actions the State government should take to build climate change resiliency. It identified hundreds of ongoing actions and next steps that State agencies are taking to safeguard Californians from climate impacts within a framework of 81 policy principles and recommendations. The 2018 update also had two new chapters and incorporated a feature showcasing the many linkages among policy areas. A new “Climate Justice” chapter highlighted how equity is woven throughout the entire plan (CNRA, 2018).

The CNRA updated Safeguarding California with the 2021 California Climate Adaptation Strategy, which focused on the following six priorities:

- Strengthening protections for climate vulnerable communities
- Bolstering public health and safety to protect against increasing climate risks
- Building a climate resilient economy

- Accelerating nature-based climate solutions and strengthen climate resilience of natural systems
- Making decisions based on the best available climate science; and
- Partnering and collaborating to leverage resources

The 2021 update contained goals and actions to address each priority, and integrated climate actions from statewide climate action plans, sector-based strategies, regionally focused strategies, and state stewardship plans.

The CNRA released the Draft California Climate Adaptation Strategy in May 2024. The Draft update builds on the priorities and actions of the 2021 California Climate Adaptation Strategy, and includes additional new metrics and actions across the six priorities. For example, the 2024 draft contains new actions to analyze and address the effects of extreme heat and new metrics for investing in forest management (CNRA, 2024).

Statewide GHG Emissions

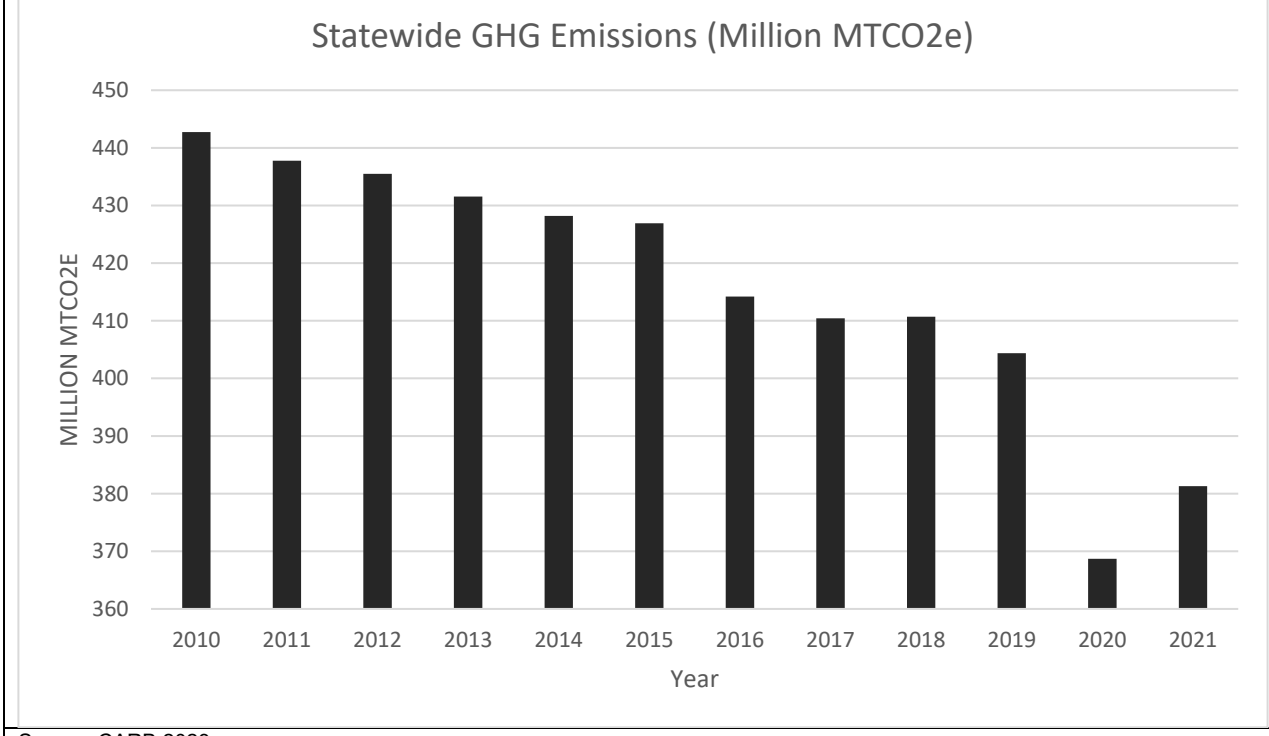
CARB prepares an annual statewide GHG emission inventory using regional, State, and federal data sources, including facility-specific emissions reports prepared pursuant to the State's Mandatory GHG Reporting Program. The statewide GHG emission inventory helps CARB track progress towards meeting the State's Assembly Bill (AB) 32 GHG emissions target of 431 million metric tons of CO_2 equivalents ($MTCO_2e$), as well as establish and understand trends in GHG emissions.[1]

Statewide GHG emissions for the 2010 to 2021 period are shown in Table 4.8-2. Statewide GHG emissions have generally decreased over the last decade, with 2021 levels (381 million $MTCO_2e$) approximately 13.9% less than 2010 levels (443 million $MTCO_2e$) and below the State's 2020 reduction target of 431 million $MTCO_2e$. The transportation sector (146 million $MTCO_2e$) accounted for more than one-third (approximately 38%) of the state's total GHG emissions inventory (381 million $MTCO_2e$) in 2021. Statewide GHG emissions for the 2009 to 2020 time period are shown in Table 4.8-2 and the included graphic.

Table 4.8-2: 2010-2021 Statewide GHG Emissions (in Million $MTCO_2e$)

Scoping Plan Sector	Year											
	'10	**'11**	**'12**	**'13**	**'14**	**'15**	**'16**	**'17**	**'18**	**'19**	**'20**	**'21**
Agriculture	34	34	35	34	34	33	32	32	32	31	32	31
Commercial/Residential	46	46	39	39	36	37	38	38	38	41	39	39
Electric Power	90	89	99	94	90	86	71	64	65	60	60	62
High GWP	14	15	16	17	18	19	19	20	21	21	21	21
Industrial	88	86	81	83	85	83	81	81	82	81	73	74
Recycling and Waste	8	8	8	8	8	8	8	8	8	8	9	8
Transportation	163	159	157	157	158	161	165	166	165	162	136	146
Total Million $MTCO_2e^{(A)}$	**443**	**438**	**436**	**432**	**428**	**427**	**414**	**410**	**411**	**404**	**369**	**381**

[1] CARB approved use of 431 million $MTCO_2e$ as the state's 2020 GHG emission target in May 2014. Previously, the target had been set at 427 million $MTCO_2e$.



Source: CARB 2023
(A) Totals may not equal due to rounding. CARB inventory uses GWPs based on the United Nations' IPCC's 4th Assessment Report.

4.3.2 – REGULATORY FRAMEWORK

This section summarizes key federal, state, and city statutes, regulations, and policies that would apply to the proposed Project. Global climate change resulting from GHG emissions is an ongoing environmental concern being discussed at the international, national, and statewide levels. At each level, agencies are considering strategies to control emissions of gases that contribute to global climate change.

International and Federal

International Regulation and the Kyoto Protocol

In 1988, the United Nations established the Intergovernmental Panel on Climate Change (IPCC) to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the "United Nations' Framework Convention on Climate Change" agreement with the goal of controlling GHG emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHG in the United States. The plan currently consists of more than 50 voluntary programs for member nations to adopt.

U.S. EPA GHG Tailoring Rule and GHG Reporting System

On December 7, 2009, the U.S. EPA issued an endangerment finding that current and projected concentrations of the six Kyoto GHG (CO2, CH4, N2O, SF6, HFCs, and PFCs) in the atmosphere threaten the public health and welfare of current and future generations. This finding came in response to the Supreme Court ruling in Massachusetts v. EPA, which found that GHG are pollutants under the federal Clean Air Act. As a result, the U.S. EPA issued its GHG Tailoring

Rule in 2010, which applies to facilities that have the potential to emit more than 100,000 MTCO2e. In 2014, the U.S. Supreme Court issued its decision in Utility Air Regulatory Group v. EPA (No. 12-1146), finding that the U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a major source required to obtain a permit pursuant to the Clean Air Act's Prevention of Significant Deterioration or Title V operating permit programs. The U.S. EPA's Greenhouse Gas Reporting Program requires facilities that emit 25,000 MTCO2e or more of GHG to report their GHG emissions to the U.S. EPA to inform future policy decisions.

Federal Regulation and the Clean Air Act

On December 7, 2009, the U.S. EPA issued an endangerment finding that current and projected concentrations of the six Kyoto GHGs in the atmosphere (CO_2, CH_4, N_2O, SF_6, HFCs, and PFCs) threaten the public health and welfare of current and future generations. This finding came in response to the Supreme Court ruling in *Massachusetts v. EPA*, which found that GHGs are pollutants under the Federal Clean Air Act. As a result, the U.S. EPA issued its GHG Tailoring Rule in 2010, which applies to facilities that have the potential to emit more than 100,000 $MTCO_2e$. In 2014, the U.S. Supreme Court issued its decision in *Utility Air Regulatory Group v. EPA* (No. 12-1146), finding that the U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a "major" source required to obtain a permit pursuant to the "Clean Air Act's Prevention of Significant Deterioration" or "Title V" operating permit programs. The U.S. EPA's Greenhouse Gas Reporting Program requires facilities that emit 25,000 $MTCO_2e$ or more of GHG to report their GHG emissions to the U.S. EPA to inform future policy decisionmakers.

Federal Vehicle Standards

In 2009, the NHTSA issued a final rule regarding fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of carbon dioxide (CO_2) in model year 2025, on an average industry fleetwide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018–2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion

metric tons (MT) and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (U.S. EPA and NHTSA, 2016).

In May 2022, the NHTSA adopted new few economy standards in response to President Biden's Executive Order 13990, which called for an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026. The standards increased fuel efficiency 8% annually for model years 2024-2025 and 10% annually for model year 2026. They also increased the estimated fleetwide average by nearly 10 miles per gallon for model year 2026, relative to model year 2021 (NHTSA 2022).

In June 2024, NHTSA announced the final rule for CAFE and Heavy-Duty Pickup Trucks and Vans (HDPUV) Fuel Efficiency Standards, which would require an industry-wide fleet average of approximately 50.4 miles per gallon in model year 2031 for passenger cars and light trucks, and a fleet-wide average for HDPUVs of approximately 2.85 gallons per 100 miles in model year 2035. The standards increase fuel efficiency at a rate of 2% per year for passenger cars and light trucks in model years 2027 through 2031 and model years 2029 through 2031, respectively. The standards also increase fuel efficiency for HDPUVs at a rate of 10% per year in model years 2030 through 2032 and 8% per year in model years 2033 through 2035 (NHTSA 2024).

State

Assembly Bill 32 (California Global Warming Solutions Act) and Related GHG Goals

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 establishes the caps on statewide greenhouse gas emissions proclaimed in Executive Order (EO) S-3-05 and established the timeline for meeting State GHG reduction targets. The deadline for meeting the 2020 reduction target was December 31, 2020.

As part of AB 32, CARB determined 1990 GHG emissions levels and projected a "business-as-usual" (BAU)[2] estimate for 2020, to determine the amount of GHG emission reductions that would need to be achieved. In 2007, CARB approved a statewide 1990 emissions level and corresponding 2020 GHG emissions limit of 427 million $MTCO_2e$ (CARB 2007). In 2008, CARB adopted its *Climate Change Scoping Plan*, which projects 2020 statewide GHG emissions levels of 596 million $MTCO_2e$ and identifies numerous measures (i.e., mandatory rules and regulations and voluntary measures) that will achieve at least 174 million $MTCO_2e$ of GHG reductions and bring statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

EO B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, set a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase renewable electricity to 50 percent.
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.
- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.
- Manage farms, rangelands, forests, and wetlands to increasingly store carbon.

[2] BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies.

By directing State agencies to take measures consistent with their existing authority to reduce GHG emissions, EO B-30-15 establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through EO B-30-15, Governor Brown signed Senate Bill (SB) 32 and AB 197 on September 8, 2016. SB 32 made the GHG reduction target (to reduce GHG emissions by 40 percent below 1990 levels by 2030) a requirement, as opposed to a goal. AB 197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, "protect the State's most impacted and disadvantaged communities …[and] consider the social costs of the emissions of greenhouse gases."

On September 16, 2022, Governor Newson signed into law AB 1279, the California Climate Crisis Act, that codified California's 2045 carbon neutrality goal and established a GHG emission reduction target of 85% below 1990 levels.

Scoping Plan

The CARB Scoping Plan is the comprehensive plan primarily directed at identifying the measures necessary to reach the GHG reduction targets stipulated in AB 32. The key elements of the 2008 Scoping Plan were to expand and strengthen energy efficiency programs, achieve a statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners (including seven states in the United States and four territories in Canada) in the Western Climate Initiative, establish transportation-related targets, and establish fees (CARB 2009). CARB estimated that implementation of these measures will achieve at least 174 million $MTCO_2e$ of reductions and reduce statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

On February 10, 2014, CARB released the public draft of the "First Update to the Scoping Plan." "The First Update" built upon the 2008 Scoping Plan with new strategies and recommendations and identified opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments (CARB 2014). "The First Update" defined CARB's climate change priorities over the next five years and set the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-12. It also highlighted California's progress toward meeting the 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. "The First Update" evaluated how to align the State's long-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. "The First Update" to the Scoping Plan was approved by the Board on May 22, 2014.

The second update to the scoping plan, the 2017 Climate Change Scoping Plan Update, was adopted by CARB in December 2017. The primary objective for the 2017 Scoping Plan Update is to identify the measures required to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030) established under Executive Order B-30-15 and SB 32. The 2017 Scoping Plan Update identifies an increased need for coordination among State, Regional, and local governments to realize the potential for GHG emissions reductions that can be gained from local land use decisions.

The third update to the scoping plan, the 2022 Scoping Plan,[i] was released in May 2022 and adopted by CARB in December 2022. The plan presents a scenario for California to meet the State goal of reducing GHG emissions 40% below 1990 levels by 2030 and to achieve carbon neutrality by 2045.[i] Specifically, the 2022 Scoping Plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies upon the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits taking action.
- Identifies key implementation actions to ensure success.

Unlike the previous scoping plans, the 2022 Scoping Plan relies more heavily on the implementation, adoption, and use of existing technologies to reduce GHG emissions over the coming decades, as opposed to technologies that need to be developed. Examples of existing technologies the 2022 Scoping Plan relies upon include the use of renewable energy and energy storage systems (as opposed to polluting alternatives) for the electrical grid and transitioning the transportation sector's mobile sources to zero-emission technologies for light- and heavy-duty vehicles. The 2022 Scoping Plan also differs from its predecessors in that it takes into account carbon sources and sinks from California's NWL and identifies the need for active carbon capture and sequestration (CCS) technologies for some emissions sectors, such as petroleum refining and the production / processing of stone, clay, glass, and cement.

The continued implementation of existing plans, policies, and regulations adopted for the purposes of reducing GHG emissions remain critical for achieving the State's 2030 and 2045 GHG reduction goals. For example, the 2022 Scoping Plan identifies a goal of achieving a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and a 30 percent below 2019 levels by 2045, which is related to the implementation of SB 375 and recommendations provided by the Scoping Plan's Environmental Justice Advisory Committee. The 2022 Scoping Plan also acknowledges that, "local governments are also frequently the sources of innovative and practical climate solutions that can be replicated in other areas. Their efforts to reduce GHG emissions within their jurisdictions are vital to achieving the state's near-term air quality and long-term climate goals… and can also provide important co-benefits such as improved air quality, local economic benefits, healthier and more sustainable communities, and improved quality of life."

Senate Bill 375 (Sustainable Communities and Climate Protection Act) and Connect SoCal

In January 2009, California SB 375 went into effect known as the Sustainable Communities and Climate Protection Act. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce greenhouse gas emissions and other air pollutants. SB 375 tasks CARB to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an

Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In August 2010, CARB released the proposed GHG reduction targets for the MPOs to be adopted in September 2010. The proposed reduction targets for the Southern California Association of Governments (SCAG) region were eight percent by year 2020 and 13 percent by year 2035. In September 2010 and February 2011, the eight percent and the 13 percent targets were adopted, respectively.

On April 4, 2012, SCAG's Regional Council adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future.* The 2012 RTP/SCS included a strong commitment to reduce emissions from transportation sources to comply with SB 375 and contained a host of improvements to the region's multimodal transportation system.

SCAG's Regional Council adopted an update to the 2012 RTP/SCS on April 7, 2016, the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016 RTP/SCS). The 2016 RTP/SCS expanded upon the 2012 RTP/SCS's goal of balancing future mobility and housing needs with economic, environmental, and public health goals. Included in the 2016 RTP/SCS were 13 major initiatives primarily focused around preserving and maintaining the existing transportation system, expanding and improving mass transit (with a specific emphasis on passenger rail), decreasing reliance on vehicular modes of transportation through the expansion of pedestrian and bicycle infrastructure, and focusing new growth around transit.

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state (CARB, 2018). The new SCAG targets are an 8% reduction in per capita passenger vehicle GHG emission levels by 2020 and a 19% reduction by 2035. On May 7, 2020, SCAG adopted "Connect SoCal," the 2020-2045 RTP/SCS, for federal transportation conformity purposes only. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal 2020, and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal 2020 was designed to meet the regional GHG reduction targets for SCAG that were identified by CARB in 2018.

Connect SoCal 2020 was a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal contains 10 primary goals, as detailed below:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.

10. Promote conservation of natural and agricultural lands and restoration of habitats.

Connect SoCal 2020's "Core Vision" centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Core Vision includes: Sustainable Development, System Preservation and Resilience, Demand and System Management, Transit Backbone, Complete Streets, and Goods Movement.

In April 2024, SCAG's Regional Council adopted Connect SoCal 2024, (2024 RTP/SCS) an update to Connect SoCal 2020 that planned development in the region through 2050. Connect SoCal 2024 contains the following elements:

- **Regional Planning Policies** for land use and transportation. The RTP notes that not all policies are applicable in all places, and local agencies will decide which policies to implement. Policies include prioritizing the maintenance of the SCAG region's existing transportation system, developing a multimodal transportation network, encouraging residential and employment development near transit, supporting technology integration, transportation safety, equity, sustainable development, and climate resilience, and accelerating the deployment of zero emission technologies.
- **Project List** that details Connect SoCal's near-term and long-term investments. The Project List contains project submissions from each county in the SCAG region, and totals approximately 751.7 billion dollars of investments. Sixty-one percent (61%) of investment funds are allocated to operations and maintenance, 37% to capital projects, and 2% to debt service. The Project List reflects county and local level priorities that align with the SCAG region's goals.
- **Forecasted Regional Development Pattern** for jobs and housing through 2050. Connect SoCal 2024 analyzes the sustainability of development by establishing Priority Development Areas (PDAs). PDAs are areas within the SCAG region where future growth can be located to meet the goals in Connect SoCal 2024, such as areas that have multiple modes of transportation or that would have shorter trip distances.
- **Regional Strategic Investments** that include additional projects that are needed to achieve objectives but that are not covered by local plans. The investments would be funded by new revenue sources, and would include investments to maintain the existing transportation system, support multimodal transportation, provide supportive infrastructure for housing and for zero emission vehicles, and increasing freight efficiency. The Regional Strategic Investments are supported by Regional Planning Policies and Implementation Strategies.
- **Implementation Strategies** that clarify the role SCAG and other responsible agencies have in efforts involving Mobility, Communities, Environment, and Economy. These include efforts to support projects within PDAs, support zero emission vehicle charging,

Connect SoCal 2024 updates assumptions from Connect SoCal 2020. The Regional Growth Forecast in Connect SoCal 2024 projects a 30% higher household growth during the 2020s than was projected in Connect SoCal 2020. Connect SoCal 2024 also shifts the categories of regions that can accommodate jobs and housing from Priority Growth Areas (PGAs) to Priority Development Areas (PDAs). While PGAs and PDAs have substantial overlap, PDAs do not include Job Centers and High-Quality Transit Areas that helped compose the PGAs. Compared

to Connect SoCal 2020's PGAs, SoCal 2024's PDAs include a greater percentage of new households and a substantially lower percentage of new jobs in a larger total land area.[3]

Connect SoCal 2024 projects that approximately 66% of new households and 54% of new jobs between 2019 and 2050 will be located in PDAs, which accounts for 8.2% of the region's total land area. PDAs in Connect SoCal 2024 include Neighborhood Mobility Areas (NMAs), Transit Priority Areas (TPAs), Livable Corridors, and Spheres of Influence. If implemented, Connect SoCal 2024 is projected to achieve the region's targets for reducing greenhouse gases from automobiles and light-duty trucks by 19% per capita, from 2005 levels, by 2035 (SCAG, 2024).

Senate Bill 350 (Clean Energy and Pollution Reduction Act) and Senate Bill 100

In October 2015, Governor Brown signed SB 350 to codify ambitious climate and clean energy goals. One key provision of SB 350 is for retail sellers and publicly owned utilities to procure "half of the state's electricity from renewable sources by 2030."

The State's RPS program was further strengthened by the passage of SB 100 in 2018. SB 100 revised the State's RPS Program to require retail sellers of electricity to serve 50% and 60% of the total kilowatt-hours sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and requires 100% of all electricity supplied come from renewable sources by 2045.

On September 16, 2022, Governor Newson signed into law SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022. SB 1020 set targets for the retail sale of electricity of 90% clean electricity by 2035 and 95% by 2040, and 100% by 2045. It also set a target for 100% clean electricity for electricity serving state agencies by 2035.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars (ACC) Program (formerly known as Pavley II) for model years 2017-2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the ZEV regulation. The Program combines the control of smog, soot, and global warming gases with requirements for greater numbers of zero-emission vehicles into a single package of standards. By 2025, new automobiles under California's ACC Program will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

Executive Order B-48-18, issued by Governor Brown in January 2018, establishes a target to have five million ZEVs on the road in California by 2030. This Executive Order is supported by the State's 2018 ZEV Action Plan Priorities Update, which expands upon the State's 2016 ZEV Action Plan. While the 2016 plan remains in effect, the 2018 update functions as an addendum, highlighting the most important actions State agencies are taking in 2018 to implement the directives of Executive Order B-48-18.

EO N-79-20, issued by Governor Newsom in September 2020, set a goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It also set a goal that 100 percent of medium- and heavy-duty vehicles in the state be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. In addition, this EO set a goal to transition to 100 percent zero-emission off-road vehicles and equipment in the state by 2035 where feasible.

[3] Connect SoCal 2020 anticipated that from 2016 to 2045, approximately 64% of households and 74% of new jobs would occur in PGAs, which comprised approximately 4% of the SCAG region's total land area. Connect SoCal 2024 anticipated that from 2019 to 2050, approximately 66% of household growth and 54% of employment growth would occur in PDAs, which comprise approximately 8.2% the SCAG region's total land area. 36% of household growth was located in more than one priority area and outside environmental constraint areas in Connect SoCal 2020 compared to 39% in Connect SoCal 2024.

In August 2022, CARB approved the Advanced Clean Cars II program, which sets requirements for ZEV sales and codifies the light-duty vehicle goals in EO N-79-20. The regulation requires new light duty vehicle sales will be 35% zero emission or plug in hybrid electric vehicles in 2026, 68% in 2030, and 100% in 2035.

Advanced Clean Fleets Regulation

On April 28, 2023, CARB approved Advanced Clean Fleets (ACF), a rule that requires fleets of medium- and heavy-duty vehicles to transition to zero-emission vehicles. ACF applies to all drayage trucks, to high priority fleets, (i.e., fleets that have at least $50 million in gross annual revenue or fleets that operate 50 or more medium- and heavy-duty vehicles), and to government fleets. The regulation places requirements on both the sale and operation of medium- and heavy-duty vehicles. Regarding the sale of vehicles, ACF requires manufacturers to sell only zero-emission medium- and heavy-duty vehicles starting in 2036. For the operation of vehicles, the regulation sets different timelines depending on the type of fleet.

New drayage trucks must be zero-emission starting January 1, 2024. Existing diesel-powered drayage trucks may continue to operate until 2035, after which only zero-emission drayage trucks may operate. This structure will be implemented by the CARB Online System, which registers drayage trucks in the State.

High-priority fleets and federal fleets can choose between two options to meet the zero-emission requirements: a Model Year Schedule or a ZEV Milestone schedule. Under the Model Year Schedule, high-priority fleets and federal government fleets would purchase only zero-emission trucks starting in 2024 and would remove internal combustion powered trucks at the end of their useful life starting in 2025. Alternatively, the ZEV Milestone schedule sets requirements for a percentage of the total fleet to be zero-emission at specified years, depending on the type of vehicle. For example, under the ZEV Milestone option, box trucks and yard tractors would need to have zero-emission vehicles consist of 10% of the fleet by 2025, 50% of the fleet by 2031, and 100% by 2035. Specialty vehicles would have a longer timeline, and would need to reach 100% zero-emission vehicles by 2042. State and local government fleets may also choose the ZEV Milestone option. If state and local governments do not choose the ZEV Milestone option, new fleet purchases are required to be 50% zero-emission[4] starting in 2024 and 100% zero-emission by 2027.[5]

Assembly Bill 1493

With the passage of AB 1493 (Pavley I) in 2002, California launched an innovative and proactive approach for dealing with GHG emissions and climate change at the state level. AB 1493 requires CARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards apply to automobiles and light trucks from 2009 through 2016. Although litigation was filed challenging these regulations and the U.S. EPA initially denied California's related request for a waiver, a waiver was granted. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 among light-duty vehicles. In January 2012, CARB approved the Advanced Clean Cars (ACC) program (formerly known as Pavley II) for model years 2017 through 2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the ZEV regulation. The program combines the control of smog, soot, and global warming gases

[4] State and local governments may meet the ACF requirements with near-zero-emission vehicles until 2035. After 2035, only zero-emission vehicle purchases would apply to the requirements.
[5] If fleets have 10 or fewer vehicles or are in designated counties, zero-emission purchasing requirements would start later, in 2027.

and requirements for greater numbers of zero-emission vehicles into a single package of standards.

Executive Order B-30-15, Senate Bill 32 & Assembly Bill 197 (Statewide Interim GHG Targets)

California EO B-30-15 (April 29, 2015) set an "interim" statewide emission target to reduce greenhouse emissions to 40% below 1990 levels by 2030, and directed state agencies with jurisdiction over GHG emissions to implement measures pursuant to statutory authority to achieve this 2030 target and the 2050 target of 80 percent below 1990 levels. Specifically, the EO directed CARB to update the Scoping Plan to express this 2030 target in metric tons. AB 197 (September 8, 2016) and SB 32 (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40% below 1990 levels by 2030 as detailed in EO B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

Executive Order B-55-18

Governor Brown issued EO B-15-18 on September 10, 2018, which directs the State to achieve carbon neutrality as soon as possible and no later than 2045, and achieve and maintain net negative emissions thereafter.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG encompasses the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial.

SCAG is designated as a Metropolitan Planning Organization (MPO) and as a Regional Transportation Planning Agency. Under SB 375, SCAG, as a designated MPO, is required to prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). On September 3, 2020, SCAG's Regional Council adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) (SCAG 2020). The 2020 RTP/SCS is a long-range visioning plan that focuses on land use and transportation strategies. Demographic and economic growth projections, travel activity data, strategies, and control measures contained in the 2020 RTP/SCS Information forms the basis for the transportation control strategy portion of the AQMP and are utilized in the preparation of air quality forecasts and consistency analysis included in the AQMP. In April 2024, SCAG adopted Connect SoCal 2024, its latest RTP/SCS.

Local

City of Menifee General Plan

Open Space and Conservation Element

The City of Menifee adopted its General Plan in 2013. The Open Space and Conservation Element of the 2013 General Plan contains the following policies related to GHG emissions that may be applicable to the project.

> **Goal OSC-10:** An environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions.

- **OCS-10.1:** Align the city's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.
- **OCS-10.2:** Align the city's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.
- **OCS-10.3:** Participate in regional greenhouse gas emission reduction initiatives.
- **OCS-10.4:** Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

Additionally, the Open Space and Conservation Element contains policies related to energy consumption that would also be applicable to GHG emissions.

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

- **OCS-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-9.5:** 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.

4.3.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described above in Section 4.0 Introduction. Per the CEQA Guidelines, implementation of the Project would have a significant impact related to GHG emissions if it would:

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

B. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?

C. Would the project cause substantial adverse cumulative impacts with respect to greenhouse gases?

In order to provide guidance to local lead agencies on determining the significance of GHG emissions in their CEQA documents, the SCAQMD convened the first GHG Significance Threshold Working Group (Working Group) meeting on April 30, 2008. To date, the Working Group has convened a total of 15 times, with the last meeting taking place on September 28, 2010. Based on the last Working Group meeting, the SCAQMD identified an interim, tiered approach for evaluating GHG emissions intent on capturing 90 percent of development projects where the SCAQMD is not the lead agency. The following describes the basic structure of the SCAQMD's tiered, interim GHG significance thresholds (SCAQMD, 2010):

- Tier 1 consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.
- Tier 2 consists of determining whether or not a project is consistent with a greenhouse gas reduction plan. If a project is consistent with a greenhouse gas reduction plan, it would not have a significant impact.

- Tier 3 consists of using screening values at the discretion of the Lead Agency; however, the Lead Agency should be consistent for all projects within its jurisdiction. The following thresholds were proposed for consideration:
  - 3,000 $MTCO_2e$ per year for all land use types; or
  - 3,500 $MTCO_2e$ per year for residential; 1,400 $MTCO_2e$ per year for commercial; 3,000 $MTCO_2e$ per year for mixed use projects.
- Tier 4 has three options for projects that exceed the screening values identified in Tier 3:
  - Option 1: Reduce emissions from business-as-usual by a certain percentage (currently undefined); or
  - Option 2: Early implementation of applicable AB 32 Scoping Measures; or
  - Option 3: For plan-level analyses, analyze a project's emissions against an efficiency value of 6.6 $MTCO_2e$/year/service population by 2020 and 4.1 $MTCO_2e$/year/service population by 2035. For project-level analyses, analyze a project's emissions against an efficiency value of 4.8 and 3.0 $MTCO_2e$/year/service population for the 2020 and 2035 calendar years, respectively.

This analysis uses the SCAQMD's 3,000 $MTCO_2e$ interim Tier 3 GHG threshold to evaluate the proposed Project's GHG emissions levels.

4.3.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to the project's ability to generate GHG emissions either directly or indirectly that could have a significant impact on the environment, as well as the proposed project's ability to conflict with a plan, policy, or regulation adopted for the purposes of reducing GHG emissions. This section recommends mitigation measures, as needed, to reduce significant impacts.

GHG Emissions

Impact GHG-1 – Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Analysis of Impacts

The proposed Project would generate GHG emissions from both short-term construction and long-term operational activities. As described in more detail below, the proposed Project would generate emissions that exceed the SCAQMD GHG interim threshold of 3,000 $MTCO_2e$ per year.

Construction activities would generate GHG emissions primarily from equipment fuel combustion as well as worker, vendor, and haul trips to and from the project site during demolition, site preparation, grading, building construction, paving, and architectural coating activities. Construction activities would cease to emit GHG upon completion, unlike operational emissions that would be continuous year after year until the project is decommissioned. Accordingly, the SCAQMD recommends amortizing construction GHG emissions over a 30-year period and including them with operational emissions estimates. This normalizes construction emissions so that they can be grouped with operational emissions and compared to appropriate thresholds, plans, etc. GHG emissions from construction of the proposed Project were estimated using CalEEMod, Version 2022.1.1.25, based on the anticipated construction schedule and construction activities described in Section 2.4. The proposed Project's total construction emissions, as estimated using CalEEMod V. 2022.1.1.25, are shown in Table 4.8-3

Table 4.8-3: Project Construction GHG Emissions					
Year	Annual GHG Emissions (MT / Year)				
	CO_2	CH_4	N_2O	Refrigerant GHGs	TOTAL $MTCO_2e$
2025	764.3	<0.1	<0.1	0.5	775.7
2026	288.7	<0.1	<0.1	0.2	293.5
Total	1,053.1	<0.1	<0.1	0.7	1,069.2
Amortized GHG Estimate(A)	35.1	<0.1	<0.1	<0.1	35.6

Source: MIG, 2024 (see Appendix A)

(A) Emissions are amortized over the life of the project, which is presumed to be 30 years.

Once operational, the proposed Project would generate emissions of GHG from area, energy, mobile, water/wastewater, and solid waste sources. The proposed Project's operational GHG emissions are shown in Table 4.8-4.

Table 4.8-4: Unmitigated Project Operational GHG Emissions					
Emission Source	GHG Emissions (MT / Year)				
	CO_2	CH_4	N_2O	Refrigerant GHGs	CO_2e
Area	6.9	<0.1	<0.1	0.0	6.9
Energy	1,497.1	0.1	<0.1	<0.1	1,504.4
Mobile	8,343.2	0.2	0.6	11.9	8,537.0
Waste	37.4	3.7	0.0	0.0	130.7
Water	108.3	2.6	0.1	0.0	190.3
Refrigerants	0.0	0.0	0.0	14.6	14.6
Amortized Construction	35.1	<0.1	<0.1	<0.1	35.6
Site Subtotal(A)	10,028.0	6.6	0.7	26.4	10,419.5
Threshold of Significance					***3,000***
SCAQMD Interim Threshold Exceeded?					***Yes***

Source: MIG 2024 (see Appendix A).

(A) Totals may not equal due to rounding.

As shown in Table 4.8-4, the proposed Project's potential increase in unmitigated GHG emissions would exceed 3,000 $MTCO_2e$ per year threshold. The primary source of the project's unmitigated GHG emissions (8,537 $MTCO_2e$, approximately 82% of overall emissions) would be attributable to mobile sources (i.e., passenger vehicles and truck trips).[6] Building energy use is the second highest source of project GHG emissions, accounting for approximately 14% of operational GHG emissions.[7] All other sources together (area, waste, water, refrigerants, and amortized construction emissions) would generate less than 5% of the proposed Project's total GHG emissions. Individually, these other GHG emissions sources each contribute a small percentage

[6] Approximately 5,248 $MTCO_2e$ (61.5%) of the mobile source emissions would be from trucks, while the remaining 3,289 $MTCO_2e$ (38.5%) would be attributable to passenger vehicles.

[7] Approximately 1,009 $MTCO_2e$ (67.0%) of the energy emissions would be from electricity, while the remaining 496 $MTCO_2e$ (38.5%) would be from natural gas.

of potential GHG emissions. For example, the third largest GHG emissions source is water, which accounts for approximately 2% of total GHG emissions.

Level of Significance Before Mitigation

As discussed above, the project would have the potential to generate GHG emissions that exceed SCAQMD thresholds. This is considered a potentially significant impact and requires mitigation.

Mitigation Measures

GHG-1 **VMT/TDM Reduction Plan.** To reduce GHG emissions, the proposed project shall implement a commute trip reduction program consisting of transportation demand management (TDM) measures that reduce annual Vehicle Miles Traveled (VMT) for non-truck project-related vehicles. The VMT reduction measure shall be quantified in accordance with the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers* (December 2021). Per the *Pemcor Commercial Industrial Business Park Project Transportation Demand Management Assessment Memorandum* prepared by Ganddini Group dated February 19, 2025 (MND Appendix L), the project shall provide the following to the satisfaction of City Planning staff:

- Voluntary Commute Trip Reduction Program (CAPCOA Measure T-5)
- Commute Trip Reduction Marketing (CAPCOA Measure T-7)
- Ridesharing Program (CAPCOA Measure T-8)
- Subsidized or Discounted Transit Program (CAPCOA Measure T-9)
- End-of-Trip Bicycle Facilities (CAPCOA Measure T-10)
- Employer-Sponsored Vanpool (CAPCOA Measure T-11)
- Electric Vehicle Charging Infrastructure (CAPCOA Measure T-14)

It should be noted that CAPCOA Measures T-7 through T-11 are required as part CAPCOA Measure T-5 as part of the VMT/TDM program. For more details on the specifics of each measure refer to the TDM assessment memorandum prepared by Ganddini Group in 2025.

Implementation Parameters

In lieu of a VMT/TDM Program, the project may participate in a regional VMT mitigation exchange/banking program (if one has been established) to reduce VMT from the project or other land uses to achieve stated levels.

If the VMT/TDM Reduction Plan cannot implement all CAPCOA requirements for the indicated actions of the measure (T-5, T-7 through T-11, and T-14), the project shall implement one or more of the following additional actions to the satisfaction of the City Planning Department:

1) Provide car-sharing, bike sharing, and ride-sharing programs;
2) Improve or increase access to transit;

3) Offer programs or incentives to further reduce transportation requirements such as work from home and flexible work schedules.

The project is not limited to these measures but must describe the planned VMT/TDM reduction measure(s) and subsequently demonstrate their successful implementation to the City in its annual report.

This VMT/TDM Reduction Plan shall be managed by the applicant/developer until such time as a Property Owners Association (POA) is formed and active on behalf of the onsite uses/users.

The VMT/TDM Program is intended to achieve a 5% reduction goal starting one year after 90% occupancy is achieved. The developer or POA, whichever is in control at that time, shall submit an annual report showing what programs it is offering and that it is achieving the 5% VMT reduction goal. If in the first year they do not achieve the reduction goal, the developer or POA shall expand existing or add new programs the following year to increase employee participation. The applicant/developer or POA shall submit an annual report to the City documenting its success in implementing the VMT/TDM Program.

Level of Significance After Mitigation
Less than significant.

Applicable Plan, Policy, or Regulation

Impact GHG-2 – The proposed project would conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.

Analysis of Impacts

The proposed Project would not conflict with CARB's Scoping Plan, Sustainable Freight Plan, ACT Program, or regional RTP/SCS. The project's consistency with these plans is described in more detail below.

CARB Scoping Plan

As discussed under Section 4.3.2, the 2022 Climate Change Scoping Plan is CARB's primary document used to ensure State GHG reduction goals are met. The 2022 Climate Change Scoping Plan's primary objective is to identify the measures needed to achieve the 2030 reduction target established under SB 32 and have the state achieve carbon neutrality by 2045, as established by AB 1279. The major elements of the plan are generally geared toward actions either CARB or other state entities will pursue, such as, but not limited to:

- Creation and future implementation of the Carbon Capture, Removal, Utilization, and Storage Program required by SB 905.
- Reducing imbedded GHG emissions in supplied retail electricity by increasing the amount of electricity generated and supplied to the grid from renewable resources, consistent with the requirements identified in SB 100 and SB 1020 (i.e., 60% by 2030, 90% by 2035, 95% 2040, and 100% by 2045).
- Expansion of non-petroleum fueling stations across the state to support the transition to electric, hydrogen, and other alternatively-powered vehicles (e.g., through AB 2127 and

SB 1075) while also increasing the use of mass transit, carpooling, and other trip reduction measures (e.g., through the implementation of SB 375).

- Leverage the capacity of California's natural and working lands to function as a sink for carbon emissions. Specifically, AB 1757 requires the CNRA, in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions in 2030, 2038, and 2045. This is supported by SB 27, which requires CNRA to establish Natural and Working Lands Climate Smart Strategy, and for CARB to established specified CO2 removal targets for 2030 and beyond.

Many of the measures identified in the 2022 Scoping Plan Update are not applicable at the proposed Project's level; rather, the success of the plan primarily relies upon the State's actions to uphold and implement existing legislation and develop new plans and strategies to sequester, trap, and store emitted carbon emissions. Although most of these measures would be implemented at the State level, the GHG reductions achieved by these state measures would be realized at the local level. For example, regardless of actions taken by the City of Menifee or County of Riverside, emissions generated through gasoline combustion in motor vehicles within the city and the county would produce fewer GHG emissions in 2030 than they do now. Similarly, the electricity consumed by on-site sources (e.g., lighting, building systems, etc.) would become greener over time as the State's RPS increases (i.e., fewer GHG emissions per unit of electricity supplies/consumed), consistent with the benchmarks established in SB 100 and SB 1020.

In addition to State measures, Appendix D to CARB's 2022 Scoping Plan Update identifies potential actions that could be undertaken at a local level to support the State's climate goals. These actions primarily relate to preparing and implementing a qualified Climate Action Plan (CAP) at the local level. MIG 2024 Appendix D goes on to provide specific recommendations regarding the types of measures the qualified CAPs should consider to align local actions with those being undertaken at the state level. Section 3.2.1 of Appendix D also outlines project attributes for residential and mixed-use projects to qualitatively determine consistency with the 2022 Scoping Plan. It does not, however, include specific criteria for qualitatively evaluating the consistency of other land uses (e.g., industrial) or air permitting with the 2022 Scoping Plan Update. The proposed Project would not conflict with nor obstruct implementation of the 2022 Scoping Plan Update. Additionally, the project's proposed mitigation measures further establish consistency with the Scoping Plan by emphasizing electricity instead of gasoline (see Recommended Mitigation Measures GHG-1 and GHG-2) and natural gas (See Recommended Mitigation Measure GHG-3). These mitigation measures reduce GHG emissions and align with the Scoping Plan's carbon neutrality goals.

Sustainable Freight Plan and Act Program

The proposed Project would conflict with neither the Sustainable Freight Plan nor the ACT Program. Although the proposed Project would include the use of diesel trucks during operation, the Sustainable Freight Plan and ACT Program would be implemented at the state-level. The proposed Project's GHG emissions would benefit (i.e., be reduced) over time as older, less fuel-efficient, and higher polluting engines are decommissioned and replaced by newer, cleaner engines and ZEV trucks.

Southern California Association of Governments RTP/SCS

As described in Section 4.3-2, the Connect SoCal is growth strategy and transportation plan whose primary intent is to demonstrate how the SCAG region will meet its GHG reduction target through the year 2050. The RTP/SCS contains policies and

investments focused on establishing multimodal transportation systems, planning residential and employment growth near transit, and deploying zero emission technologies. Collectively, these land use plans, in conjunction with measures at the state-level to improve fuel efficiency standards, are designed to meet CARB's goal for the SCAG region's targets for reducing greenhouse gases from automobiles and light-duty trucks by 19% per capita, from 2005 levels, by 2035 (CARB, 2024).

The proposed Project would not be located in a Priority Development Area (SCAG 2024, Map 3.4); however, the project is anticipated to result in a less than significant VMT impact (Ganddini 2024). Furthermore, the p is a commercial/industrial business park, which would not conflict with housing land use strategies contained in the RTP/SCS. For these reasons, the project would not conflict with or otherwise obstruct implementation of Connect SoCal. The impact is less than significant.

The project's mitigation measures would further support the goals outlined in Connect SoCal by reducing VMT and accelerating zero emission infrastructure. Recommended Mitigation Measure GHG-1 would require the implementation a transportation demand management program, which would reduce the project's anticipated VMT, and Recommended Mitigation Measure GHG-2 would require the site to have a greater percentage of EV parking and charging infrastructure than would be required under Title 24. The implementation of these mitigation measures, although not required to demonstrate consistency with Connect SoCal, would help reduce the magnitude of an already less-than-significant impact.

Menifee General Plan

The Menifee General Plan contains policies to reduce GHG emissions (see Section 4.3.2). The proposed Project would be consistent with energy efficiency goals and would not conflict with any GHG policies in the General Plan, which would be implemented at the city level. The project would construct buildings that would be constructed to the latest CalGreen Code and, with the implementation of Mitigation Measure Recommended Mitigation Measure GHG-2, would go beyond the policies in the General Plan to incorporate voluntary Tier 2 EV measures from the 2022 CalGreen Code. For these reasons, the proposed Project would not obstruct the implementation of the Menifee General Plan.

Level of Significance Before Mitigation
Less than significant.

Cumulative Impacts

Impact GHG-3 – Would the project cause substantial adverse cumulative impacts with respect to greenhouse gases?

Analysis of Impacts

Global climate change is the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable. As described under Impacts GHG-1, the proposed Project would generate GHG emissions that exceed the significance thresholds applied in this EIR. This impact would be significant and unavoidable even after mitigation.

Level of Significance Before Mitigation
Potentially significant.

Mitigation Measures
See Mitigation Measure GHG-1

Level of Significance After Mitigation
Significant and Unavoidable.

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List of Acronyms, Abbreviations, and Symbols	
Acronym, Symbol, Abbreviation	**Description**
AB	Assembly Bill
ACC	Advanced Clean Cars
BAU	Business-As-Usual
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBSC	California Building Standards Commission
CEC	California Energy Commission
CFC	Chlorofluorocarbon
C_H4	Methane
CNRA	California Natural Resources Agency
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
EIR	Environmental Impact Report
EO	Executive Order
EV	Electric Vehicle
GHG	Greenhouse Gases
GPU	General Plan Update
GWP	Global Warming Potential

List of Acronyms, Abbreviations, and Symbols	
Acronym, Symbol, Abbreviation	**Description**
HFC	Hydrofluorocarbon
HQTA	High Quality Transit Area
IAQ	Indoor Air Quality
LCFS	Low Carbon Fuel Standard
LEV	Low-Emission Vehicle
NMA	Neighborhood Mobility Area
MMBTU	Million British Thermal Units
MPO	Metropolitan Planning Organization
$MTCO_2e$	metric tons of CO_2 equivalents
MWh	Megawatt-hours
N_2O	Nitrous Oxide
PGA	Priority Growth Area
PFC	Perfluorocarbon
ppm	parts per million
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SOI	Sphere of Influence
SP	Service Population
TDM	Transportation Demand Management
TPA	Transit Priority Area
TTPS	Transportation Project Prioritization Study
U.S. EPA	United States Environmental Protection Agency
VMT	Vehicle Miles Travelled
Working Group	SCAQMD GHG Significance Threshold Working Group
ZEV	Zero Emission Vehicle
ZNE	Zero Net Energy
°F	Degrees Fahrenheit
%	Percent

4.9 – HAZARDS AND HAZARDOUS MATERIALS

This EIR chapter addresses hazards and hazardous materials impacts associated with the proposed project. Issues of interest are hazards and hazardous materials impacts, including the routine transport, use, or disposal of hazardous materials, potential impacts to nearby schools, wildfire risk and aviation hazards. A *Phase I Environmental Site Assessment* (ESA) was prepared for the project by SCS Engineers (SCS), dated October 31, 2022. Much of the information in this section was taken from the Phase I ESA report, which is incorporated by reference and attached to the EIR as Appendix I.

4.9.1 – ENVIRONMENTAL SETTING

Existing Land Use

The project site is primarily vacant land formerly used as a family farm. There is a single-family home located on the northeast portion of the site which has minimal decorative landscaping. There is a water storage tank directly north of the residence, and a propane tank located adjacent to the south of the residence. There is barbed-wire fencing along the northern, eastern, and western edges of the site perimeter. The project site is located in an area traditionally used for agriculture but is undergoing redevelopment with industrial and commercial uses as part of implementation of the Economic Development Corridor-Southern Gateway (EDC-SG) Specific Plan. To the north and south of the project site are similar-sized family farms containing vacant land and single-family residences. To the west of the site are rural residential uses. To the east of the site are industrial warehouse recently developed as part of implementation of the EDC-SG Specific Plan. No schools are located on the project site, and there are no schools within 0.25 mile of the project area. The nearest school to the site is the Oak Meadows Elementary School, located approximately 0.80 miles to the southeast.

Hazardous Waste Generators

Hazardous waste can be generated from many sources, such as construction, vehicle maintenance, industrial manufacturing, household cleaning, and service businesses, like landscaping and dry cleaning. The EPA's Toxics Release Inventory (TRI) Program manages a database of facilities that emit toxic chemicals and tracks hazardous waste transporters. The State of California divides hazardous waste generators into two categories: Small Quantity Generators (SQGs), which generate between 220 and 2,200 pounds of non-acute hazardous waste per month; and Large Quantity Generators (LQGs), which generate 2,200 pounds or more of non-acute hazardous waste per month (EPA, 2024). Transporters move hazardous waste to a facility that can recycle, treat, store, or dispose of the waste. Hazardous waste can be transported by air, rail, highway, or water. Many hazardous wastes can be recycled safely and effectively, while other wastes must be treated and disposed of in landfills or incinerators. According to the Toxic Release Inventory Program TRI Toxics Tracker, there are no hazardous waste generators, transporters, transfer facilities, or other hazardous waste facilities on or within close proximity to the project site.

Hazardous Waste and Substances Site List

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with the CEQA requirements in providing

information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California Environmental Protection Agency (Cal EPA) to develop at least annually an updated Cortese List. The California Department of Toxic Substances Control (DTSC), the State Water Resources Control Board (SWRCB) and other State and local government agencies are responsible for the information contained in the Cortese List. The Cortese list consists of:

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database
- List of Leaking Underground Storage Tank Sites from the California State Water Resources Control Board (CSWRCB) GeoTracker database
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit
- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC

The proposed project site is not included in the DTSC 2024 EnviroStor database, is not identified as having a Leaking Underground Storage Tank (LUST) site identified on the list as shown by CSWRCB 2024 GeoTracker database, is not on the Cal EPA list of solid waste disposal sites, is not on the Cal EPA Cease and Desist Orders and Cleanup and Abatement Orders list, and is not listed as being subject to corrective action, as required by Section 25187.5 of the Health and Safety Code. There are three LUST cases listed on GeoTracker that are located within 2 miles of the proposed project site, all three of which have a cleanup status of *Complete – Case Closed*. These sites include: 26301 Garbani Road (T0606500451), which is approximately 1.98 miles to the north; 32477 Haun Road (T0606500529), which is located approximately 1.10 miles to the north; and the property located immediately to the south of the project site (T0606500609).

City of Menifee Permitted Biosolids/Sludge Application Map

Based upon a review of the City of Menifee's Permitted Biosolids/Sludge Application Map, the project site is shown as an area where Composite Fields (i.e., biosolids/ sewage sludge) were allowed but not necessarily deposited. Biosolids/sewage sludge were historically applied in the City of Menifee and County of Riverside as a fertilizer both legally under permit, as well as illegally at unknown times and locations. Types of sewage applied included Class A (treated to remove 99.9% of disease-causing bacteria), and Class B (not treated to the extent of Class A sewage). The Menifee City Council minutes recommended that for areas where sludge and/or other biosolid application occurred or were suspected of occurring, soil samples are required to be collected in such areas and analyzed for the following:

- Title 22 metals by Environmental Protection Agency (EPA) Methods 6010B/7471A;
- Fecal coliform by SM9221-ABCE; and
- Organochlorine Pesticides (OCPs) by EPA Method 8081A

The sampling was to be conducted under the oversight of a State of California registered Professional Geologist or registered Civil Engineer and shall be conducted in conformance with the State of California Department of Toxic Substance Control (DTSC) issued guidance document titled *Interim Guidance for Sampling Agricultural Properties (Third Revision)*, dated August 7, 2008 (DTSC Guidance). Soil sampling depths and frequency at the project site were determined based on the DTSC Guidance document.

Airport Hazards

According to the Riverside County Airport Land Use Commission's *Riverside County Airport Land Use Compatibility Plan*, there are no airports located within two miles of the proposed project site (RCALUC, 2024). The nearest airport to the project site is French Valley Airport, which located approximately 4.5 miles to the southeast. The project site does not fall within the Planning Boundary/Airport Influence Area for French Valley Airport.

Disaster Preparedness, Response, and Recovery

A disaster is a sudden and dramatic emergency (Menifee, 2012). When a disaster occurs, the threatened community strives to: 1) protect its residents to the extent possible, 2) care for victims, and 3) restore basic services as soon as possible. To do this, a community needs to respond quickly and dynamically and as effectively as possible. This requires preparation at all levels, from the federal government (for large-scale disasters) down to individual neighborhoods, families, and businesses. Planning issues pertaining to emergency response, disaster preparedness, and disaster recovery require an assessment of hazards, identification of functions and resources to handle short-term and long-term response, and development of recovery procedures. Planning can help speed the response to an emergency, while ensuring that the response is appropriate to the situation. Some level of preparedness, however basic, can be very useful to facilitate the safety and recovery of people who live and work in the City of Menifee.

HazUS (short for Hazards United States) is a methodology developed by the National Institute of Building Sciences with funding from the Federal Emergency Management Agency to make standardized loss estimates at a regional scale resulting from earthquakes, floods, or hurricanes (Menifee, 2012). HazUS addresses nearly all aspects for the built environment and is used in planning for disaster loss mitigation and emergency preparedness, response, and recovery. HazUS breaks critical facilities into two groups: (1) essential facilities and (2) high potential loss (HPL) facilities. Essential facilities are those parts of a community's infrastructure that must remain operational after an earthquake. Buildings that house essential services include hospitals, emergency operations centers, fire and police stations, schools, airports and control towers, and communication centers. HPL or high-risk facilities are those that, if severely damaged, may result in a disaster far beyond the facilities themselves. Examples of HPL or high-risk facilities include power plants; dams and flood control structures; and industrial plants that use or store explosives, extremely hazardous materials, or petroleum products in large quantities. According to Exhibit S-7 (Critical Facilities) of the Menifee General Plan Safety Element, there are three high risk facilities within two miles of the proposed project site – Oak Meadows Elementary School and two water reservoirs located at 27398-27366 Keller Road.

Wildfire Hazards

Wildfires are a necessary part of the natural ecosystem in southern California, but they become a hazard when they extend out of control into developed areas, with a resultant loss of property, and sometimes, injuries or loss of life (Menifee, 2012). The wildfire risk in the United States has increased in the last few decades with more encroachment of residences and other structures into the wildland environment, and the growing number of people living and playing in wildland areas. According to the U.S. Fire Administration, the zone of transition between unoccupied land and human development is referred to as the Wildland Urban interface (WUI). The WUI zone is highly susceptible to wildfires because it is where the built environment meets with undeveloped wildland or vegetative fuels. The California Department of Forestry and Fire Protection (CalFire) estimates the length of fire season had increased by 75 days in 2020 compared to previous years.

Additionally, Riverside County Fire Department data indicates that about 47 wildland fire incidents occur in the Menifee area every year; with careful planning, the number of fires can be reduced and their impact to the City of Menifee can be minimized.

CalFire has recommended that the urban, low-lying areas in Menifee be classified as having a Moderate Fire Hazard, whereas the hillside areas are generally classified as having a Very High Fire Hazard. Therefore, the majority of the City of Menifee's Very High Fire Hazard Severity Zone (VHFHSZ) falls under local responsibility; however, a small portion falls under federal responsibility. The areas between the flatlands and the hillsides are classified as High Fire Hazard. Most of the low-lying areas within the City are located within local responsibility areas (LRAs); the hillsides are within either state (SRAs) or federal responsibility areas (FRAs). Fire suppression responsibility for these areas is divided among local, state and federal agencies, respectively. As shown in the City of Menifee General Plan Safety Element Exhibit S-6 (High Fire Hazard Areas), and according to CalFire, the project site is not located in an area of high or very high fire threat but is in an area of moderate threat (Menifee, 2012; CalFire, 2024).

4.9.2 – REGULATORY FRAMEWORK

Federal

U.S. Environmental Protection Agency (EPA)
Regulates chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices; protects workers and the community (along with CalOSHA, see below) and integrating the Federal Clean Water Act and Clean Air Act into California Legislation.

Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)
Adopted in 1980, CERCLA was developed to remove contamination of water, air, and land resources from past chemical disposal practices. Also known as the "Superfund Act," CERCLA contains a list of sites referred to as Superfund sites, where there is an imminent threat to human health. CERCLA collects taxes from the chemical and petroleum industries to clean abandoned or uncontrolled hazardous sites using short term and long-term responses techniques.

The Resources Conservation and Recovery Act (RCRA)
Federal law that regulates hazardous wastes from a 'cradle-to-grave' approach, meaning that all hazardous wastes are tracked and strictly regulated from generation to disposal, and waste generators are required to report use or transport of hazardous wastes to the EPA. Hazardous waste generators range from small producers such as dry cleaners and automobile repair facilities to larger producers such as hospitals and manufacturing operations. The EPA categorizes Small Quantity Generators (SQG) as those facilities that produce between 220.5 and 2,205 pounds (i.e., 100 and 1,000 kilograms) of hazardous waste per month. Facilities producing less than 220.5 pounds of hazardous waste per month are not subject to RCRA. Large Quantity Generators (LQG) produce 2,205 pounds or more hazardous waste per month. LQG and SQG facilities are subject to the storage and transportation requirements of RCRA.

The Federal Emergency Planning and Community Right-To-Know Act (EPCRA)
Enacted to inform communities and residents of chemical hazards in their area, this Act requires the US EPA maintain and publish a list of toxic chemical releases, known as the Toxic Release Inventory (TRI). Facilities required to report include industrial uses that manufacture, process, or use significant amounts of chemicals. Reporting includes types and amounts of chemicals that are released each year into the air, water, and land or transferred off-site. Listing as a TRI facility doesn't necessarily mean that releases are harmful to humans or the environment.

Federal Occupational Safety and Health Administration (OSHA)
Establishes and enforces Federal regulations related to health and safety of workers exposed to toxic and hazardous materials. OSHA also sets health and safety guidelines for construction activities and manufacturing facility operations.

U.S. Department of Transportation (DOT)
Regulates the shipment of hazardous material. DOT also administers the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify conflicting state, local, and federal regulations. HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous (along with EPA) when they pose unreasonable risks to health, safety, or property.

Toxic Substances Control Act
The Toxic Substance Control Act of 1976 (TSCA) (15 United States Code section 2601) gives the USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens these chemicals and requires reporting or testing of those that may pose an environmental or human health hazard. The USEPA also has the ability to ban the manufacture and import of chemicals that pose an unreasonable risk. The USEPA tracks thousands of new chemicals that are developed each year with either unknown or dangerous characteristics. They then control these chemicals, as necessary, to protect human health and the environment.

Federal Aviation Regulation Part 77
Part 77 of the Federal Aviation Regulations (FAR, Title 14 of the Code of Federal Regulations) addresses objects affecting navigable airspace. This regulation requires that the Federal Aviation Administration (FAA) be notified of any project that may encroach upon established navigable airspace. Once notified, the FAA is responsible for reviewing site and building plans to determine the effects of proposed construction on air navigation. Measures are then identified to ensure the continued safety of air navigation.

State

California Occupational Safety and Health Administration (CalOSHA)
Responsible for promulgating and enforcing State health and safety standards and implementing Federal OSHA Laws. For example, CalOSHA's regulatory scope includes provisions to minimize the potential for release of asbestos and lead during construction and demolition activities.

California Environmental Protection Agency (Cal EPA)
The Cal EPA implements and enforces a statewide hazardous materials program known as the Certified Unified Program Agency (CUPA) established by Senate Bill 1802 to enable counties and local government to enforce the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs for hazardous materials:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control, and Countermeasure Plans

- Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs
- California Uniform Fire Code, Hazardous Materials Management Plans, and Hazardous Material Inventory Statements

CUPAs are accountable for carrying out responsibilities previously handled by approximately 1,300 different state and local agencies.

CalEPA Office of Emergency Services (CalEPA/OES)
Cal/EPA establishes regulations governing the use of hazardous materials in the State to protect air, water, and soil. OES coordinates State and local agencies and resources for educating, planning, and warning citizens of hazardous materials and related emergencies, including organized response efforts in case of emergencies.

CALFIRE, Office of the State Fire Marshal (CAL FIRE-OSFM)
The Office of the State Fire Marshal evaluates and provides technical assistance for the Hazardous Material Management Plan (HMMP), the Hazardous Materials Inventory Statement (HMIS) and the Aboveground Petroleum Storage Act (APSA) Programs. The HMMP and HMIS Program are closely tied to the Business Plan Program.

California Fire Code
The City of Menifee has adopted the 2019 California Fire Code, with amendments to address specific local conditions and needs. These provisions include construction standards and fire hydrant requirements, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains, specifications for exterior materials and construction methods for structures located in the wildland-urban interface (WUI). These regulations pertain to any new building located within a Local Agency ‘Very High Fire Hazard Severity Zone’ or within a State Responsible ‘Moderate’, ‘High’, or ‘Very High Fire Hazard Severity Zone’.

California Hazardous Waste Control Law
The California Hazardous Waste Control Law is administered by the California EPA to regulate hazardous wastes. Although the Hazardous Waste Control Law is generally more stringent than RCRA, until the federal EPA approves the California Hazardous Waste Control Program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the state and federal laws apply in California. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills. The California Code of Regulations (CCR) 22 CCR Section 66261.10 provides that waste has “hazardous” characteristics if it has the following effects: [a](1) a waste that exhibits the characteristics may: (A) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (B) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed or otherwise managed.

According to 22 CCR (Article 11, Chapter 3), substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or are being stored prior to proper disposal. Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability or death. For example, toxic substances can cause eye or skin irritation,

disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substance involved). Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances (e.g., gasoline, hexane, and natural gas) are hazardous because of their flammable properties. Corrosive substances (e.g., strong acids and bases such as sulfuric battery acid or lye) are chemically active and can damage other materials or cause severe burns upon contact. Reactive substances, such as explosives, pressurized canisters, and pure sodium metal which reacts violently with water, may cause explosions or generate gases or fumes.

Other types of hazardous materials include radioactive and biohazardous materials. Radioactive materials and wastes contain radioisotopes, which are atoms with unstable nuclei that emit ionizing radiation to increase their stability. Radioactive waste mixed with chemical hazardous waste is referred to as “mixed wastes.” Biohazardous materials and wastes include anything derived from living organisms. They may be contaminated with disease-causing agents, such as bacteria or viruses (22 CCR 66251.1 et seq.).

California Department of Toxic Substances Control (DTSC)

DTSC regulates hazardous substances and wastes, oversees remedial investigations, protects drinking water from toxic contamination, and warns the public that could potentially be exposed to listed carcinogens. DTSC evaluates and provides technical assistance for the Hazardous Waste Generator Program, including Onsite Treatment (Tiered Permitting) and the Resource Conservation Recovery Act (RCRA). In addition, EnviroStor is DTSC’s data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further. There are no open investigations in the Planning Area (DTSC EnviroStor).

Underground Tank Regulations

Title 23, Division 3, Chapter 16 (Underground Tank Regulations) of the California Code of Regulations identifies the regulations applicable to new and existing underground storage tanks. These regulations establish monitoring, maintenance, reporting, abatement, and closure procedures for all underground storage tanks in the state. These regulations are administered by the Santa Ana Regional Water Quality Control Board.

Cortese List

California Government Code Section 65962.5 established the "Cortese List", which requires state agencies to compile a list of all properties affected by hazardous waste and develop a framework for how they will continue to be monitored and addressed by the State. A site's presence on the list has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA).

California Porter Cologne Water Quality Control Act

Division 7 of the California Water Code (Water Code) identifies the enforcement and implementation rights of the Regional Water Quality Control Board to remedy discharges to surface waters or groundwater that would or could violate water quality standards. Standard remedies include issuance of Cease-and-Desist Orders and cleanup and abatement procedures.

Code of Regulations Title 22

Title 22 of the California Code of Regulations contains all applicable State and Federal laws governing hazardous wastes in the State. Title 22 is more stringent and broader in its coverage

of wastes than Federal law. Chapter 51 (Site Remediation) identifies the minimum standards of performance for site investigations and response actions performed by the private sector in site cleanup efforts.

Hazardous waste is any waste with properties that make it potentially dangerous or harmful to human health or the environment. Hazardous waste is defined in one of two ways. Waste is considered hazardous if it appears on one of the five lists created pursuant to the Federal Resource Conservation Recovery Act (RCRA). The lists are known as the F-, K-, P-/U-, and M-lists and reflect non-specific source waste, source-specific waste, discarded commercial chemical products, discarded mercury-containing products, respectively. A waste may also be categorized as hazardous if it exhibits one of the four characteristics of hazardous materials: ignitibility, corrosivity, reactivity, and toxicity. Because of its toxicity, solid wastes containing certain levels of lead are considered hazardous and must be handled, transported, and disposed of in accordance with Federal and State law. In California, two thresholds have been established by State regulation to determine if a waste is hazardous due to its lead content. The Total Threshold Limit Concentration (TTLC) establishes a threshold of 1,000 milligrams (mg) of lead per one kilogram (kG) of waste. The Soluble Threshold Limit Concentration (STLC) establishes a threshold of 5 mg of lead per liter (L) of waste extract solution. Hazardous Waste must be disposed of at Class I landfills that are specifically designed to accept hazardous waste, such as the Kettleman Hills Landfill in Kettleman City in Kings County.

California Construction Safety Orders for Lead

Title 8, Section 1532.2 (Lead) of the California Code of Regulations establishes the requirements for any construction worker who may be exposed to lead during demolition or salvage, removal or encapsulation, new construction, and cleanup activities. The construction safety orders establish an action level of 30 micrograms of lead per cubic meter ($\mu g/cm^3$) of air calculated over an 8-hour time-weighted average without regard for the use of a respirator, meaning this is the limit where safety protocols must be initiated, such as use of a respirator. Under no circumstance may a worker be exposed to 50 $\mu g/cm^3$ over an 8-hour weighted period. These regulations require implementation of engineering and work practice controls such as respiratory protection, protective clothing, housekeeping, hygiene practices, and signage requirements to meet worker exposure limits. Medical monitoring and training requirements are also identified.

Assembly Bill 2948

In response to the growing statewide concern of hazardous waste management, State Assembly Bill 2948 (Tanner 1986) enacted legislation authorizing local governments to develop comprehensive hazardous waste management plans. The intent of each plan is to ensure that adequate treatment and disposal capacity is available to manage the hazardous wastes generated within its jurisdiction.

Hazardous Materials Business Plan (CERS Annual Submittal)

In 1986, the California Governor's Office of Emergency Services (Cal OES) established the Hazardous Materials Business Plan (HMBP) Program, which prevents or minimizes damage to the public and the environment from a release of hazardous materials. Under the Program, California businesses that handle hazardous materials were required to submit an HMBP each year. Assembly Bill 1429, which was passed on July 9, 2019, would require a business with a facility that is not required to submit Tier II information pursuant to the above-mentioned federal provision and is not subject to the provisions governing those aboveground storage tanks to submit its business plan once every three years, instead of annually. However, the Los Angeles County Code of Ordinance, Section 12.64.030 still requires all hazardous materials handlers operating under the jurisdiction of Los Angeles County must electronically certify, or submit an

updated HMBP, including the hazardous materials inventory, site map, contingency plan, and the employee training plan information via the Statewide information management system which is also known as the California Environmental Reporting System (CERS).

The Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act requires facilities to disclose to the State and Local Emergency Planning Committee the quantities and type of toxic chemicals stored. To avoid multiple reports to various agencies, the California Health and Safety Code requires notification of chemical inventories to the Administering Agency which is DTSC. Notification of chemical inventory is accomplished through completion of a Hazardous Materials Business Plan and inventory.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The California Health and Safety Code, Division 20, Chapter 6.95, known as the Hazardous Materials Release Response Plans and Inventory Act or the Business Plan Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Businesses must submit this information to the County DEH. The Environmental Health Division verifies the information and provides it to agencies responsible for protection of public health and safety and the environment. Business Plans are required to include emergency response plans and procedures in the event of a reportable release or threatened release of hazardous materials, including, but not limited to, all of the following:

- Immediate notification to the administering agency and to the appropriate local emergency rescue personnel.
- Procedures for the mitigation of a release or threatened release to minimize any potential harm or damage to persons, property, or the environment.
- Evacuation plans and procedures, including immediate notice, for the business site.

Business Plans are also required to include training for all new employees, and annual training, including refresher courses, for all employees in safety procedures in the event of a release or threatened release of hazardous material.

Local

City of Menifee General Plan Vision 2030

The Safety Element of the City of Menifee General Plan includes the following goals and policies related to hazards and hazardous materials:

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 fires services, such a 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-4.4 Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.

Policy S-4.5 Coordinate with CalFire to ensure that Fire Hazard Severity Zone mapping is up to date.

Policy S-4.6 Coordinate with Eastern Municipal Water District to ensure adequate water availability for fire suppression.

Policy S-4.7 Encourage multi-family housing, group homes, or other community housing in SRAs, LRAs, or VHFHSZs to develop a policy to create emergency evacuation or shelter in place.

Policy S-4.8 When feasible locate new essential public facilities outside of high fire risk areas, including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities, or identifying construction methods or other methods to minimize damage if these facilities are located in a state responsibility area or Very High Fire Hazard Severity Zone.

Policy S-4.9 Ensure all new development and/or redevelopment within the SRA will comply with all provisions of Title 12, 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 well new development and redevelopment within the LRA and VHFHSZ will comply with the most current version of the California Building Code and California Fire Code.

Policy S-4.11 When feasible, the City will minimize all new residential, commercial, and industrial development in the VHFHSZ.

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-4.14 All new parcel maps and tentative maps in the LRA, SRA, and VHFHSZ shall provide two points of access to the project in conformance with the California Building Code and California Fire Code and CA GC 65302(g)(5). Approval of parcel maps and tentative maps in LRAs, SRAs, and VHFHSZs is conditional based on meeting the SRA Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access. (See Gov. Code, § 66474.02).

Policy S-4.15 When feasible, the City will prepare a survey of existing non-conforming development to identify all existing developments within the City that do not provide two points of access/evacuation routes and identify measures or improvement plans to address opportunities to improve access. Where no additional access opportunities exist, the City and Fire Department should identify a plan for emergency operations in fire/emergency events.

Policy S-4.16 The City and Fire Department shall develop a policy or program promoting public outreach about defensible space and evacuation routes. The City and Fire District shall include specific plans to reach at risk populations.

Policy S-4.17 The City should ensure that all new development has adequate water, sewer, and fire protection consistent with the most current California Building Code and California Fire Code and will comply with the Board of Forestry and Fire Protection Fire Safe Regulations.

Policy S-4.18 The City shall evaluate all redevelopment as well as new development after a large fire event to ensure development will comply with the most current version of the California Building Codes and California Fire Code. The City and Fire Department will continue to coordinate with state, regional, and local agencies on emergency management and on fire risk reduction planning.

Goal S-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 adverse.

Policy S-5.2 Ensure that the Fire Department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.

Policy S-5.3 Continue to support the operation of programs and recycling centers that accept hazardous substances, such as paint, paint thinner, used waste oil, etc.

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 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.

Goal S-6 *A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impact by civil unrest that may occur following a natural disaster.*

Policy S-6.1 Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and County-specific emergency management resources available.

Policy S-6.2 Ensure to the fullest possibly extent that, in the event of a major disaster, critical, dependent care and high-occupancy facilities remain functional.

Policy S-6.3 Work with the Riverside County Airport Land Use Commission to strengthen the City's disaster preparedness, response, and recover program in accordance with the Airport Land Use Plans for March Air Reserve Base and Perris Valley Airport.

Policy S-6.4 Locate new essential or critical facilities away from areas susceptible to impacts or damage from natural disaster.

Policy S-6.5 Promote strengthening of planned and existing critical facilities and lifelines, the retrofit and rehabilitation of existing weak structures, and the relocation of certain critical facilities as necessary to adequately meet the needs of Menifee's residents and workforce.

<u>City Local Hazard Mitigation Plan</u>

The City's 2022 Local Hazard Mitigation Plan (LHMP) evaluates the natural and manmade hazards that could potentially affect the City and its inhabitants. The LHMP identifies strategies and actions intended to minimize potential hazards that could result new development. The LHMP was created in conjunction with the City's General Plan and is considered an extension of that document. Potential hazards evaluated by the LHMP include hazards resulting from earthquake, flooding, wildfires, high/straight-line winds, and terrorism.

<u>City Fire and Municipal Codes</u>

Chapter 8.20, Section 010 relates to the adoption of the California Fire Code. This section states, "Except as otherwise provided in this Chapter, the California Fire Code, Title 24, California Code of Regulations, Part 9, including Chapter 1, Division II - Scope and Administration, except that Section 103.2 and 109.3 are not adopted, and Chapters 3, 25, and Section 403.12, 503, 510.2, and 1103.2 are adopted, including any and all amendments set forth in this Chapter, and including any and all amendments thereto that may hereafter be made and adopted by the State of

California, is hereby adopted as the City Fire Code." More specifically, subsection CC of the Municipal Code recognizes that Fire Hazard Severity Zones and maps as defined in the California Fire Code includes Section 4904 and the revision related to Government Code Section 51175 through 51189 for Very High Fire Hazard Severity Zones and that these resources are retained on file at the office of the Fire Chief.

4.9.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the project would have a significant impact related to hazards and hazardous materials if it would:

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

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

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

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

e) For development within the project area located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

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

4.9.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to hazards and hazardous materials which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts. A Phase I Environmental Site Assessment (ESA) was prepared for the project site by SCS Engineers in October 2022 (SCS 2022).

Transport, Use, and Disposal Hazards

Impact HAZMAT-1 – Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Analysis of Impacts

Grading and Construction

Grading activities conducted during project construction would disturb onsite soils and is expected to generate a net export of 2,000 cubic yards of soil from the site. The handling and transport of

these materials and exposure to contaminated soils for workers and the surrounding environment could result in a significant impact. However, a limited onsite soils investigation found low to negligible levels of hazardous materials from past agricultural activities. The Phase I ESA found one small water above ground storage tank and one 500-gallon above ground propane storage tank but no evidence of any underground storage tanks on the site. A small amount of miscellaneous non-hazardous debris was also observed on the project site which will be disposed of prior to the start of construction activities. Therefore, impacts would be less than significant related to soils export.

Construction activities would include the use of materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. The use of these materials would also be temporary and short-term and would cease upon completion of the project's construction phase.

Project construction activities that involve the use, storage, transport, and disposal of hazardous materials would be required to conform to existing laws and regulations which would ensure all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Therefore, potential impacts (i.e., hazards to the public or the environment) from the routine transport, use, or disposal of hazardous materials during project construction would be less than significant.

The project site was historically used for agricultural and residential purposes. There is no concern of possible past use and storage of chemicals and petroleum products at the site associated with these past uses. While it is possible that small-scale spills or releases of chemicals or petroleum products may have occurred in the past, because the Phase I ESA did not identify documentation of a release, a suspected release, or a potentially material threat of a release of a hazardous substance or petroleum product related to this matter, it is not considered a Recognized Environmental Condition (REC).

The Phase I ESA also indicated the site was historically used for agricultural purposes (i.e., dry farming) from 1938 to 2022. Therefore, pesticides or other agricultural chemicals may have been applied on the site. However, a limited soil survey conducted as part of the ESA found the site had low to negligible levels of agricultural chemicals present (i.e., at levels that do not exceed residential health standards).

Operation

Operation of the project would involve the use of small amounts of hazardous materials such as industrial cleansers, greases, and oils for cleaning and maintenance purposes. The project may also involve transport, use, and disposal of hazardous materials but the specific substances and quantities of such materials are unknown at this time since the specific leases of the project buildings are not yet known.

The use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including the U.S. EPA, U.S. DOT, California OSHA, and the Riverside County Fire Protection District. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts.

The project would also be operated with strict adherence to all emergency response plan requirements set forth by the Riverside County Fire Protection District. Compliance with applicable laws and regulations concerning hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for significant hazards to the public or the environment. While the operation of the project site is not anticipated to generate significant impacts, mitigation proposed for the project's construction phase would be necessary to reduce potential impacts to less than significant levels. Therefore, hazards to the public or the environment arising from the routine transport, use, or disposal of hazardous materials during project operations would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Hazardous Materials

Impact HAZMAT-2 – Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Analysis of Impacts

Demolition

According to the South Coast Air Quality Management District (SCAQMD), demolition of older buildings and structures may pose a hazard regarding asbestos containing materials and lead-based paint. It should be noted that asbestos-containing materials and lead based paint do not represent a significant public health hazard when they are left undisturbed. However, site development requires demolition of the existing farmhouse building prior to grading. The farmhouse was built in 1961 and buildings of that age often contain these materials. The Phase I ESA did not include a specific assessment for these materials, but acknowledged that, due to their age, the existing farmhouse building and related buildings could have asbestos-containing materials and lead based paint.

Asbestos-Containing Materials (ACMs). ACMs were used on a widespread basis in building construction prior to and into the 1980s. The ESA indicated that the property has one residential (farmhouse) building built in 1961 and a detached garage built between 2003 and 2005. Typical sources of ACMs include transite (water) pipes, roofing materials and roof penetrating mastic, and vinyl floor tiles. If ACMs are present, site demolition could result in airborne emissions of asbestos resulting in exposure of workers or the environment to a hazardous material. In accordance with Section 112 of the Federal Clean Air Act, the U.S. EPA establishes National Emission Standards for Hazardous Air Pollutants (NESHAP). If necessary, the project would have to comply with SCAQMD Rule 1403, which is the enforcing rule of the Asbestos NESHAP, and sets forth requirements for asbestos surveying, notification, removal procedures, and storage, and disposal requirements for ACMs. Regulatory compliance with SCAQMD Rule 1403 would ensure the proposed project does not expose sensitive receptors to ACMs. If present, ACMs would need to be removed by a licensed contractor prior to general onsite demolition and the start of grading.

Lead Based Paint (LBP). According to the U.S. Environmental Protection Agency (USEPA) and the California Department of Toxic Substances (DTSC), exposure of construction workers to LBP during demolition of older structures is of concern, similar to that of exposure to asbestos. Exposure of surrounding land uses to lead from demolition activities is generally not a concern because such activities do not result in appreciable emissions of lead. The primary emitters of lead are industrial processes. Improper disposal of lead-based paint could contaminate soil and subsurface groundwater in and under landfills not properly equipped to handle hazardous levels of this material.

Due to the age of the existing farmhouse (1961), a survey needs to be conducted prior to demolition of the farmhouse but not the garage or other structures for ACMs and/or LBP. In this regard, Mitigation Measure HAZ-1 is recommended to be implemented prior to any demolition activities.

Grading and New Construction

As described in Impact HAZMAT-1 above, project construction activities would include the use of materials such as fuels, lubricants, and greases in construction equipment and architectural and other coatings used in construction. Accidental releases of such materials could result in hazards to the public or the environment or as a result of the exposure of contaminated soil during grading activities.

Searches of governmental databases did not reveal any registered leaking underground storage tanks (LUSTs), underground storage tanks (USTs), or above ground storage tanks (ASTs) located on the project site. Visual inspection of the site revealed one small above ground water storage tank and one 500-gallon above ground propane storage tank associated with the farmhouse on the site. However, the project site itself is not on the Cortese List (registered sites with contamination by hazardous materials) nor has the site been cited or issued violation notices by any environmental regulatory agency for improper use or disposal of hazardous materials. Although the likelihood of finding onsite areas contaminated by hazardous materials is low, Mitigation Measure HAZ-2 is recommended to assure there will be no significant impacts related to potentially finding unanticipated contamination by hazardous materials or any buried structures during grading. With mitigation, potential impacts related to unanticipated contamination will be reduced to less than significant levels.

Compliance with applicable laws and regulations concerning hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts during construction. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility under SCAQMD Rule 1166. Furthermore, strict adherence to all emergency response plan requirements set forth by Riverside County Fire Department would be required through the duration of the project construction phase. Project construction workers would also be required to conduct safe handling of hazardous material, as stated previously.

With implementation of Mitigation Measure HAZ-1 and HAZ-2, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. With mitigation, project impacts related to ACMs and LBP as well as unanticipated contamination would be reduced to less than significant levels.

Operation

Operation of the project site would involve typical hazardous materials and chemicals such as solvents and cleaning products associated with operation of an industrial/warehouse type use. As discussed in Impact HAZMAT-1 above, any routine transport, use, and disposal of these materials during warehouse operations must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Prior to project approval, a HMBP also would be required for approval to show conformance with all applicable materials handling protocols. Adherence to these regulations is overseen and enforced by the Riverside County Department of Environmental Health Hazardous Materials Branch. As stated previously, the CUPA program provided by the County is designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout Riverside County. Furthermore, household hazards such as cleaners and solvents contain such low quantities of liquid and material that they do not pose a significant threat related to the release of hazardous materials into the environment. Therefore, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. With regulatory compliance, potential operational impacts would be less than significant and no mitigation is required.

City of Menifee Permitted Biosolids/Sludge Application Map

As indicated in Section 4.19.1, Environmental Setting, the project site is shown on the City's Permitted Biosolids/Sludge Application Map as an area where Composite Fields (i.e., biosolids/ sewage sludge) were allowed but not necessarily deposited. The Phase 1 ESA stated that the presence of biosolids/ sewage sludge would be considered a "recognized environmental condition" if residual concentrations of metals, fecal coliform, and/or OCPs are present in the shallow soil at a site above applicable regulatory screening levels. The Phase I ESA indicated that soil sampling at the site for these potential contaminants based on applicable regulatory guidance from oversight agencies. The results of that sampling and laboratory testing are summarized below as presented in SCS 2022 Tables 1 and 2 (Appendix I):

Title 22 Metals. Although metals such as arsenic and lead were reported in the samples analyzed, all metals were reported to be below the Health Risk-Based Criteria and Hazardous Waste Criteria (Table 2). Therefore, the Phase I ESA concluded that Title 22 metals concentrations did not represent a health risk to future commercial users of the site (i.e., not a recognized environmental condition or a significant impact).

Fecal Coliforms. According to the State Water Resources Control Board Water Quality Order No. 2004-0012-DWQ, General Waste Discharge Requirements for the Discharge of Biosolids to Land for use as a Soil Amendment in Agricultural, Silvicultural, Horticultural, and Land Reclamation Activities (General Order), "all biosolids subject to this General Order shall comply with the applicable pathogen reduction standards listed in 40 CFR Part 503.32. In addition to those standards, all biosolids meeting Class A standards shall not have a maximum fecal coliform concentration greater than 1,000 most probable number (MPN) per gram of biosolids; or the density of salmonella, sp. Shall not be greater than three MPN per four grams."

Only one composite onsite soil sample had detectable concentrations of fecal coliform which would not be considered a health risk to future commercial users of the site. The Phase I ESA concluded fecal coliform levels did not represent a recognized environmental condition at the site (i.e., no significant impact).

Organochlorine Pesticides. None of the composite samples analyzed were reported with detectable concentrations of OCPs above laboratory reporting limits.

Summary. One soil sample was reported with a detectable concentration of fecal coliform, and metals were reported in each of the samples analyzed. However, the reported fecal coliform concentration was below Health Risk Based-Criteria (SCS 2022 Table 1), and all metals were reported to be below the Health Risk-Based Criteria and Hazardous Waste Criteria (SCS 2022 Table 2). None of the composite samples analyzed were reported with detectable concentrations of OCPs above laboratory reporting limits. Based on the soil samples that were collected and analyzed, the Phase I ESA concluded there is not a risk to future commercial/industrial users of the site, which is not considered to represent a recognized environmental condition to the site. Therefore, impacts in this regard are less than significant and no mitigation is required.

Level of Significance Before Mitigation
Potentially significant.

Mitigation Measures

HAZ-1 **Pre-Demolition Surveys.** Prior to demolition of any structures on the project site, the developer shall retain qualified licensed environmental contractor(s) to survey the existing onsite farm buildings and any related structures for asbestos-containing materials (ACMs) and Lead-Based Paints (LBPs). If the survey finds the presence of any ACMs or LBPs on the site, the contractor(s) shall follow all relevant guidance from affected regulatory agencies (e.g., CalEPA, SCAQMD, DTSC, County Health Department, etc.) in terms of safe removal and disposal of the contaminated materials as appropriate. The contractor(s) shall prepare and submit a final report to the City Planning Department within 30 days after completion of demolition/removal for ACMs and LBPs on the project site.

HAZ-2 **Inadvertent Hazmat Discovery.** Prior to issuance of a grading permit, the project proponent shall retain a qualified environmental professional (QEP) experienced with remediating hazardous materials from infill urban construction sites. The QEP must be on-call and summoned to the site immediately if any potentially hazardous materials are found during grading. Grading must be halted within 100 feet of an area that appears to contain hazardous materials. The QEP will halt grading as necessary to effectively identify the potential contaminated materials, including directing any sampling and laboratory testing that may be required.

If soils are found to be contaminated at levels that are only slightly in excess of applicable residential standards, the QEP shall exercise professional discretion and have the option to coordinate with the grading contractor and developer to either remove contaminated soil and/or mix the contaminated soil with clean soil from either onsite or offsite to dilute any contaminants to below applicable exposure standards for residential development.

Remediated areas must be retested to assure potential contaminant levels are below applicable commercial standards. The results of any testing shall be provided to the City or other agencies as appropriate. Any contaminated soil that must be removed from the site shall be done by a licensed contractor and hauled to a landfill approved for such materials. This measure shall be implemented to the satisfaction of the City Planning Department.

Level of Significance After Mitigation
Less than significant.

Hazardous Emissions near Schools

Impact HAZMAT-3 – Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Analysis of Impacts

No existing or proposed schools are located within one-quarter mile of the project site. The closest school to the project site is Oak Meadows Elementary School at 28600 Poinsettia Street in Murrieta approximately 0.77 mile southeast of the site across the I-215 Freeway. Therefore, the project would not emit hazardous emissions or include the handling of hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school. The transport of hazardous substances or materials to-and-from the project site during construction and long-term operational activities would be required to comply with applicable federal, state, and local regulations intended to reduce public safety hazards. Refer to Section 4.3: Air Quality for an analysis pertaining to human health risks associated with the project's air pollutant emissions.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Hazardous Material Sites

Impact HAZMAT-4 – Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Analysis of Impacts

According to the DTSC *EnviroStor* website and the State Water Boards *GeoTracker* websites, the project site is not included on the Waste and Substances Site List (Cortese List). Additionally, the Phase I ESA (SCS 2022) prepared for the project site did not identify any recognized environmental conditions for the project site, thus no impacts relative to the Cortese List would occur.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Airports

Impact HAZMAT-5 – For projects 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 planning area?

Analysis of Impacts
The closest airport to the project site is French Valley Airport located at 37600 Sky Canyon Drive in Murrieta approximately 4.5 miles to the southeast. According to the County database *Map My County* (Appendix D), the project site is not within any Airport Compatibility Zones or Airport Influence Areas. In addition, the project was routed to ALUC on January 19, 2024, and they indicated the project is not located within the AIA and ALUC review is not required. Therefore, there are no impacts and no mitigation is required.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Adopted Response and/or Evacuation Plans

Impact HAZMAT-6 – Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Analysis of Impacts
According to the Western Riverside Council of Governments (WRCOG)/San Bernardino County Transportation Authority (SBCTA) Sustainability Toolkit Evacuation Routes viewer, WRCOG Area Evacuation Routes in the project area include I-215, Zeiders Road/Haun Road, and Scott Road (WRCOG 2024).

Except for worker vehicle trips and transportation of construction materials, the majority of the proposed project construction activities would occur within the boundaries of the project site and would not impede access to nearby roadways (mainly Zeiders Road). The City does not designate any roads as emergency evacuation routes and any future construction activities on the project Site would not affect any evacuation route and would not interfere with the City's emergency management program. Additionally, construction activities may require the transport of heavy equipment and materials to and from the site. These activities may temporarily impede traffic flows primarily along Scott Road or Zeiders Road, however, these delays would be localized and short-term in nature. Therefore, these short-term temporary impacts would be less than significant.

The City has adopted an Emergency Operations Plan (EOP) to identify hazard situations, phases of emergency management, and communication and warning systems available to effectively deal with emergency situations. Construction on the project site would not require revisions to the adopted EOP. The closest fire station to the project site is actually City of Murrieta Station No. 4 located at 28155 Baxter Road approximately 2.75 (driving) miles to the southeast. The closest County Fire Station in the City of Menifee to the project site is Station No, 68 located at 26020 Wickerd Road, Menifee approximately 2.9 (driving) miles to the west-northwest. Should a response from a County or other fire station to the site be required, response times would not be

impacted because primary access to all major roads would be maintained during construction. Additionally, the City does not have any designated emergency evacuation routes, but I-215 may be considered an emergency route as it traverses the City and provides access to other main thoroughfares.

As previously discussed, WRCOG Area Evacuation Routes in the project area include I-215, Scott Road, and Zeiders Road/Haun Road. Furthermore, design of any needed roadway improvements and subsequent construction due to increased traffic volumes on local roadways would comply with the applicable federal, state, and local requirements related to emergency access and evacuation plans. The proposed design and construction plan for any future construction and roadway improvements, including potential mitigation (road widening or intersection improvements) to accommodate any future increase in traffic volume would be reviewed and approved by the City engineering department and Count Fire Marshal (if needed) during the plan review and prior to project approval.

Due to its location and design, construction or operation of the project site would not disrupt or interfere with emergency access or impede access to nearby roadways or interfere with the City's emergency operations plan. The project would comply with design standards for emergency services and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant and mitigation is not necessary.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Wildland Fires

Impact HAZMAT-7 – Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Analysis of Impacts
The project site is located less than half a mile from the "Greer Ranch Uplands" which are dedicated open space with naturally vegetated hills as part of the Greer Ranch development southwest of the site in the City of Murrieta. However, according to the County database *Map My County* (Appendix D), the project site is not within any Fire Hazard Zone or Fire Responsibility Area. Therefore, potential impacts relative to wildland fires are less than significant and no mitigation is required.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact HAZMAT-8 – Would the project cause substantial adverse cumulative impacts with respect to hazards and hazardous materials?

Analysis of Impacts

The area considered for cumulative impacts is the City, although impacts related to hazards and hazardous materials are typically unique to each site and do not usually contribute to cumulative impacts. Individual projects on the cumulative development projects list would each be required to assess potential hazardous materials impacts on the development site and immediate surrounding area prior to grading. The project and other cumulative projects would be required to comply with laws and regulations governing hazardous materials and hazardous wastes used and generated as previously described in Impacts HAZ-1 through HAZ-7 above. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant after regulatory compliance.

The project site is not within any airport influence areas so it would not make any cumulative impact contributions to airports in the surrounding region (i.e., French Valley Airport, March Air Reserve Base/Inland Port, and Perris Valley Airport). projects proposed within safety compatibility zones would be required to comply with each safety zone's respective land use regulations set forth by the affected agencies. After regulatory compliance, cumulative impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.9.5 REFERENCES

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4.10 – Hydrology and Water Quality

This EIR chapter addresses hydrology and water quality impacts associated with the proposed project. Much of the information in this section is from a drainage study (PLSA 2024a), an infiltration report (Geocon 2024), and a Water Quality Management Plan (PLSA 2024b) found in Appendix J.

4.10.1 – ENVIRONMENTAL SETTING

Groundwater

According to the City's Groundwater Basins Map much of the City overlies the Perris South and Menifee Management Zones of the San Jacinto Groundwater Basin. The project site is within San Jacinto River Watershed and the San Jacinto Groundwater Basin. The San Jacinto Groundwater Basin underlies several valleys in the southwestern portion of Riverside County. The valley drains to the South Fork of the San Jacinto River and receives an average annual precipitation ranging from about 14 to 28 inches. Groundwater in the basin is found in Quaternary age younger and older alluvium that consists of clay, silt, sand, and gravel. Recharge of this basin is likely from percolation of precipitation and runoff, and subsurface flow from San Jacinto Mountains and Lake Perris.

Surface Waters

The City is within the San Jacinto Subbasin of the larger Santa Ana River Watershed. The Santa Ana River Watershed includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. The San Jacinto River originates in the San Jacinto Mountains and flows some 42 miles west to Lake Elsinore; however, during flooding and heavy storms, Lake Elsinore overflows into Temescal Creek, which flows northwest and discharges into the Santa Ana River. Runoff from the project site and surrounding area flows north eventually reaching Salt Creek.

The Salt Creek drainage occupies the southernmost part of the San Jacinto River Basin, reaching into the hills south of Hemet and encompassing the southern part of Hemet, the communities of Green Acres and Winchester, and nearly all of the City of Menifee. Salt Creek bisects the Menifee area and has a large impact on zoning, development, and flood-hazard management. The Salt Creek channel discharges into the Railroad Canyon Reservoir at the corporate boundary between the cities of Menifee and Canyon Lake.

Flooding and Dam Inundation

The northern and central portions of the City of Menifee are in 100-year flood zones mapped by the Federal Emergency Management Agency (FEMA). However, there are no FEMA flood zones mapped in the project area. Some of the drainages in the southern portion of the City are in Riverside County Flood Hazard Zones. However, the project site is not within or adjacent to a County Flood Hazard Zone (see Exhibit 4.10-1, FEMA Flood Zones).

Other potential flood hazards for the City of Menifee include dam inundation in the event of a catastrophic failure, such as seismically induced dam failure. Seismically induced inundation refers to flooding that occurs when water retention structures, such as dams, fail due to an earthquake. Statutes governing dam safety are defined in Division 3 of the California State Water Code. These statutes empower the California Division of Dam Safety to monitor the structural

safety of dams that are greater than 25 feet high or have more than 50 acre-feet of storage capacity. Structures near Menifee meet these requirements: West Dam, East Dam, and Saddle Dam, Diamond Valley Dam and Reservoir, Lake Perris Dam, Lake Hemet Dam, and Pigeon Pass Dam (Poorman Reservoir). However, the project site is only downstream of Diamond Valley Reservoir would not inundate the project site if its dam were to fail (see Exhibit 4.10-2).

Stormwater Quality and Drainage

Point Source Pollutants

Runoff from the project site flows north eventually reaching Salt Creek which is considered the immediate "receiving water" for the project site. The Regional Water Quality Control Board monitors pollution affecting Salt Creek and has ongoing concerns about a number of urban and rural water pollutants that find their way into Salt Creek. Pollutants can come from specific identifiable sources called "point sources" or more general area-wide sources called "non-point sources."

Point-source pollutants have historically consisted of industrial operations with discrete discharges to receiving waters. Industrial operations often include potential sources of pollutant discharges that require coverage under the State of California's General Industrial Permit. The General Industrial Permit requires industrial operations to comply with regulations that significantly lessen the impact of industry on water quality. The major types of point source pollutants include sediment, nutrients like phosphorus and nitrogen, trace metals like lead, zinc, and copper, oxygen-demanding substances, trash and debris, bacteria especially coliforms from human waste, and oil and grease. With development of the proposed project, the site could become a source of many of these urban types of pollutants, especially those related to vehicular and light industrial sources, compared to more rural or agricultural pollutants.

Priority Pollutants

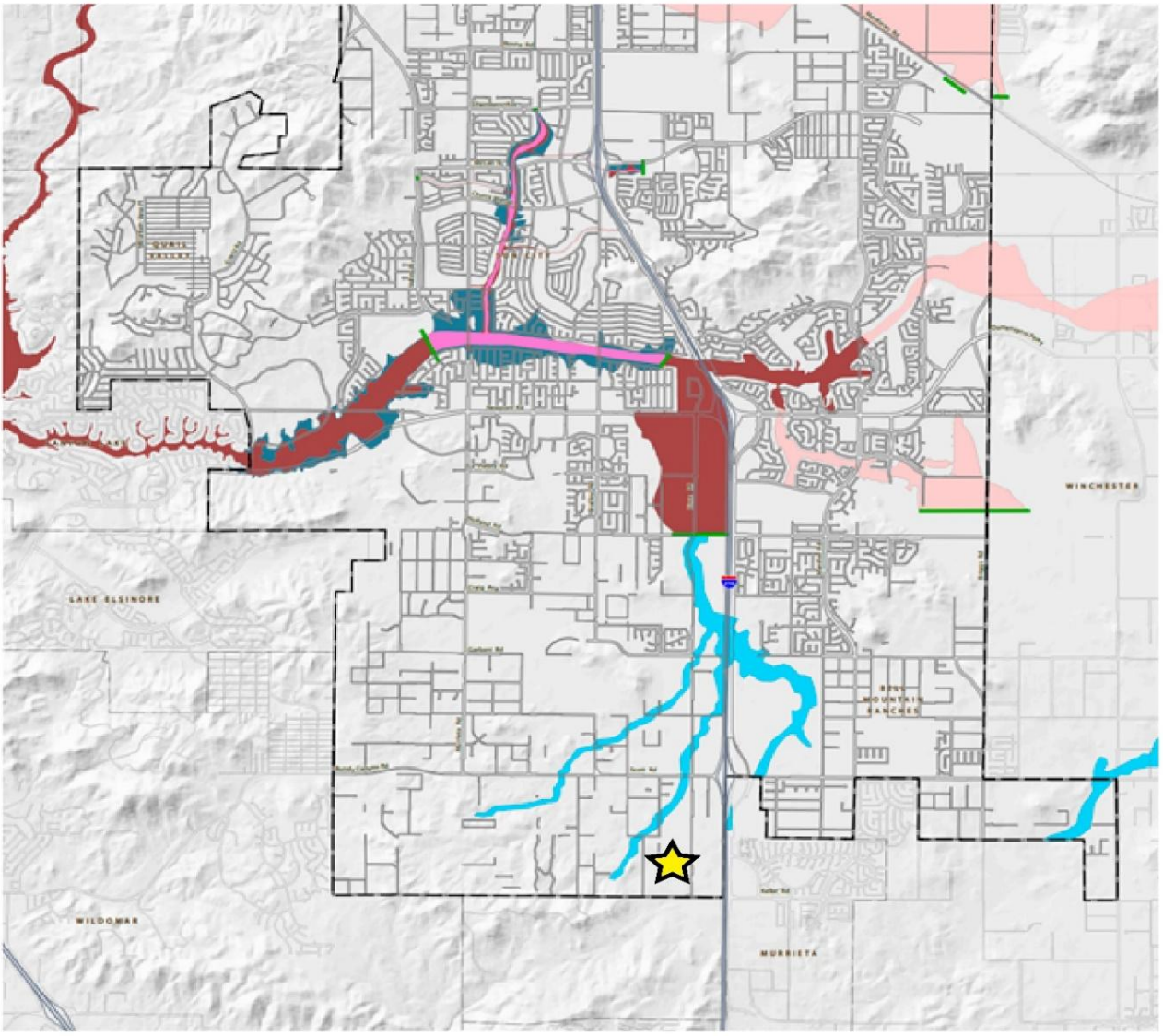
Priority pollutants generally are related to hazardous wastes or toxic chemicals which can be detected in storm water. Priority pollutant scans have been conducted on urban runoff in this region by various regulatory agencies, including the Regional Water Quality Control Board, according to U.S. EPA standards. These previous studies evaluated the presence of over 120 toxic chemicals and compounds and rarely revealed levels of toxins that exceeded the current safety criteria. The urban runoff scans were primarily conducted in suburban areas which are not expected to have many sources of toxic pollutants with the possible exception of illegally disposed or applied household hazardous wastes. Priority pollutants in stormwater include phthalate (plasticizer compound), phenols and creosols (wood preservatives), pesticides and herbicides, oils and greases, and metals.

Existing Facilities

Stormwater runoff surface flows across the site to the north and east eventually reaching an existing dirt swale along the unpaved portion of Zeiders Road. There are no improved drainage facilities adjacent to the project site.

Beneficial Uses

Beneficial uses are the uses to which water can be put for the benefit of humans and/or wildlife. The beneficial uses of Salt Creek are recreation, warm freshwater habitat, and wildlife habitat. Beneficial uses of Canyon Lake are municipal, agricultural, groundwater recharge, recreation (water contact recreation and non-water-contact recreation), warm freshwater habitat, and wildlife habitat.



FEMA FLOOD INSURANCE RATE ZONES

Source: Earth Consultants International, 201

High Risk Areas/Special Flood Hazard Area

A - Zone that corresponds to the 100-year flood areas, as determined by approximate methods. Because detailed hydraulic analyses were not performed, no base flood elevations or depths have been determined. Flood insurance is required.

AE - Zone that corresponds to the 100-year flood areas, as determined by detailed hydraulic analyses*. In most cases, base flood elevations are shown at selected intervals. Flood insurance is required.

AE Flood - Floodway zone. Watercourse channel that generally must be kept free of encroachment. Development is subject to special regulations.

Moderate and Low Risk

X - Zone that corresponds to areas between to areas between the limit of the 100-year and 500-year floods. No base flood elevations or depths have been determined. Flood insurance is available but not required.

X - Zone that corresponds to areas outside of the 500-year flood or areas protected from the 100-year flood by levees. Flood insurance is available but not required.

Riverside County Flood Hazard Zone

Project Location

Limit of FEMA Study

* See FEMA Flood Insurance Rate Maps and FEMA Flood Insurance Study for Riverside County for Base Flood Elevations.

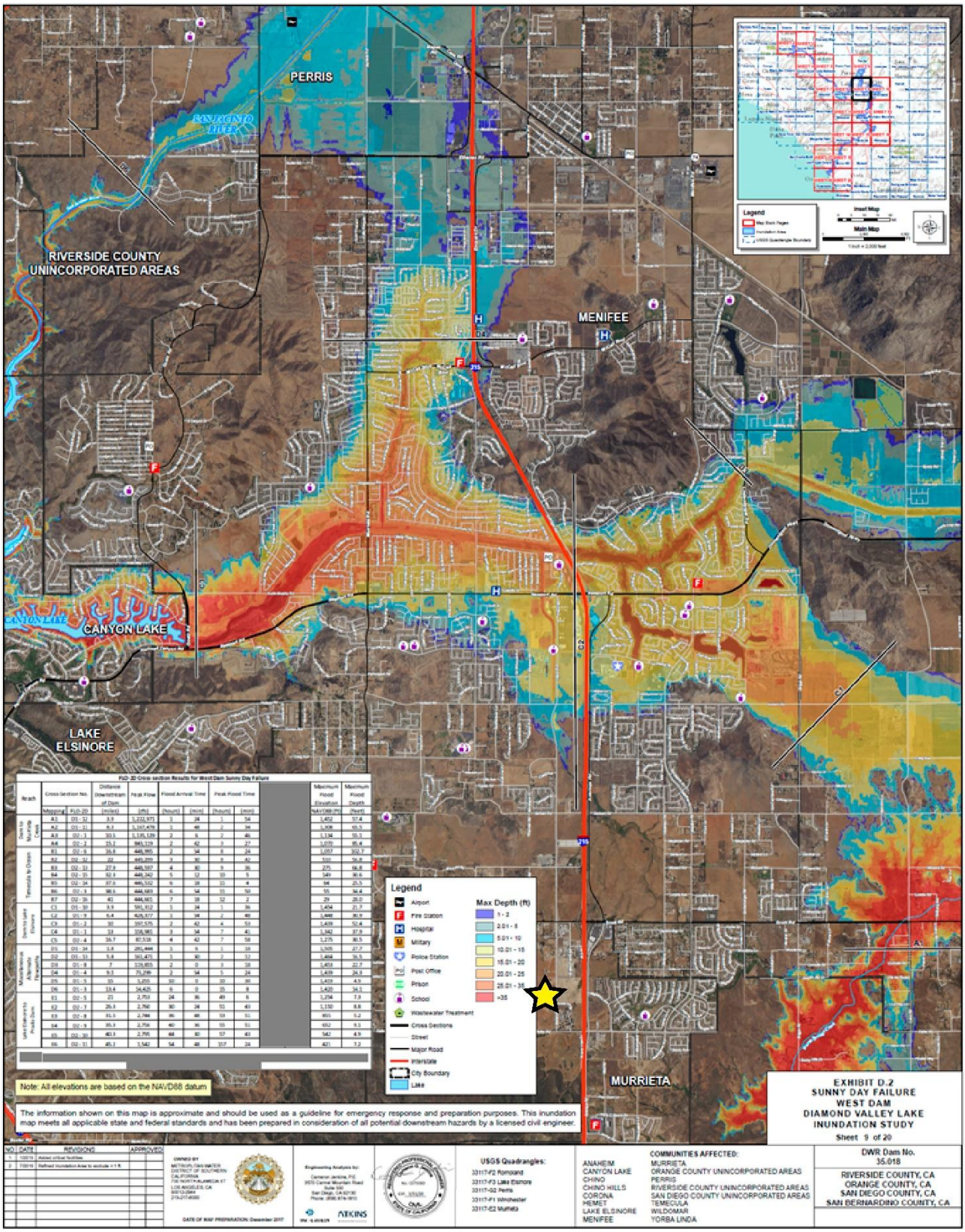
Not to Scale

MENIFEE GENERAL PLAN

Exhibit 4.10-1 FEMA and County Flood Zones

Menifee Business Park Project
Menifee, California

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★ Project Location

Metropolitan Water District of Southern California
http://www.migcom.com • 951-787-9222

Exhibit 4.10-2 Dam and Reservoir Inundation

Menifee Business Park Project
Menifee, California

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Water Quality Impairments

Canyon Lake, next to the west City boundary and the receiving body for water from Menifee via Salt Creek, is listed on the 2010 Section 303(d) List of Water-Quality Limited Segments as impaired by nutrients and pathogens. A total maximum daily load (TMDL) for nutrients was issued in 2005, and a TMDL for pathogens is in preparation (USEPA 2011). Lake Elsinore is listed as impaired by nutrients; organic enrichment/low dissolved oxygen; polychlorinated biphenyls (PCBs); sediment toxicity; and unknown toxicity. TMDLs for nutrients and organic enrichment/low dissolved oxygen were approved in 2005. TMDLs for PCBs, sediment toxicity, and unknown toxicity are in preparation. The expected completion dates for the PCB and sediment toxicity TMDLs are 2019 and 2021, respectively; completion of the unknown toxicity TMDL was due in 2007. The project is located in the San Jacinto Valley Hydrologic Unit, Perris Hydrologic Area, and Menifee Hydrologic Subarea (802.12). The study area is under the jurisdiction of the Riverside County Flood Control and Water Conservation District (RCFWCD).

4.10.2 – REGULATORY FRAMEWORK

Federal

Clean Water Act

The Clean Water Act (CWA) is the cornerstone of surface water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges (known as “point sources”) into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff which is the principal nonpoint source of pollution. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water.”

Major CWA programs include water quality standards, anti-degradation policy, waterbody monitoring and assessment, evaluation of total maximum daily loads (TMDLs), the National Pollutant Discharge Elimination System (NPDES) permit program for point sources, Section 319 program for nonpoint sources, Section 404 program regulating filling of wetlands and other waters, Section 401 state water quality certification, and the state revolving loan fund (SRF).

Federal Emergency Management Agency (FEMA)

The Federal Emergency Management Agency (FEMA) creates maps classifying levels of flood risk or flood zones for designated areas. The maps are called Flood Insurance Rate Maps (FIRMs) and are utilized to determine the need and rate of flood insurance. Flood zones are determined based on historical data on the likelihood of flood inundation. The 100-year flood zone, also classified as Zones A, AO, and AE, is the area of flooding expected to occur every 100 years.

State

Porter-Cologne Act (California)

Under the Porter-Cologne Water Quality Control Act (Porter-Cologne) the State Water Resources Control Board (SWRCB) has authority over State water rights and water quality policy. Porter-Cologne also established nine Regional WQCBs to oversee water quality on a day-to-day basis at the local/regional level. RWQCBs engage in a number of water quality functions in their respective regions.

Regional/County

NPDES Program

The National Pollutant Discharge Elimination System (NPDES) program requires permitting for activities that discharge pollutants into waters of the United States. This includes discharges from municipal, industrial, and construction sources. Generally, these permits are issued and monitored under the oversight of the State Water Resources Control Board and administered by each regional water quality control board. A brief discussion of these permit types are presented below:

Municipal Permits: Municipal separate storm sewer systems (MS4) are issued permits based on the size of the municipality. MS4 permit requirements include reduction of pollutant discharges to the 'maximum extent practicable' and protection of water quality. Requirements also include identification of major outfalls and pollutant loads and control of discharges from new development and redevelopment. To address these objectives, municipalities are required to prepare stormwater management plans. Although the NPDES program does not regulate nonpoint sources of pollution, the Los Angeles Basin RWQCB has other programs in place to address nonpoint sources.

Industrial Permits: The State Water Resources Control Board issues the Industrial General Permit that regulates discharges from 10 broad categories of industrial activities. The permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring program to implement water quality objectives through use of the best available technology (BAT) economically achievable and best conventional pollutant control technology (BCT).

Construction Permits: Construction activities that disturb one acre or more (whether a single project or part of a larger development) are required to obtain coverage under the State's General Permit for Dischargers of Storm Water Associated with Construction Activity. The activities covered under the Construction General Permit include clearing, grading, and other disturbances. The permit requires preparation of a SWPPP and implementation of Best Management Practices (BMPs) with a monitoring program.

Municipal Stormwater Permitting Program

The Municipal Stormwater Permitting Program regulates stormwater discharges from MS4s. Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a Stormwater Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in Clean Water Act Section 402(p). The management programs specify what BMPs will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

For construction activities that would result in the disturbance of one acre or more, permittees must develop, implement, and enforce a program to reduce pollutant runoff in stormwater. This includes: (1) a program to prevent illicit stormwater discharges; (2) structural and non-structural BMPs to reduce pollutants in runoff from construction sites; and (3) preventing discharges from causing or contributing to violations of water quality standards. Permittees are required to review construction site plans to determine potential water quality impacts and ensure proposed controls are adequate. These include preparation and submission of an Erosion and Sediment Control Plan (ESCP) with elements of a Stormwater Pollution Prevention Plan (SWPPP), prior to issuance of building or grading permits. The 2012 MS4 permit requires that the ESCP be developed by a Qualified SWPPP Developer. Permittees are required to develop a list of BMPs for a range of construction activities.

Basin Plan

The Water Quality Control Plan for the Santa Ana River Basin (Santa Ana Basin Plan) identifies the beneficial uses and water quality objectives for the project site's receiving water bodies. Water bodies that do not meet established water quality standards are considered "impaired" under Section 303(d) of the federal CWA, and responsible RWQCBs are required to develop Total Maximum Daily Loads (TMDLs) for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (with a "factor of safety"). Once established, the TMDL is allocated among current and future pollutant sources that discharge to the water body. TMDLs must consider and include allocations to both point sources and nonpoint sources of listed pollutants. The current version of the Plan was most recently updated in April 2024 but it is currently undergoing a triennial review (2024-2027) with the goal of updating the plan by early 2028.

County Area Drainage Plans

The County uses an Area Drainage Plan (ADP) is a financing mechanism used to offset taxpayer costs for proposed drainage facilities. The fees are imposed on new development within the plan area. The Subdivision Map Act requires that agencies imposing fees have a general drainage plan for the fee area, a special fund for the fees and an equitable distribution of the fees prior to implementation. The Area Drainage Plan is essentially the Master Drainage Plan with additional language supporting the costs and distribution of the fee within the plan area. Developments falling under the Subdivision Map Act (those requiring a division of lands) pay fees on a per acre basis. Developments falling outside of the Subdivision Map Act (known as discretionary use case) are assessed mitigation fees based on their impacts to the watershed.

The Area Drainage Plans (ADP) are pursuant to the Subdivision Map Act (Government Code Section 66410, et seq), Section 10.25 of County of Riverside Ordinance No. 460 and the "Rules and Regulations for Administration of Area Drainage Plans". The ADP Rules and Regulations establish guidelines used in the administration of ADPs including establishing fee obligation and fee credit determination. ADP fees are to be paid at the time of issuance of grading permits or at the time of issuance of building permits if no grading permits are issued.

Local

City of Menifee General Plan

Open Space and Conservation Element - Water Section

Goal OSC-7	A reliable and safe water supply that effectively meets current and future user demands.
Policy OCS-7.1	Work with the Eastern Municipal Water District to ensure that adequate, high-quality potable water supplies and infrastructure are provided to all development in the community.
Policy OCS-7.10	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.

Safety Element - Flood Hazards Section

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.

Stormwater and Urban Runoff Management and Discharge Control Ordinance

The City's Stormwater and Urban Runoff Management and Discharge Control Ordinance (Chapter 15.01 of the Municipal Code) was adopted to comply with the CWA, the Porter-Cologne Act, and the City's NPDES MS4 Permit. The ordinance sets regulations to protect and enhance the water quality in water bodies, water courses, and wetlands in the City. The regulations address connections to the City's MS4 system, protection of the MS4 system, prohibited discharges, compliance with NPDES permits, implementation of BMPs, spill containment, required notification of accidental discharges, and property owner responsibility for illegal discharges.

This ordinance includes requirements for the protection of the storm drainage system, non-stormwater and stormwater discharges from construction activities, and the preparation of WQMPs that identify permanent BMPs in new development and major redevelopment projects. With respect to the preparation of WQMPs, prior to the issuance of any grading or building permit, all qualifying land development/redevelopment projects are required to submit a WQMP to the City Engineer for review and approval.

4.10.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the project would have a significant impact related to hydrology and water quality if it would:

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

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would; (i) result in substantial erosion or siltation on-or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows;

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

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

4.10.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to scenic vistas, scenic resources, visual character/quality of the site, and views in the area, which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Water Quality Standards

Impact HYDRO-1 – Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Analysis of Impacts

Construction

Clearing, grading, excavation, and construction activities associated with project buildout may impact water quality due to sheet erosion of exposed soils and subsequent deposition of particulates in nearby drainages. Grading activities, in particular, lead to exposed areas of loose soil sediment stockpiles, which are susceptible to uncontrolled sheet flow. Although erosion occurs naturally in the environment, primarily from weathering by water and wind action, improperly managed construction activities can lead to substantially accelerated rates of erosion that are detrimental to the environment. Grading activities during construction would be typical of what is found in other development projects. Bare soils would be exposed, and stockpiles would be created. Fuels, lubricants, solid wastes, and liquid wastes would be stored within active construction areas.

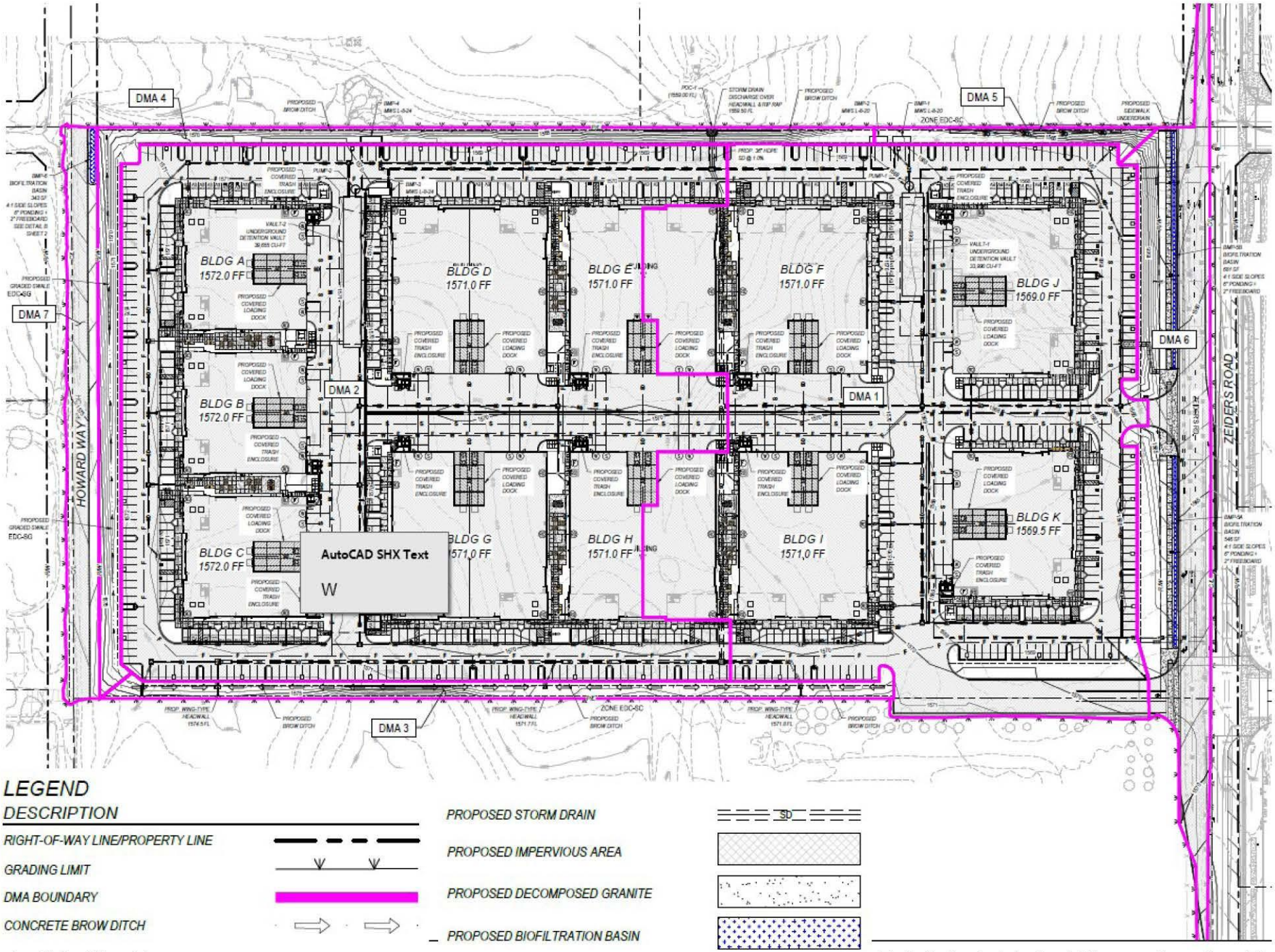
The project is required to comply with the NPDES Construction General Permit, the water quality policies of the City General Plan and the Riverside County DAMP, all which require the preparation and implementation of a SWPPP in order to obtain grading and building permits. The SWPPP will identify site-specific construction BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater runoff from the project site during construction. With regulatory compliance (SC-HYD-1 and SC-HYD-2 below), grading and development of the project site will not exceed regional or state water quality standards related to construction.

Operation

BMPs are designed to control and prevent discharges of pollutants that can adversely impact the downstream surface water quality. Construction activities are also required to comply with the City's Stormwater/Urban Runoff Ordinance, the City's Grading Ordinance, and other required regulations. With the implementation of BMPs as described in the SWPPP (see standard condition of approval SC-HYD-2 below), the project is not anticipated to violate water quality standards during construction. Therefore, impacts would be considered less than significant with mitigation incorporated.

The proposed drainage for the site consists of two major drainage basins, Drainage Basin 1 and 2, with two discharge locations to Zeiders Road, Point of Connection (POC)-1 and POC-2, to mimic the existing conditions. Drainage Basin 1 consists of the majority of the site. Onsite runoff flows overland and in a proposed storm drain to two underground storm water storage facilities which provide peak flow attenuation for the 100-yr 1-hr storm event as well as hydromodification management flow control for the 2-yr 24-hr storm event. Discharge from the underground storage facilities will be pumped to Modular Wetland Systems (MWS) for water quality treatment prior to discharging at POC-1. Exhibit 4.10-3, Water Quality Management Plan, shows the planned improvements on the site that will help maintain water quality standards both onsite and offsite.

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LEGEND

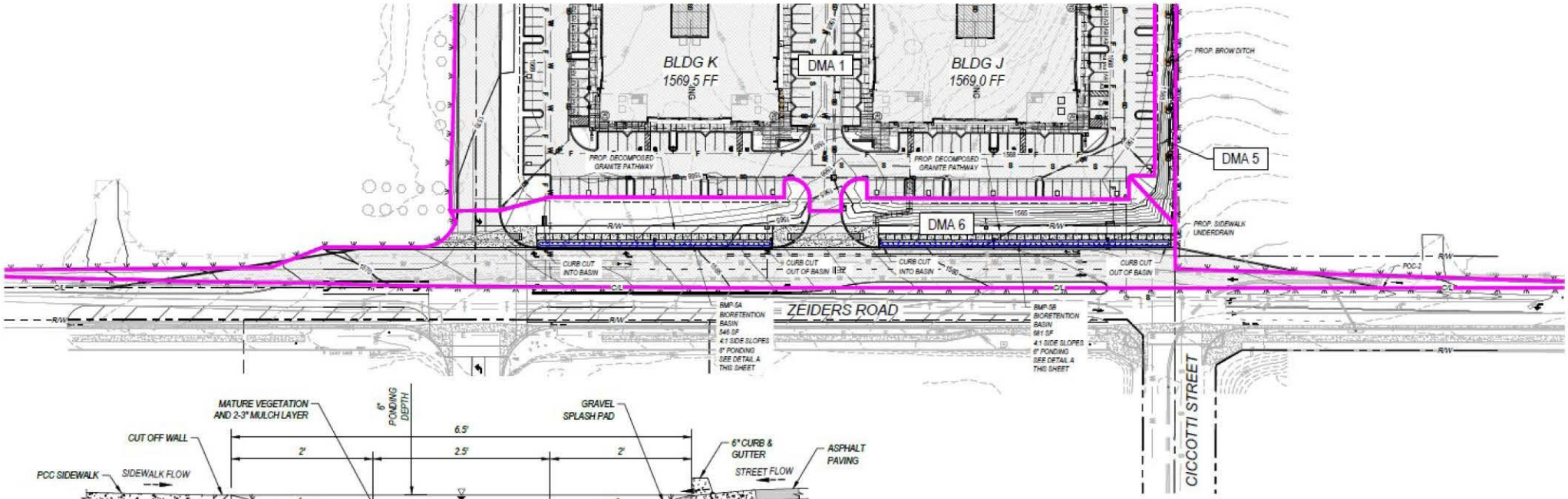
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RIGHT-OF-WAY LINE/PROPERTY LINE	
GRADING LIMIT	
DMA BOUNDARY	
CONCRETE BROW DITCH	
PROPOSED STORM DRAIN	SD
PROPOSED IMPERVIOUS AREA	
PROPOSED DECOMPOSED GRANITE	
PROPOSED BIOFILTRATION BASIN	

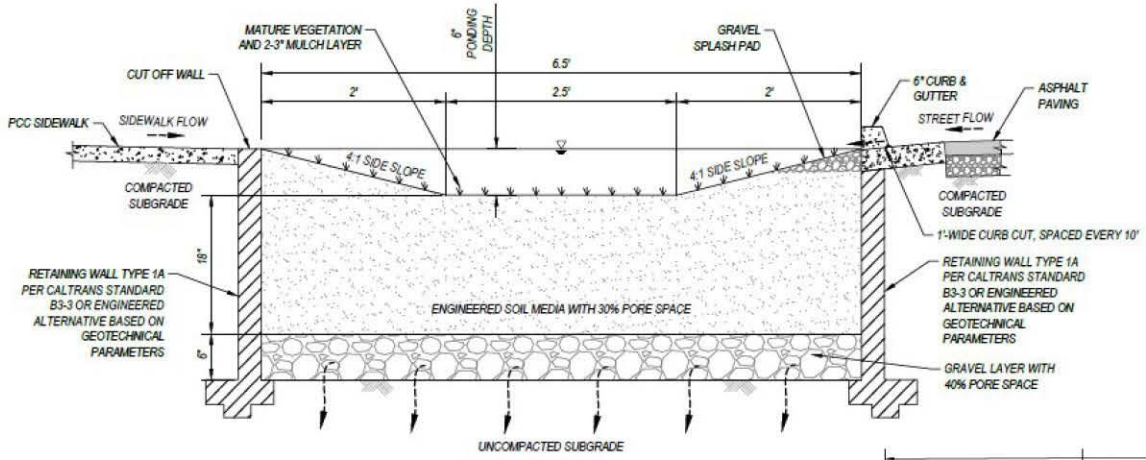
Pasco Laret Suiter & Associates
http://www.mig.com.com • 951-787-9222

Exhibit 4.10-3a Water Quality Plan

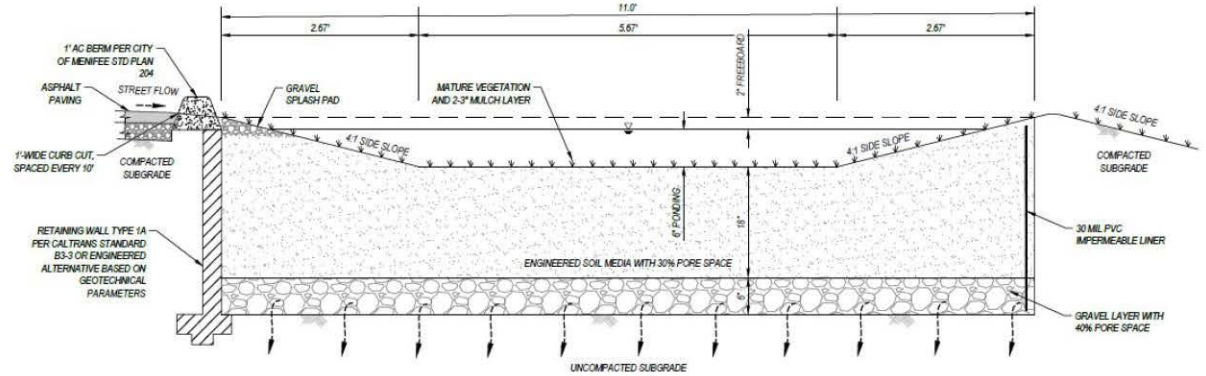
MIG

Menifee Business Park Project
Menifee, California





A/2 TYPICAL BIORETENTION DETAIL - BASINS 5A & 5B



B/2 TYPICAL BIORETENTION DETAIL - BASINS 6

NOT TO SCALE

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Exhibit 4.10-3b Water Quality Plan

Menifee Business Park Project
Menifee, California

Offsite storm water runoff that currently runs onto the site along the southern boundary from the three offsite tributary drainage courses will be captured in proposed brow ditches and conveyed to two onsite proposed headwalls and one catch basin and then conveyed in proposed storm drain infrastructure to POC-1 at the northern property boundary. The offsite runoff will confluence with onsite runoff in the proposed storm drain immediately prior to discharging to POC-1. The storm drain will be discharged through a headwall and rip rap energy dissipator. Drainage Basin 2 consists of the eastern edge of the property and the half width of Zeiders Road adjacent to the project site. Proposed storm drain runoff from the west half of Zeiders Road will flow to biofiltration basins located between the curb and sidewalk. Runoff will enter the biofiltration basins through curb cuts. Runoff that is unable to infiltrate will flow out of the basins through curb cuts and flow to POC-2.

The project would be required to comply with the NPDES Municipal Permit, the City General Plan, and the DAMP, which require implementation of post-construction BMPs in accordance with the Water Quality Control Plan for the Santa Ana River Basin. In addition, the Santa Ana MS4 Permit requires the preparation of a project-specific WQMP for all development projects and, as such, a project-specific WQMP has been prepared for the project. The project-Specific WQMP has incorporated low-impact development (LID) treatment, hydrologic control BMPs, and sediment supply BMPs. A final WQMP will be required to address BMP sizing and O&M plan.

The WQMP is intended to comply with the requirements of the City's Municipal Code Section 15.01, Storm Water/Urban Runoff, which includes the requirement for the preparation and implementation of a project-Specific WQMP and has outlined all BMPs designed to meet water quality standards and mitigate any adverse impacts; see Standard Conditions SC-HYD-3 through SC-HYD-5 below. Therefore, impacts would be less than significant with mitigation incorporated. With the recommended mitigation measures, impacts to water quality standards would be less than significant.

Standard Conditions of Approval

The project will implement the following City standard conditions of approval:

SC-HYD-1 **Site Drainage Plan.** A site drainage plan is required by the City of Menifee and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.

SC-HYD-2 **SWPPP.** Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-3 **WQMP.** The project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

SC-HYD-4 **Water Permitting.** Prior to commencing grading, the project Applicant shall comply with applicable construction water quality regulations including the NPDES General Construction Permit, which shall be obtained from the Regional Water Quality Control Board. This process requires that the applicant electronically submit Permit Registration Documents (PRDs) prior to commencement of

construction activities in the Storm Water Multiple Application and Report Tracking System (SMARTS). PRDs consist of the NOI, Risk Assessment, Post-Construction Calculations, a Site Map, the SWPPP, a signed certification statement by the Legally Responsible Person, and the first annual fee.

MM-HYD-5 **Final WQMP.** The project Applicant shall prepare a Final project-Specific Water Quality Management Plan (WQMP) with O&M Plan for submittal together with the associated grading and improvement plans which must be approved prior to the issuance of a building or grading permit. These documents shall be prepared in accordance with applicable City (Menifee) and County (Riverside) water quality requirements, for review and approval by the City of Menifee Engineering Department.

Level of Significance Before Mitigation
Less than significant

Mitigation Measures
None required.

Decrease Groundwater

Impact HYDRO-2 – Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?

Analysis of Impacts
The project site overlies the San Jacinto Groundwater Basin and is within the service area of the Eastern Municipal Water District (EMWD). The project would construct on-site and off-site potable water and recycled water systems in accordance with EMWD design standards to receive water services from EWMD. Thus, the project would utilize potable and recycled water and would not use any on-site or off-site groundwater wells, nor any other groundwater extractive methods to service the project.

While the project would introduce new impermeable surfaces to the site, it would include elements to reduce the effects of the new impervious areas pursuant to design measures. These measures include, but are not limited to, LID BMPs and other stormwater drainage controls. The LIDs would be engineered to capture and control run-off prior to being released downstream. This would increase the duration that water is held on-site prior to being released to downstream receiving waters. This timed-release allows water to slowly infiltrate the ground and helps facilitate recharging. In addition, LIDs that include permeable materials, enable run-off to immediately infiltrate and begin the recharge process. Lastly, the project site also includes areas that will be landscaped with permeable surfaces in accordance with EMWD's Water Efficient Guidelines for New Development, which also would facilitate groundwater recharge. Therefore, with the required measures in place, the loss of the permeable area would not be substantial and groundwater recharge would maintain pre-project conditions.

The project site is not a significant source of groundwater or a designated site for groundwater recharge back into the local aquifer. Although the proposed project would alter the hydrologic conditions at the project, the site does not provide a significant area or source of groundwater recharge. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-

existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). This impact is considered less than significant.

Level of Significance Before Mitigation
Less than significant

Mitigation Measures
None required

Drainage

Impact HYDRO-3 – Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (a) result in substantial erosion or siltation on- or off-site; (b) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (c) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems; (d) provide substantial additional sources of polluted runoff; or (e) Impede or redirect flood flows.

Analysis of Impacts
(a) The project drainage study demonstrates the project will not alter the overall existing drainage pattern of the site (i.e., to the north) and with planned improvements outlined in the drainage study and the Water Quality Management Plan, runoff from the developed project site will not increase over existing levels. This will control runoff that could otherwise cause erosion onsite or downstream offsite. The planned improvements will also prevent impacts on downstream drainage improvements or channels. Therefore, the project will not result in substantial erosion or siltation on- or off-site.

(b) The drainage study demonstrates the project will not increase onsite runoff from the site above existing levels. The planned improvements will also prevent impacts on downstream drainage improvements or channels. An NPDES Construction Stormwater Permit shall be obtained and a SWPPP would be implemented to minimize soil erosion and siltation on and off the site; see MM-HYD-1. BMPs as outlined in the WQMP (Appendix 9.9.2) would also be implemented during construction and operation of the site to minimize erosion and sedimentation. In addition to the SWPPP and WQMP, the project would comply with other applicable local and regional water quality requirements described in the Regulatory Framework discussion. Therefore, the project will not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

(c) The drainage study demonstrates the project will not increase onsite runoff from the site above existing levels. The planned improvements will also prevent impacts on downstream drainage improvements or channels. Therefore, the project will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems.

(d) With planned improvements outlined in the drainage study and the Water Quality Management Plan, runoff from the developed project site will not increase pollutants in runoff from the site that could affect downstream properties. Therefore, the project will not provide substantial additional sources of polluted runoff.

(e) Exhibit 4.10-1, FEMA Flood Zones, from the City General Plan Safety Element indicates the site is located in Flood Zone X which is not within a 100-year flood zone or subject to other flood hazards. The FEMA Flood Insurance Rate Map (FIRM) for the project area is Map 06065C2070H

dated 8-17-2014 which confirms the Zone X designation for the project site. The site will not experience flooding, therefore, the project will not impede or redirect flood flows.

In summary, with implementation of existing regulations and standard conditions of approval, no significant impacts are anticipated for these various water-related issues.

Standard Conditions of Approval

Refer to the discussion under Impact HYDRO-1

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Flood Risk

Impact HYDRO-4 – Would the project be subject to flood hazard, tsunami, or seiche zones, and risk release of pollutants due to project inundation?

Analysis of Impacts
The project is inland and is not at risk for inundation due to a tsunami since the project site is approximately 28 miles from the Pacific Ocean. The project site is not within a seiche zone, since no large bodies of water border the project site. The project site is located approximately seven miles northwest of Diamond Valley Reservoir (see Figure 4.10-2). The project site is downstream of Diamond Valley Reservoir but would not be inundated if its dam were to fail (see Exhibit 4.10-2). The project site is not located within a FEMA Flood Zone or County Flood Hazard Zone (see Figure 4.10-1).

The site has not been mapped in an area associated with flood risk (FEMA, 2012) so the risk associated with flooding is low.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Water Quality/Groundwater Plans

Impact HYDRO-5 – Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Analysis of Impacts
As discussed in Impact HYDRO-2 above, the project is underlain by the San Jacinto Groundwater Basin. For groundwater management plan and reporting purposes, the San Jacinto Groundwater Basin is further separated into the Hemet/San Jacinto Management Plan Area and the West San Jacinto Management Plan Area (submitted to the DWR on January 31, 2022), for which EMWD is the designated Groundwater Sustainability Agency (GSA). The project site is located in the West San Jacinto Management Plan (WSJMP) area. As a part of that Plan, EMWD produces an Annual Report on the status of the groundwater sub-basins within the district (EMWD 2023).

As indicated in the WSJMP, the project does not involve or obstruct any groundwater facilities as groundwater facilities planned by EMWD for this area. Furthermore, the project would not impede

percolation of local runoff back into the local aquifer and therefore not substantially deplete or decrease groundwater supplies or directly impact groundwater supplies. Thus, the project would not conflict with the Hemet/San Jacinto Groundwater Management Plan or the West Jacinto Groundwater Basin Management Plan.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact HYDRO-6 – Would the project cause substantial adverse cumulative impacts with respect to hydrology and water quality?

Analysis of Impacts
Cumulative impacts concerning hydrology and water quality could occur as existing uses, new development or redevelopment occurs within a specific watershed. This includes the project, and other past, present, and future projects. Growth would consist of a mix of residential and non-residential development, consistent with past and present growth trends. Cumulative development in conjunction with the project would result in the increase of impervious surfaces, and thus could generate increased run-off from the affected site. Thus, cumulative development, including the project, are required to develop SWPPPs and site specific WQMP with BMPs to control erosions and stormwater run-off in accordance with all required water quality permits and the Santa Ana River Basin Plan or the West San Jacinto Groundwater management Plan. The location of the project requires the creation of specific BMPs to minimize impact to stormwater systems and conveyance. As needed, cumulative projects would implement BMPs, including LID BMPs to minimize run-off, erosion, and storm water pollution. As part of these requirements, projects would be required to implement and maintain source controls, and treatment measures to minimize polluted discharge and prevent increases in run-off flows that could substantially decrease water quality. Conformance with these measures would aid in minimizing runoff and stormwater pollutants. Therefore, related projects are not expected to cause substantial increases in storm water pollution. With compliance with State and local mandates, cumulative impacts would be less than significant. As concluded above, the project would implement BMPS and efficient design measures in accordance with applicable federal, state, and local regulations. Therefore, the project's impacts would not be cumulatively considerable.

Standard Conditions of Approval

Refer to Impact HYDRO-1

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.10.5 REFERENCES

California Department of Water Resources, *Diamond Valley Lake Inundation Study*, Sheet No. 9, December 2017.

City of Menifee. *General Plan EIR, Chapter 5.9 – Hydrology and Water Quality*. September 2013.

City of Menifee, *Technical Background Report to the Safety Element of the General Plan.* July 2010.

City of Menifee, Municipal Code, Chapter 15.01 Storm Water/Urban Runoff

Eastern Municipal Water District (EMWD). West San Jacinto Management Plan Area Annual Report. 2023.

GEOCON Inc. *Infiltration Test Results.* March 6, 2024

Pasco Laret Suiter & Associates. *Preliminary Drainage Study*. December 2023 and Revised March 2024a.

Pasco Laret Suiter & Associates. *Project Specific Water Quality Management Plan*. December 2023 and Revised March 2024b.

Federal Emergency Management Agency (FEMA), Flood Insurance Rate Maps, Online Viewer. https://www.fema.gov/flood-maps [Website accessed July 2024]

4.11 – LAND USE AND PLANNING

This EIR chapter addresses land use and planning impacts associated with the proposed project. Issues of interest are land use and planning impacts identified by the CEQA Guidelines: whether the project will physically divide an established community or cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.11.1 – ENVIRONMENTAL SETTING

Existing Land Uses

The project site is mostly undeveloped, rural land, with an existing single-family home the only existing development on site. The site is bounded by rural/residential land uses to the north, south, and west, and light industrial land uses to the east. Zeiders Road and Howard Way run along the eastern and western sides of the site, respectively, the site is approximately 0.25 miles west of Interstate 215 (I-215) and 0.5 miles south of Scott Road.

The project site is located within the Economic Development Corridor (EDC) Southern Gateway (EDC-SG) land use designation as outlined in the City's General Plan. This designation allows for a mixture of residential, commercial, office, civic, industrial, entertainment, educational, and/or recreational uses. The designation allows only vertical mixed-use development, with residential development envisioned to take a supporting role to non-residential development. The City may eventually prepare a Specific Plan (SP) for the project area and the surrounding EDC-SG properties. The intent of the SP would be to create an "innovation district" that will drive economic development by diversifying the City's economy and prioritizing job creation.

Chapter 9.140 of the City's Development Code states that, "Economic Development Corridor Southern Gateway (EDC-SG)…will feature a business park style of development consisting of light industrial and office uses, with commercial use opportunities. The objective is to allow development while preserving the rural character of the Southern Gateway area." Multi-family dwellings are conditionally allowed subject to Section 9.140.050 (Special Requirements for Mixed Uses and Residential Uses in EDC Zones) but may not be located within 1,000 feet of the I-215 right-of-way (project site is 1,310 feet west of the I-215).

Land Use Entitlements

The project proposes development of an industrial/commercial business park. The project requires the following actions/approvals:

- Building Permit (including mechanical, electrical and plumbing)
- ROW Encroachment Permits or driveways, sidewalks, and utilities
- Demolition permits
- Tenant improvement permits
- Security and parking area lighting.
- Final Grading Plan
- Plot Plan
- Street Improvement Plan
- Utility connection permits

4.11.2 – REGULATORY FRAMEWORK

State

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.

Regional

A number of regional plans influence land use planning in the City of Menifee. Regional plans/policies created by planning agencies such as the Southern California Association of Governments (SCAG) are discussed below.

Southern California Association of Governments (SCAG) Regional Plans and Policies

The Southern California Association of Governments (SCAG) is responsible for regional planning in the southern California area. SCAG provides a framework to coordinate local and regional decisions regarding future growth and development and prepares future growth forecasts for the region. As the designated Metropolitan Planning Organization (MPO) for the area, SCAG is mandated by the Federal government to research and develop plans for transportation, growth management, hazardous waste management, and air quality based on the regional growth projections. SCAG is responsible for the production of a Regional Comprehensive Plan and Guide, a Regional Transportation Plan/Sustainable Communities Strategy, Regional Transportation Improvement Plan (also called "Connect SoCal"), and Growth Vision Report. In September 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Plan). The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals (see below). As SCAG is the largest MPO in the United States, it has sub-regional councils of government to provide for the subregions' land use and transportation planning at a more local level. The RTP/SCS is updated every four years.

2024-2050 Regional Transportation Plan/Sustainable Communities Strategy

The most current 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) was approved on April 4, 2024, and is a long-term vision of how the region will address regional transportation and land use challenges and opportunities. The 2024 RTP/SCS identifies goals, which are intended to help carry out the vision for improved mobility, a strong economy, and sustainability. The guiding policies for the 2024 RTP/SCS are intended to help focus future investments on the best-performing projects and strategies to preserve, maintain, and optimize the performance of the existing transportation system.

Local

City of Menifee General Plan

The City of Menifee General Plan includes the following issues, goals, and policies related to land use and planning:

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.

Policies:

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.

LU-1.5 Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.

LU-1.6 Coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and sub-regional goals for jobs-housing balance.

LU-1.9 Allow for flexible development standards provided that the potential benefits and merit of projects can be balanced with potential impacts.

Goal LU-2: Thriving Economic Development Corridors that accommodate a mix of non-residential and residential uses that generate activity and economic vitality in the City.

Policies:

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.

Goal LU-3: A full range of public utilities and related services that provide for the immediate and long-term needs of the community.

Policies:

LU-3.4 Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.

Circulation Element

Goal C-2: A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.

Policies:

C-2.1 Require on- and off-street pathways to:
- Comply with federal, state, and local design and safety standards.
- Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
- Be compatible with the streetscape and surrounding land uses.
- Be maintained in accordance with best practices.

C-2.2 Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel and explore the shared use of low speed roadways for connectivity wherever it is safe to do so.

C-2.4 Explore opportunities to expand the pedestrian and bicycle networks; this includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.

Goal C-3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.

Policies:

C-3.1 Maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available.

C-3.2 Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.

C-3.3 Provide additional development-related incentives to projects that promote transit use.

Goal C-5: An efficient flow of goods through the city that maximizes economic benefits and minimizes negative impacts.

Policies:

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

C-5.3 Support efforts to reduce/eliminate the negative environmental impacts of goods movement.

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.

Policies:

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.

ED-1.3: Establish a long-term employment objective where the number of jobs in the city will be equal to or up to 10% higher than the number of employed people living in Menifee.

ED-1.4: Provide sufficient infrastructure to serve the full build out of the city.

Community Design Element

Community Image

Goal CD-1: A unified and attractive community identity that complements the character of the City's distinctive communities.

Design Quality

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.

Policies:

Project Design

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).

CD-3.5: Design parking lots and structures to be functionally and visually integrated and connected; off-street parking lots should not dominate the streetscene.

CD-3.6: Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.

CD-3.8: Design retention/detention basins to be visually attractive and well integrated with any associated project and with adjacent land uses.

CD-3.9: Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.

Building Design

CD-3.10: Employ design strategies and building materials that evoke a sense of quality and permanence.

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.

CD-3.12: Utilize differing but complementary forms of architectural styles and designs that incorporate representative characteristics of a given area.

CD-3.14: Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.

CD-3.15: Require property owners to maintain structures and landscaping to high standards of design, health, and safety.

CD-3.16: Avoid use of long, blank walls in industrial developments by breaking them up with vertical and horizontal facade articulation achieved through stamping, colors, materials, modulation, and landscaping.

Land Use Transitions & Buffers

CD-3.17: Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.

CD-3.18: Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting roadway, commercial, agricultural, and industrial uses.

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.

CD-3.20: Avoid the blocking of public views by solid walls.

CD-3.21: Use open space, greenways, recreational lands, and water courses as community separators.

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.

Corridors and Scenic Resources

Goal CD-4: Recognize, preserve, and enhance the aesthetic value of the city's enhanced landscape corridors and scenic corridors.

Policies:

Enhanced Landscape Corridors

CD-4.1: Create unifying streetscape elements for enhanced landscape streets, including coordinated streetlights, landscaping, public signage, street furniture, and hardscaping.

CD-4.2: Design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration; strengthen connectivity; and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.

CD-4.3: Apply special paving at major intersections and crosswalks along enhanced corridors to create a visual focal point and slow traffic speeds.

Scenic Resources

CD-4.4: Frame views along streets through the use of wide parkways and median landscaping.

CD-4.5: Orient new streets to maximize the view of open space, parks, mountains, and built landmarks where possible.

CD-4.7: Design new landscaping, structures, equipment, signs, or grading within the scenic corridors for compatibility with the surrounding scenic setting or environment.

CD-4.8: Preserve and enhance view corridors by undergrounding and/or screening new or relocated electric or communication distribution lines, which would be visible from the city's scenic highway corridors.

CD-4.9: Require specialized design review for development along scenic corridors, including but not limited to, building height restrictions, setback requirements, and site-orientation guidelines.

Community Design

Goal CD-5: Economic Development Corridors that are visually distinctive and vibrant and combine commercial, industrial, residential, civic, cultural, and recreational uses.

Policies:

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.

CD-5.2: Include open space and/or recreational amenities in EDC areas to provide visual relief from development, form linkages to adjacent uses and other portions of the economic development corridor, and serve as buffers between uses, where necessary.

CD-5.4: Locate building access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity in the EDC areas where appropriate.

CD-5.5: Create a human-scale ground-floor environment that includes public open areas that separate pedestrian space from auto traffic, or where these intersect, give special regard to pedestrian safety.

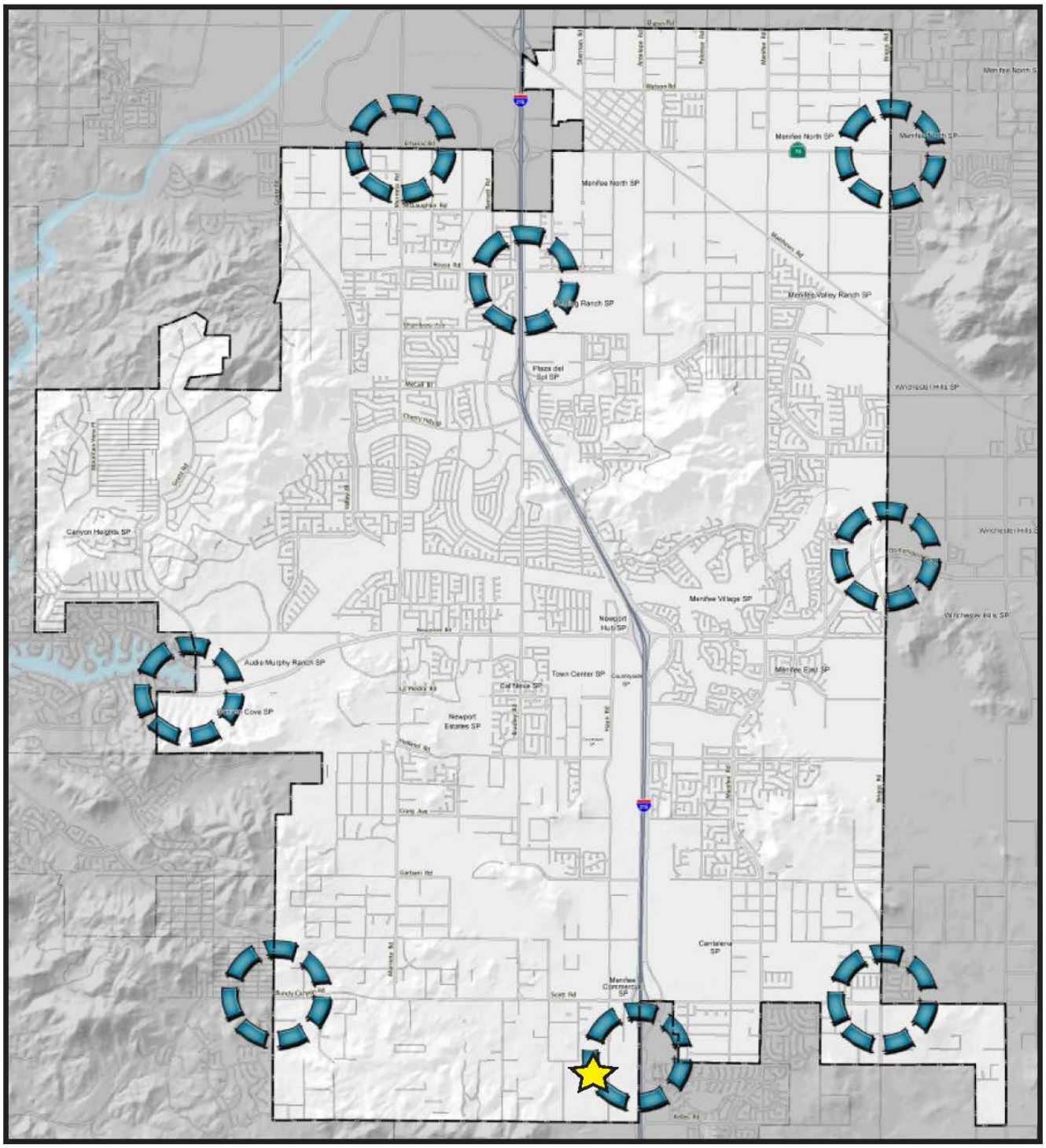
CD-5.6: Orient building entrance toward the street and provide parking in the rear, when possible.

CD-5.8: Encourage adjacent commercial and industrial buildings to share open, landscaped, and/or hardscaped areas for visual relief, access, and outdoor employee gathering places.

It should be noted the City adopted a Design Guidelines Manual in 2022 that correlates with the Community Design Element. The Design Guidelines include commercial and industrial uses. The following four graphics illustrate the Community Design Element's overall goals for the City while this document focuses on how that element addresses the Economic Development Corridor-Southern Gateway within which the proposed project is located (see below):

- Exhibit 4.11-1: CD-1 Proposed City Gateways
- Exhibit 4.11-2: LU-1 Community Structure
- Exhibit 4.11-3: CD-2 Enhanced Landscape Corridors and Scenic Corridors
- Exhibit 4.11-4: C-8 Scenic Highways

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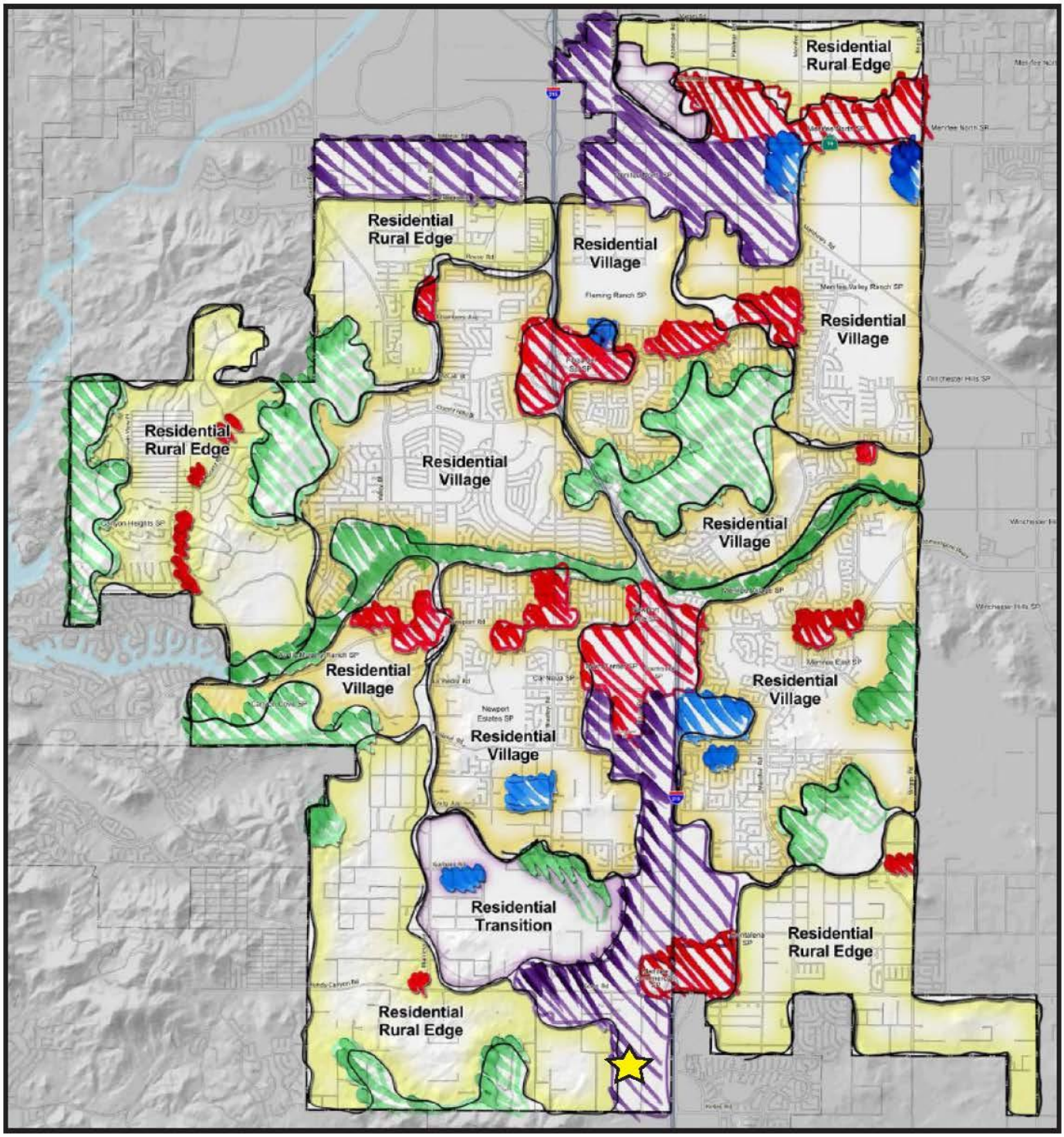


Source: City of Menifee General Plan

http://www.migcom.com • 951-787-9222

Exhibit 4.11-1 Proposed City Gateways

Menifee Business Park Project
Menifee, California



Commercial cluster: Predominantly regional or neighborhood-serving retail commercial uses

Jobs center: A mix of predominantly nonresidential land uses (such as office, business park, industrial) and limited residential uses

Public facility: Includes schools, universities, and utilities

Natural landform: Hillsides, creeks, greenways, and other significant topography

Project Location

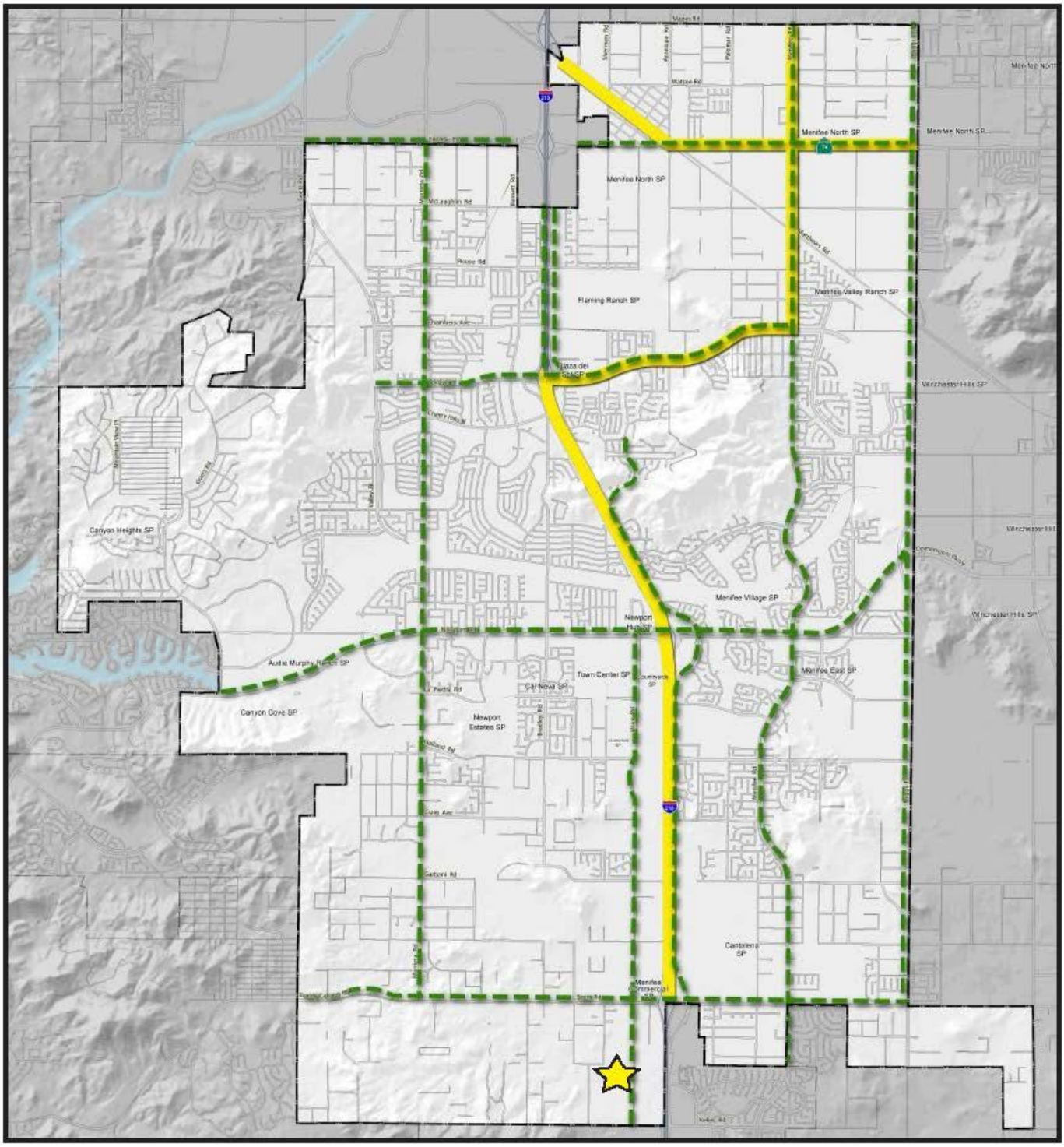
Not to Scale

Source: City of Menifee General Plan

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Exhibit 4.11-2 Community Structure

Menifee Business Park Project
Menifee, California

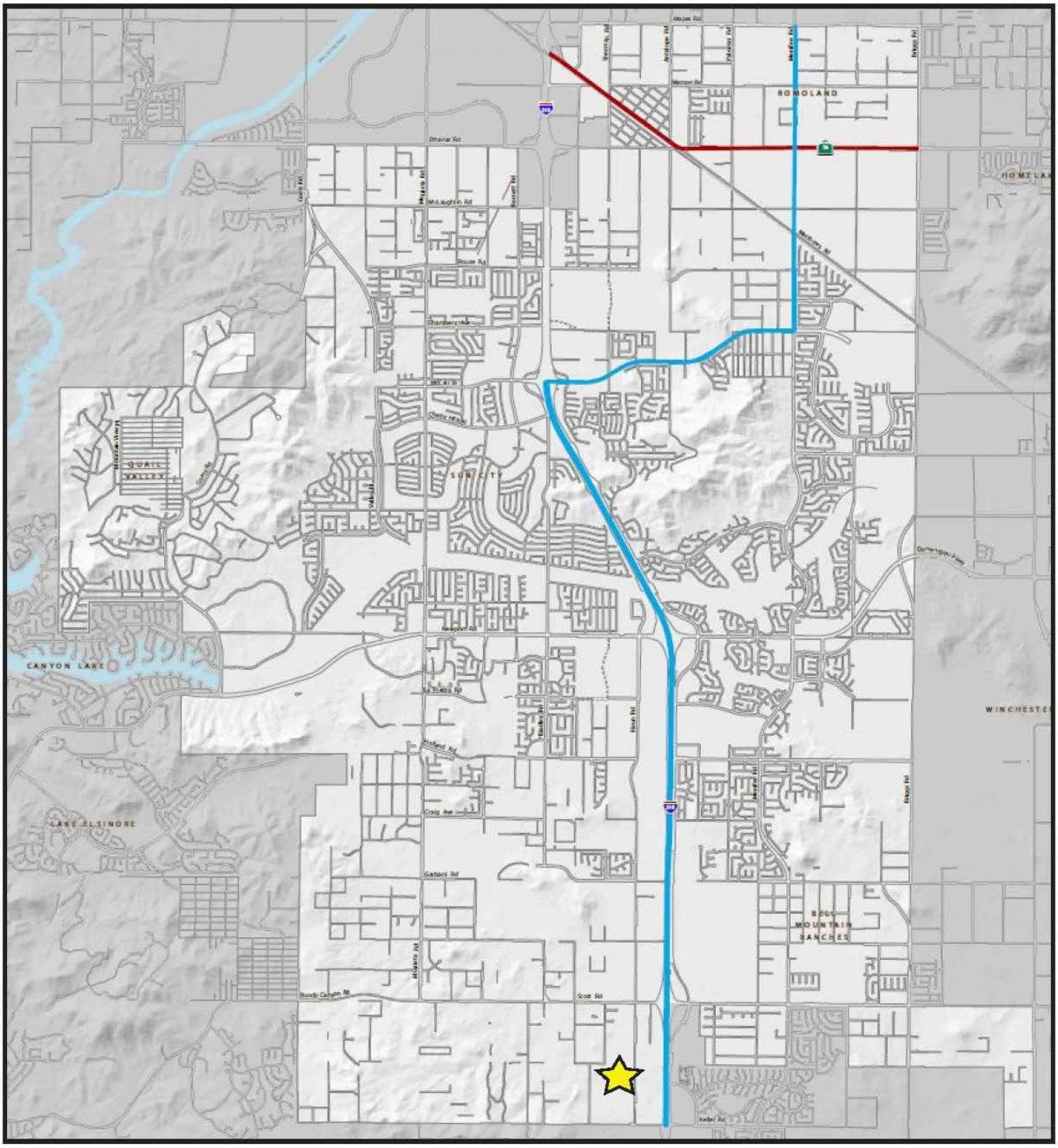


Source: City of Menifee General Plan

http://www.migcom.com • 951-787-9222

Exhibit 4.11-3 Enhanced Landscape and Scenic Corridors

Menifee Business Park Project
Menifee, California



Source: City of Menifee General Plan

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Exhibit 4.11-4 Scenic Highways

Menifee Business Park Project
Menifee, California

City of Menifee Municipal Code

Chapter 9 of the City Municipal Code (CMC) is the City's Development Code, and Section 9.140 addresses "Economic Development Corridor Zones". CMC Section 9.140.1 indicates that the "Economic Development Corridor Southern Gateway (EDC-SG) will feature a business park style of development consisting of light industrial and office uses, with commercial use opportunities. The objective is to allow development while preserving the rural character of the Southern Gateway area." This section includes Table 9.140.030-1 which identifies allowed uses and corresponding approval requirements for the EDC zones subject to compliance with all other provisions of that Title. Descriptions/definitions of many of the land uses can be found in Article 6 of this title (Definitions). The list of land uses, with the exception of prohibited uses, on Table 9.140.030-1 shall be permitted in one or more of the EDC zones as indicated in the columns corresponding to each zone.

4.11.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the project could result in a significant impact if it:

A. Physically divides an established community.

B. Causes 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.

C. Causes substantial adverse cumulative impacts with respect to land use and planning.

4.11.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to land use and planning that could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Established Communities

Impact LAND-1 – Would the project physically divide an established community?

Analysis of Impacts

The physical division of an established community typically refers to the construction of a physical feature (such as a new freeway, railway, or other large transportation projects) or the removal of a means of access (such as a bridge) that would impede or restrict movements within a community. It also may refer to policies that limit or preclude access between adjacent areas or neighborhoods within a city.

The 19.51-acre project site in its existing condition, prior to development, is predominantly vacant, except for a large single-family farmhouse and related structures in the north-central portion of the site. The site is surrounded by rural-residential land uses to the north, south, and west, with light industrial and commercial developments east of the site across the street. The project is also surrounded on three sides by roads, with Zeiders Road, a paved improved road to the east, a Ciccotti Street as an unpaved (dirt) road to the north, and Howard Way as an unpaved rural road to the west. The project would not involve the removal of vital roadways or points of connection for the surrounding uses.

The project site is located in an area designated in the General Plan as Economic Development Corridor (EDC) and zoned as EDC-Southern Gateway (EDC-SG); both designations encourage the development of mixed-use light industrial and commercial uses. Development of the proposed project also includes 2.05 acres of off-site road improvements. There are rural residential uses near the project site to the north, west, and south, but the project will not preclude access between these areas so it will not divide an established community. The project does not propose major circulation changes that would restrict access to any particular areas of the community, nor the City at large, nor would divide an established community. Therefore, any impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Plan Conflicts

Impact LAND-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?

Analysis of Impacts
This section includes a discussion of potential conflicts between the project and applicable planning documents, which are described in Section 4.11.2 above. It should be noted that policy conflicts do not, in and of themselves, constitute a significant environmental impact. However, policy inconsistency is considered to be a significant adverse environmental impact when it is related to a policy adopted for the purpose of avoiding or mitigating an environmental effect and it is anticipated that the inconsistency would result in a significant adverse *physical* impact. Please note that planning documents that pertain to specific technical topics (e.g., Air Quality) are discussed in those topical sections of this Draft EIR. The Draft General Plan Land Use Map is included with the project Description (Section 3.0).

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG Regional Council adopted the 2024-2050 RTP/SCS on April 4, 2024. The long-range visioning plan identifies several goals which are intended to help carry out the vision for improved mobility, a strong economy, and sustainability. These goals, and the project's relationship to these goals, are presented in Table 4.11-1 (2024-2050 RTP/SCS Consistency Analysis). As shown in Table 4.11-1, the implementation of the project would not cause a significant environmental impact due to a conflict with any regional (SCAG) land use-related policies adopted for the purpose of avoiding or mitigating an environmental effect.

The 2024-2050 RTP/SCS also includes growth projections for cities and counties within the region. Population growth associated with the project would not exceed the projected population growth forecast from the SCAG. Please also see Section 4.14, Population and Housing, for an analysis of potential population and housing impacts.

Table 4.11-1: 2024-2050 RTP/SCS Consistency Analysis

2024-2050 RTP/SCS	Consistency Analysis
MOBILITY Goal: Build and maintain an integrated multi-modal transportation network	**Consistent.** The improvements to Zeiders Road would be consistent with other street improvements in the immediate project site vicinity that would supplement the regional transportation system.
Sub-Goal 1: Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions	**Consistent.** Development of the project site would be consistent with current building codes, state and Federal requirements including Green Building Standards. This includes EV Parking spaces, energy-efficient buildings, and use of construction and grading equipment that complies with current AQ standards, etc.
Sub-Goal 2: Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities	**Not applicable.** The project is not a transportation project.
Sub-Goal 3: Support planning for people of all ages, abilities and backgrounds	**Consistent.** The project would be constructed consistent with the Economic Development Corridor Southern Gateway General Plan land use designation and zoning classification, and associated development standards. The project would be constructed to current building codes, state and federal requirements including Green Building Standards. The development of the project would also increase employment for the City and its residents.
COMMUNITIES Goal: Develop, connect and sustain livable and thriving communities	**Consistent.** The project provides opportunities for a variety of companies within the business park which helps support the larger community.
Sub-Goal 1: Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances	**Consistent.** The project would construct new roads, infrastructure, and buildings to support uses consistent with the 2024 RTP/SCS and consistent with current building codes, state and federal requirements including Green Building Standards. This includes EV Parking spaces, energy-efficient buildings, and use of construction and grading equipment that complies with current AQ standards, etc..
Sub-Goal 2: Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households	**Not applicable.** The project does not provide any housing.
ENVIRONMENT Goal: Create a healthy region for the people of today and tomorrow	**Consistent.** The project provides a variety of jobs and installs a trail along the west side of Zeiders Road adjacent to the site to help pedestrians access the area which helps the health of the larger community.
Sub-Goal 1: Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change	**Consistent.** The project will not exceed daily air pollutants or greenhouse gas emission thresholds and provides more local jobs to help reduce commuting by local workers.
Sub-Goal 2: Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water	**Consistent.** Development of the project site would be consistent with current building codes, state and Federal requirements including Green Building Standards. This includes EV Parking spaces, energy-efficient buildings, and use of construction and grading equipment that complies with current AQ standards, etc. Project would also improve the site adjacent portion of Zeiders Road.

2024-2050 RTP/SCS	Consistency Analysis
Sub-Goal 3: Conserve the region's resources	**Consistent.** EIR Section 4 determined the project would have less than significant impacts on area energy, water, agricultural, biological, cultural, or mineral resources.
ECONOMY Goal: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region	**Consistent.** The project would be constructed consistent with the Economic Development Corridor Southern Gateway General Plan land use designation and zoning classification, and associated development standards. The project would be constructed to current building codes, state and federal requirements including Green Building Standards. The project would provide additional short- and long-term employment for the City and its residents.
Sub-Goal 1: Improve access to jobs and educational resources.	**Consistent.** The project would create additional jobs in this far southern portion of the City.
Sub-Goal 2: Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities	**Consistent.** Implementation of the project would result in the development of up to 11 new buildings with different business opportunities for services and light manufacturing uses within the new business park. The project would improve the adjacent Zeiders Road for project access. The project would increase the City's ability to process and distribute goods. This increased goods processing capacity would improve trade both in the City and potentially the region.

Source: SCAG 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

City of Menifee General Plan

The project is consistent with the current General Plan land use designation for the site. Therefore, it is generally consistent with the requirements of those designations as they apply to other elements of the General Plan. The site will continue to be identified as Economic Development Corridor (EDC) in the General Plan Land Use Element. Table 4.11-2 demonstrates the project's compliance or consistency with the applicable goals and policies of the applicable General Plan Elements as outlined in Section 4.11.2 above.

Table 4.11-2: City General Plan Consistency Analysis

Applicable General Plan Goals and Policies	Consistency Analysis
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 proposed business park will offer 11 new buildings that can house a variety of services and light manufacturing uses which helps diversity the employment base of the City.
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 is located within the Economic Development Corridor-Southern Gateway along Zeiders Road in this southern portion of the City as established in the City's General Plan. This corridor protects the rural residential development to the west but eventually the rural lands to the north and south, which are also in the corridor, will be developed.
Policy LU-1.5: Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.	**Generally Consistent.** The project will install sidewalks along Zeiders Road adjacent to the project site and will install bicycle racks as required by the GBC and the City Municipal Code. If RTA requests it, the project will install a bus shelter on

Applicable General Plan Goals and Policies	Consistency Analysis
	Zeiders Road adjacent to the site or make a fair share contribution toward a local bus shelter if appropriate.
Policy LU-1.6: Coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and sub-regional goals for jobs-housing balance.	**Consistent.** The City of Menifee is considered housing rich at this time (housing to jobs ratio greater than 1;1). The proposed business park will offer 11 new buildings that can house a variety of services and light manufacturing uses which helps diversity the employment base of the City. The project is expected to generate 553 new jobs.
Policy LU-1.9: Allow for flexible development standards provided that the potential benefits and merit of projects can be balanced with potential impacts.	**Consistent.** The project complies with the various requirements of the EDC land use designation and the EDC-SG zoning and will provide a variety of jobs with minimal potentially significant impacts (i.e., only greenhouse gases).
Goal LU-2: Thriving Economic Development Corridors that accommodate a mix of non-residential and residential uses that generate activity and economic vitality in the City.	**Consistent.** The project is located within and is consistent with the development requirements of the General Plan and zoning.
Policy LU-2.1: Promote infill development that complements existing neighborhoods and surrounding areas. Infill development and future growth in Menifee is strongly encouraged to locate within EDC areas to preserve the rural character of rural, estate, and small estate residential uses.	**Consistent.** The project provides the types of non-residential uses allowed under the EDC-SG zoning while protecting the rural residential uses to the west adjacent to the EDC designation. However, rural land to the north and south of the site will eventually be developed with non-residential and/or residential uses allowed under the ENC-SG designation.
Goal LU-3: A full range of public utilities and related services that provide for the immediate and long-term needs of the community.	**Consistent.** The proposed project will have all necessary services and utilities to serve a variety of light manufacturing or service uses that will be located in this business park.
Policy LU-3.4: Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.	**Consistent.** Section 4.19, *Utilities and Service Systems*, of this EIR demonstrates the project will be able to have all necessary public services and utilities to serve its future users.
Circulation Element	
Goal C-2: A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.	**Consistent.** The project will provide sidewalks on Zeiders Road adjacent to the site as well as bicycle racks per the City Municipal Code. Eventually this road will have full-length sidewalks and Class II bike lanes which will serve the project site.
Policy C-2.1: Require on- and off-street pathways to: • Comply with federal, state, and local design and safety standards. • Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines. • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices.	**Consistent.** The project will provide sidewalks on Zeiders Road adjacent to the site as well as bicycle racks per the City Municipal Code. The Circulation Element indicates this road will eventually have full-length sidewalks and Class II bike lanes and the project has an additional multi-use trail along its Zeiders Road frontage as well. Onsite facilities will be maintained by a Community Facilities District (CFD) and a Property Owners Association (POA).
Policy C-2.2: Provide off-street multipurpose trails and on-street bike lanes as our primary	**Consistent.** The General Plan Circulation Element indicates that Zeiders Road will eventually have full-

Applicable General Plan Goals and Policies	Consistency Analysis
paths of citywide travel, and explore the shared use of low speed roadways for connectivity wherever it is safe to do so.	length sidewalks and Class II bicycle lanes and in the future have access to transit services.
Policy C-2.4: Explore opportunities to expand the pedestrian and bicycle networks; this includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.	**Consistent.** See Response to Policy C-2.2 above.
Goal C-3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.	**Consistent.** The General Plan Circulation Element indicates that Zeiders Road, adjacent to the site, will eventually have full length sidewalks and Class II bike lanes, and in the future will have access to transit.
Policy C-3.1: Maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available.	**Consistent.** Through the City development review process, the project will coordinate with RTA to identify any needed transit improvements that need to be installed by the project.
Policy C-3.2: Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.	**Consistent.** See Response to Policy C-3.1 above.
Policy C-3.3: Provide additional development-related incentives to projects that promote transit use.	**Consistent.** Future employers within the project will be encouraged to provide transit information to their employees.
Goal C-5: An efficient flow of goods through the city that maximizes economic benefits and minimizes negative impacts.	**Consistent.** The project is in the southern portion of the City within an Economic Development Corridor and will provide new employment opportunities for City residents.
Policy C-5.1: Designate and maintain a network of city truck routes that provides for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses	**Consistent.** The project site is just south of Scott Road which is a designated truck route in the City, and eventually Keller Road will be designated as a truck route when a new I-215 Freeway interchange is built at that intersection.
Policy C-5.3: Support efforts to reduce/eliminate the negative environmental impacts of goods movement.	**Consistent.** An EIR is being prepared for this project which is the most extensive environmental documentation that can be prepared under CEQA. Mitigation is recommended where potential significant impacts result from the project.
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.** The project will provide 11 buildings for new services or light manufacturing uses that will employ over 500 workers.
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.** The project will likely attract a variety of businesses which will provide a range of full- and possibly part-time employment opportunities for City residents.
Policy ED-1.3: Establish a long-term employment objective where the number of jobs in the city will be equal to or up to 10% higher than the number of employed people living in Menifee.	**Consistent.** While this requires a city implementation program, the project will provide employment for over 500 new workers in a variety of businesses and at various income levels.
Policy ED-1.4: Provide sufficient infrastructure to serve the full build out of the city.	**Consistent.** The City's development review procedures will verify that the project will have sufficient utility connections and provide necessary infrastructure.
Community Design Element	

Applicable General Plan Goals and Policies	Consistency Analysis
Goal CD-1: A unified and attractive community identity that complements the character of the City's distinctive communities.	**Consistent.** The city's development review process will assure the project appearance is consistent with the design parameters of the Economic Development Corridor-Southern Gateway.
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.	**Consistent.** The perimeter of the project will have fencing and landscaped to adequately buffer it from adjacent rural uses to the north, west, and south. It should be noted the uses to the north and south are also within the EDC so will eventually development with non-residential and/or other residential uses.
Policy CD-3.2: Maintain and incorporate the city's natural amenities, including its hillsides, indigenous vegetation, and rock outcroppings, within proposed projects.	**Consistent.** The project site does not contain any natural amenities (no hillsides, steep slopes, native vegetation, or rock outcroppings).
Policy CD-3.3: Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing).	**Consistent.** The project will have all underground utilities and be relatively low scale (max. height 40 feet although 75 feet allowed) and will be attractive for new employers, employees, and visitors.
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 streetscene.	**Consistent.** There will be one perimeter drive aisle with parking on both sides around the project buildings so that loading docks/areas are concentrated on the "inside" of the development and are not readily visible from adjacent areas.
Policy CD-3.6: Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.	**Consistent.** The project entry is on the east side along Zeiders Road which is away from any rural residences.
Policy CD-3.8: Design retention/detention basins to be visually attractive and well integrated with any associated project and with adjacent land uses.	**Consistent.** The project will have several detention facilities that are landscaped and will not detract from the visual appearance of the site.
Policy CD-3.9: Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.	**Consistent.** The project will have security lighting and is readily viewable by patrol personnel from the perimeter or from the interior drive aisles.
Policy CD-3.10: Employ design strategies and building materials that evoke a sense of quality and permanence.	**Consistent.** The project will use a variety of materials (concrete, metal, glass) to provide visual diversity (see renderings of the project).
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.	**Consistent.** The project has architecture appropriate for the types of uses and users anticipated (i.e., multiple smaller buildings) that are separated to prevent massing of structures.
Policy CD-3.12: Utilize differing but complementary forms of architectural styles and designs that incorporate representative characteristics of a given area.	**Consistent.** The project has a consistent architectural style throughout given it relatively modest size and location within the EDC-SG.
Policy CD-3.14: Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.	**Consistent.** The project involves 11 buildings with a variety of visual materials (concrete, metal, glass) which will provide visual relief and prevent long expanses of monotonous walls.

Applicable General Plan Goals and Policies	Consistency Analysis
Policy CD-3.15: Require property owners to maintain structures and landscaping to high standards of design, health, and safety.	**Consistent.** The project will be maintained through a combination of Community Facilities District (CFD) and Property Owner Association (POA) activities.
Policy CD-3.16: Avoid use of long, blank walls in industrial developments by breaking them up with vertical and horizontal facade articulation achieved through stamping, colors, materials, modulation, and landscaping.	**Consistent.** See Responses to Policies CD-3.10 and CD-3.14 above.
Policy CD-3.17: Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.	**Consistent.** The project will provide a variety of landscaping materials with different shapes, colors, heights, appearances, and textures to provide visual interest.
Policy CD-3.18: Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting roadway, commercial, agricultural, and industrial uses.	**Consistent.** The closest rural residences are west of the site and the project will provide a landscaped slope.
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.	**Consistent.** The project has landscaped slopes and planters to separate it from adjacent uses rather than imposing block walls or unattractive fencing.
Policy CD-3.20: Avoid the blocking of public views by solid walls.	**Consistent.** project has landscaped slopes and does not have solid walls to soften its appearance from surrounding areas.
Policy CD-3.21: Use open space, greenways, recreational lands, and water courses as community separators.	**Consistent.** See Response to Policy CD-3.20 above.
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.	**Consistent.** The project is not residential and not adjacent to the I-215 Freeway. The project does contain extensive landscaping to soften its appearance from surrounding uses.
Policy Goal CD-4: Recognize, preserve, and enhance the aesthetic value of the city's enhanced landscape corridors and scenic corridors.	**Consistent.** The project is located along Zeiders Road which is a designated enhanced landscape corridor within the city. The project will have extensive landscaping and entry monumentation and relatively low-rise attractively designed buildings to be consistent with the various design guidelines for this area.
Policy CD-4.1: Create unifying streetscape elements for enhanced landscape streets, including coordinated streetlights, landscaping, public signage, street furniture, and hardscaping.	**Consistent.** The project design will be consistent with the EDC requirements in general and the EDC-SG requirements in particular.
Policy CD-4.2: Design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration; strengthen connectivity; and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.	**Consistent.** The project will provide sidewalks on Zeiders Road adjacent to the site as well as bicycle racks per the City Municipal Code. The Circulation Element indicates this road will eventually have full-length sidewalks and Class II bike lanes and the project has an additional multi-use trail along its Zeiders Road frontage as well.
Policy CD-4.3: Apply special paving at major intersections and crosswalks along enhanced	**Consistent.** The project will have special pavement treatment at its main entrance on Zeiders Road.

Applicable General Plan Goals and Policies	Consistency Analysis
corridors to create a visual focal point and slow traffic speeds.	
Policy CD-4.4: Frame views along streets through the use of wide parkways and median landscaping.	**Consistent.** Zeiders Road is a major (118' FOW) roadway and will have extensive landscaping and a raised median.
Policy CD-4.5: Orient new streets to maximize the view of open space, parks, mountains, and built landmarks where possible.	**Not Applicable.** The project will not construct any streets other than improvements to Zeiders Road adjacent to the east.
Policy CD-4.7: Design new landscaping, structures, equipment, signs, or grading within the scenic corridors for compatibility with the surrounding scenic setting or environment.	**Consistent.** The planned landscaping for the project will be consistent with the requirements for enhanced landscape corridors as well as the EDC and EDC-SG design requirements.
Policy CD-4.8: Preserve and enhance view corridors by undergrounding and/or screening new or relocated electric or communication distribution lines, which would be visible from the city's scenic highway corridors.	**Consistent.** The project will have all undergrounded utilities.
Policy CD-4.9: Require specialized design review for development along scenic corridors, including but not limited to, building height restrictions, setback requirements, and site-orientation guidelines.	**Consistent.** Since the project is within the EDC-SG corridor and enhanced landscape corridor, its design must meet those various design requirements as part of the city's development review process.
Goal CD-5: Economic Development Corridors that are visually distinctive and vibrant and combine commercial, industrial, residential, civic, cultural, and recreational uses.	**Consistent.** The project must be consistent with the EDC-SG corridor and enhanced landscape corridor requirements, and its design must meet those various design requirements as part of the city's development review process.
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.	**Consistent.** The project will provide the appropriate pedestrian- and aesthetic treatments determined to be necessary and in compliance with the various corridor requirements.
Policy CD-5.2: Include open space and/or recreational amenities in EDC areas to provide visual relief from development, form linkages to adjacent uses and other portions of the economic development corridor, and serve as buffers between uses, where necessary.	**Partially Consistent.** The project has landscaped slopes and planters to visually separate it from adjacent rural uses rather than imposing block walls or unattractive fencing.
Policy CD-5.4: Locate building access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity in the EDC areas where appropriate.	**Consistent.** The project will construct a sidewalk and multi-use trail adjacent to the site along Zeiders Road, and the road will eventually have Class II bike lanes and transit service.
Policy CD-5.5: Create a human-scale ground-floor environment that includes public open areas that separate pedestrian space from auto traffic, or where these intersect, give special regard to pedestrian safety.	**Consistent.** The project is at a very human scale with building entrances clearly marked. Pedestrian facilities are along Zeiders Road (eastern project boundary) which are separate from the vehicular drive aisles and parking areas.
Policy CD-5.6: Orient building entrance toward the street and provide parking in the rear, when possible.	**Consistent.** This project has 11 smaller buildings which are oriented toward the perimeter parking (drive aisle with parking on both sides). This allows

Applicable General Plan Goals and Policies	Consistency Analysis
	the loading docks to be placed where they are not readily visible to the public.
Policy CD-5.8: Encourage adjacent commercial and industrial buildings to share open, landscaped, and/or hardscaped areas for visual relief, access, and outdoor employee gathering places.	**Partially Consistent.** The project has a limited amount of open space, mainly in the form of landscaping and small outdoor employee gathering areas.
Goal CD-6: Attractive landscaping, lighting, and signage that conveys a positive image of the community.	**Consistent.** The project must be consistent with the EDC-SG corridor and enhanced landscape corridor requirements, and its design must meet those various design requirements as part of the city's development review process.
Policy CD-6.1: Recognize the importance of street trees in the aesthetic appeal of residential neighborhoods and require the planting of street trees throughout the city.	**Consistent.** The project will install dozens of new street trees along Zeiders Road and around the perimeter to visually separate the project from its rural neighbors.
Policy CD-6.2: Ensure that all public landscaping is adequately maintained.	**Consistent.** The project landscaping will be maintained through a combination of Community Facilities District (CFD) and Property Owner Association (POA) activities.
Policy CD-6.3: Require property owners to maintain the existing landscape on developed non-residential sites and replace unhealthy or dead landscaping.	**Consistent.** See Response to Policy CD-6.2 above.
Policy CD-6.4: Require that lighting and fixtures be integrated with the design and layout of a project and that they provide a desirable level of security and illumination.	**Consistent.** The project plans show the proposed lighting fixtures for the project meet the Municipal Code requirements for lighting as well as the EDC and EDC-SG design requirements.
Policy CD-6.5: Limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.	**Consistent.** The project lighting must be consistent with the lighting limitations outlined in the County's Dark Skies ordinance.
Policy CD-6.6: Encourage the incorporation of lighting into signage design when appropriate in order to minimize glare and light spillage while accentuating the design of the signage.	**Consistent.** The project plans show a modest amount of glass facing Zeiders Road and the only opportunity for glare would be for brief periods of time on drivers traveling along Zeiders Road in the morning (only 3 project buildings face east).
Policy CD-6.7: Integrate project signage into the architectural design and character of new buildings.	**Consistent.** The project signage could be incorporated into the project monument sign as allowed in the EDC and landscape corridor guidelines.
Policy CD-6.8: Discourage the use of flashing, moving, or audible signs.	**Consistent.** The project will have no flashing, moving, or audible signage.

Source: City of Menifee General Plan, various elements (see EIR Section 4.11.2).

City of Menifee Municipal Code

The City's Municipal Code (CMC) is one of the primary tools for implementing the General Plan, specifically the Development Code as it relates to land use and planning. The Development Code is Title 9, Planning and Zoning, of the CMC. The project is consistent with the current zoning classification for the site. Therefore, it is generally consistent with the requirements of that designation as they apply to the Development Code. The site will continue to be identified as Economic Development Corridor-Southern Gateway (EDC-SG) in the City's zoning map.

CMC Section 9.140, Economic Development Corridor Zones, sub-section (e) states the following:

> *"Economic Development Corridor Southern Gateway (EDC-SG). Southern Gateway will feature a business park style of development consisting of light industrial and office uses, with commercial use opportunities. The objective is to allow development while preserving the rural character of the Southern Gateway area"*

CMC Section 9.140.030 also includes Table 9.140.030-1 which identifies the allowed uses and corresponding approval requirements for the EDC zones (including EDC-SG) subject to compliance with all other provisions of this Title. The section also includes list of prohibited uses. The City's development review process will evaluate future development plans for each building on this site to assure all uses comply with the requirements of CMC Section 9.140 including Table 9.140.030-1 showing allowed uses as well as the indicated prohibited uses.

CMC Section 9.140 also contains Table 9.140.040-2 with the following development standards compared to the characteristics of the proposed project:

Standard	**Required**	**Proposed**
Net Lot Area	20,000 SF	813,579 SF
	0.50-acre	18.68 acres
Maximum FAR	1.0	0.42
Minimum Setbacks		
Front Yard	25 feet	25 feet
Adj to Resid Use	25 feet	75 feet
Interior Side Yard	--	--
Street Side Yard	25 feet	25 feet
Rear Yard	10 feet	15 feet
Max. Building Height	75 feet	40 feet
Max. Building Coverage	--	70%
Landscaping Required	10%	15%
Max. Fence Height	6 feet	6 feet
Outdoor Screening	6-12 feet	NA

Source: City Municipal Code, Section 9.140.040, Table 9.140.040-2, Development Standards

As shown above, the proposed project is consistent with the CMC development standards for the ENC-SG zone. With this regulatory compliance, the project will have less than significant impacts relative to land use and planning as they relate to the City's Municipal Code. Therefore, the project is generally consistent and in compliance with the City's Municipal Code and zoning. With regulatory compliance land use and planning impacts of the project will be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact LAND-3 – Would the project cause substantial adverse cumulative impacts with respect to land use and planning?

Analysis of Impacts
Section 4.11-4, Impact LAND-1, The proposed project would not physically divide an established community as access to the neighboring rural residential uses could continue around the perimeter of the project to the north, west, and south.

Section 4.11-4, Impact LAND-2 demonstrates the project would not cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation. In addition, Impact LAND-2 demonstrates the project is compliant with the growth expectations of the region as estimated in the 2020-2045 RTP/SCS and is consistent with the City's current General Plan and Municipal Code. Implementation of the project will therefore not cause substantial adverse cumulative impacts with respect to land use and planning.

For purposes of cumulative land use and planning impact analysis, cumulative impacts are considered for cumulative development according to the related projects; see Table 4-1: List of Cumulative projects in Section 4.0: Basis of Cumulative Analysis of this Draft EIR. The projects described in Table 4-1 represent past, present, and potential future projects that could lead to cumulative impacts once combined with this project. The geographic context for the land use and planning cumulative impact analysis includes the jurisdiction of local and regional agencies including the City of Menifee, City of Perris, Riverside County, and SCAG.

Implementation of the project, when considered in conjunction with other existing and planned developments listed in Table 4-1, would result in the development of a warehouse use and associated infrastructure and off-site improvements. The project would be compatible with existing land use and zoning designations and would not conflict with applicable plans or policies. Future cumulative development, like the project, would be required to be reviewed for consistency with adopted planning documents and policies associated with the previously listed agencies, in accordance with the requirements of CEQA, the California Zoning and Planning Law, and the California Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Overall, the cumulative impact of the project with respect to future development would not be cumulatively considerable and is therefore less than significant.

Level of Significance Before Mitigation
Less Than significant.

Mitigation Measures
None required.

4.11.5 – REFERENCES

City of Menifee. General Plan 2020.

Land Use Element.

Circulation Element.

Economic Development Element.

Community Design Element.

Southern California Association of Governments. *The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy.* April 4, 2024.

Southern California Association of Governments, 2024. 2024-2050 RTP/SCS Final Growth Forecast by Jurisdiction. Web: https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020 [Accessed August 2024].

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4.12 – MINERAL RESOURCES

This EIR chapter addresses mineral resources impacts associated with the proposed project. Issues of interest are mineral resources impacts identified by the CEQA Guidelines: whether the project will result in the loss of availability of a known mineral resource or result in the loss of availability of a locally important mineral resource recovery site.

4.12.1 – ENVIRONMENTAL SETTING

Mineral Resource Zones

Minerals refer to aggregate resources, or rock, sand, and gravel, energy-producing fields, including oil, gas, and geothermal substances, and related mining operations. The California Department of Conservation (DOC) classifies land in the state into mineral resource zones based on the known or inferred mineral resource potential of that land (DOC, 2023a). The project site is located in the Temescal Valley Production Area of Riverside County (DOC, 2014). Land in the region has been classified by the California Division of Mines and Geology (CDMG) according to the presence or absence of significant sand and gravel deposits (suitable for use in construction-grade aggregate). These "construction materials" are referred to as aggregate and are combined into portland cement concrete (PCC), The land classification is presented in the form of maps showing Mineral Resource Zones (MRZ). There are four MRZ classifications, MRZ-1 through MRZ-4 as described below:

- MRZ-1 are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2 are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
- MRZ-3 are areas containing mineral deposits the significance of which cannot be evaluated from available data.
- MRZ-4 are areas where availability information is inadequate for assignment to any other MRZ-zone.

According to the DOC, no portions of the City of Menifee, including the project site, are classified as MRZ-2, indicating that there are no significant mineral deposits likely to be present (DOC, 2014). The project site is classified as MRZ-3. There are no areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the project site.

4.12.2 – REGULATORY FRAMEWORK

State

Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 (SMARA) was enacted by the California legislature to promote the conservation of the State's mineral resources and to ensure adequate reclamation of mined lands. Among other provisions, SMARA requires the State Geologist to classify land in California into Mineral Resource Zones (MRZ), according to the known or inferred

mineral potential of the land. The process is based solely on geology, without regard to existing land use or land ownership. Upon completion of each study, the State Geologist submits the mineral land classification report to the State Mining and Geology Board, which transmits the information to appropriate local governments that maintain jurisdictional authority in mining, reclamation, and related land-use activities. Local governments are required to incorporate the report and maps into their general plans and consider the information when making land use decisions.

SMARA addresses the need for a continuing supply of mineral resources and to prevent or minimize the negative impacts of surface mining to public health, property and the environment. The Act applies to anyone, including government agencies, engaged in surface mining operations in California, including federally managed lands that disturb more than one acre or remove more than 1,000 cubic yards of material cumulatively from one site. Regulated mining activities include prospecting and exploratory activities, dredging and quarrying, streambed skimming, borrow pitting, and the stockpiling of mined materials. The current General Plan incorporates the requirements and mineral classification and designation information of SMARA.

The California Department of Conservation, Division of Mines and Geology (DMG) 'Mineral Land Classification Project publishes mineral resource maps which have proven to be of value in land use planning and mineral conservation. This is an ongoing process with updates taking place approximately every 10 years. DMG is also in the process of identifying lands throughout the county with the potential for mineral resource recovery and will be used by the County in identifying new mineral resource areas to help ensure their preservation.

Local

City of Menifee General Plan

The City of Menifee General Plan includes the following goals and policies related to mineral resources:

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.

Policies:

OCS-4.4: Require that any future mining activities be in compliance with the State Mining Reclamation Act, federal and state environmental regulations, and local ordinances.

OCS-4.5: Limit the impacts of mining operations on the city's natural open space, biological and scenic resources, cultural resources and landscapes, and any adjacent land uses.

4.12.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the Specific Plan Update could result in a significant impact if it would:

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

B. Result in the loss of availability of a local important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

C. Would the project cause substantial adverse cumulative impacts with respect to mineral resources?

4.12.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to the loss of availability of a known mineral resource that is of value to the region and the residents of the state and the loss of availability of a locally important mineral resource recovery site.

Loss of Statewide or Regional Mineral Resources

Impact MINERAL-1 – Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Analysis of Impacts
According to the Department of Conservation (DOC), there are no areas within the City of Menifee that are designated as MRZ-2 and the project area is designated MRZ-3. This indicates that no mineral resources of regional importance are located beneath the project site. The project site is not located in an area designated by the State Mining and Geology Board as containing regionally significant PCC-grade aggregate resources (DOC, 2014). Therefore, project improvements will not result in the loss of availability of mineral resources of value to the state. Impacts will be less than significant and no mitigation is required.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Loss of Locally Important Mineral Resources

Impact MINERAL-2 – Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Analysis of Impact
According to the Department of Conservation, the City of Menifee is not located in an area indicated by the State Mining and Geology Board containing any regionally significant PCC-grade aggregate resources (DOC, 2014). There are no portions of the project site that are designated MRZ-2 or that contain former or active mines. As such, there are no areas where adequate

information indicates that significant local mineral deposits are present or where it is judged that a high likelihood for their presence exists within the project site. Impacts are less than significant and no mitigation is required.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact MINERAL-3 – Would the SPU cause substantial adverse cumulative impacts with respect to mineral resources?

Analysis of Impacts
The proposed project would not result in any impacts related to mineral resources. It has been determined that there are no mineral resources of significance located within the project area or within the cumulative projects area (approximately one mile radius around the project site). The City General Plan also does not identify any significant long-term mineral resources in the central or southern portions of the City. Furthermore, mining operations would be incompatible with the allowable land use of the site and surrounding area. Development of the proposed project would not impact mineral resources, and as such, there would also be no cumulative impacts with respect to mineral resources.

Level of Significance Before Mitigation
No cumulative impact.

Mitigation Measures
None required.

4.12.5 – REFERENCES

Department of Conservation (DOC). 2023. California Geological Survey (CGS) Warehouse: Mineral Land Classification. Web: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc [Accessed July 2024].

Department of Conservation (DOC). 2014. Special Report 231. R.V. Miller; L.L. Busch. Web: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. [Accessed July 2024].

4.13 – Noise

This EIR chapter provides pertinent background information on the nature of sound and vibration transmission; describes the existing noise environment near the project site; summarizes applicable noise guidelines, standards, and regulations; and evaluates potential noise and vibration impacts that could result from implementation of the project. Where necessary, this section includes mitigation measures that would reduce noise and vibration impacts associated with the project.

4.13.1 – FUNDAMENTALS OF ENVIRONMENTAL ACOUSTICS

Noise is generally defined as unwanted sound and is widely recognized as a form of environmental degradation. Airborne sound is the rapid fluctuation of air pressure above and below atmospheric pressure. The frequency (pitch), amplitude (intensity or loudness), and duration of a sound all contribute to the effect on a listener, or receptor, and whether or not the receptor perceives the sound as "noisy" or annoying.

Pitch is the height or depth of a tone or sound and depends on the frequency of the vibrations by which it is produced. Sound frequency is expressed in terms of cycles per second, or Hertz (Hz). Humans generally hear sounds with frequencies between 20 and 20,000 Hz and perceive higher frequency sounds, or high pitch noise, as louder than low-frequency sound or sounds low in pitch. Sound intensity or loudness is a function of the amplitude of the pressure wave generated by a noise source combined with the reception characteristics of the human ear. Atmospheric factors and obstructions between the noise source and receptor also affect the loudness perceived by the receptor. Sound pressure levels are typically expressed on a logarithmic scale in terms of decibels (dB). A dB is a unit of measurement that indicates the relative amplitude (i.e., intensity or loudness) of a sound, with 0 dB corresponding roughly to the threshold of hearing for the healthy, unimpaired human ear.

Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 dBs represents a ten-fold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 times more intense, and so on. In general, there is a relationship between the subjective noisiness or loudness of a sound and its intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness. Due to the logarithmic basis, decibels cannot be directly added or subtracted together using common arithmetic operations:

$$50\ decibels + 50\ decibels\ \neq 100\ decibels$$

Instead, the combined sound level from two or more sources must be combined logarithmically. For example, if one noise source produces a sound power level of 50 dBA, two of the same sources would combine to produce 53 dB as shown below.

$$10 * 10\ log\ log\ \left(10^{\left(\frac{50}{10}\right)} + 10^{\left(\frac{50}{10}\right)}\right) = 53\ decibels$$

In general, when one source is 10 dB higher than another source, the quieter source does not add to the sound levels produced by the louder source because the louder source contains ten times more sound energy than the quieter source.

Sound Characterization

Although humans generally can hear sounds with frequencies between 20 and 20,000 Hz, most of the sounds humans are normally exposed to do not consist of a single frequency, but rather a broad range of frequencies perceived differently by the human ear. In general, humans are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. Instruments used to measure sound, therefore, include an electrical filter that enables the instrument's detectors to replicate human hearing. This filter, known as the "A-weighting" or "A-weighted sound level," filters low and very high frequencies, giving greater weight to the frequencies of sound to which the human ear is typically most sensitive. Most environmental measurements are reported in dBA, meaning decibels on the A-scale. See Table 4.13-1 for a list of common noise sources and their A-weighted noise levels.

Sound levels are usually not steady and vary over time. Therefore, a method for describing either the average character of the sound or the statistical behavior of the variations over a period of time is necessary. The continuous equivalent noise level (L_{eq}) descriptor is used to represent the average character of the sound over a period of time. The L_{eq} represents the level of steady-state noise that would have the same acoustical energy as the time-varying noise measured over a given time period. L_{eq} is useful for evaluating shorter time periods over the course of a day. The most common L_{eq} averaging period is hourly, but L_{eq} can describe any series of noise events over a given time period.

Variable noise levels are the values that are exceeded for a portion of the measured time period. Thus, the L_{01}, L_{10}, L_{50}, and L_{90} descriptors represent the sound levels exceeding 1%, 10%, 50%, and 90% of the time the measurement was performed. The L_{90} value usually corresponds to the background sound level at the measurement location.

When considering environmental noise, it is important to account for the different responses people have to daytime and nighttime noise. In general, during the nighttime, background noise levels are generally quieter than during the daytime but also more noticeable due to the fact that household noise has decreased as people begin to retire and sleep. Noise exposure over the course of an entire day is described by the day/night average sound level, DNL (or L_{dn}), and the community noise equivalent level, or CNEL, descriptors. Both descriptors represent the 24-hour noise exposure in a community or area. For DNL, the 24-hour day is divided into a 15-hour daytime period (7 AM to 10 PM) and a 9-hour nighttime period (10 PM to 7 AM), and a 10 dB "penalty" is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45 dBA nighttime sound level would contribute as much to the overall day-night average as a 55 dBA daytime sound level. The CNEL descriptor is similar to DNL, except that it includes an additional 5 dBA penalty for noise events that occur during the evening time period (7 PM to 10 PM). The artificial penalties imposed during DNL and CNEL calculations are intended to account for a receptor's increased sensitivity to noise levels during quieter nighttime periods.

Table 4.13-1: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet flyover at 1,000 feet	105	
	100	
Gas lawn mower at 3 feet	95	
	90	
Diesel truck at 50 feet at 50 mph	85	Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noise urban area, daytime	75	
Gas lawnmower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area	65	Normal speech at 3 feet
Heavy traffic at 300 feet	60	
	55	Large business office
Quiet urban daytime	50	Dishwasher next room
	45	
Quiet urban nighttime	40	Theater, large conference room
Quiet suburban nighttime	35	
	30	Library
Quite rural nighttime	25	Bedroom at night
	20	
	15	Broadcast/recording studio
	10	
	5	
Typical threshold of human hearing	0	Typical threshold of human hearing

Source: Caltrans, 2013

Sound Propagation

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise-generating source. The strength of the source is often characterized by its “sound power level.” Sound power level is independent of the distance a receiver is from the source and is a property of the source alone. Knowing the sound power level of an idealized source and its distance from a receiver, the sound pressure level at a specific point (e.g., a property line or a receiver) can be calculated based on geometrical spreading and attenuation (noise reduction) as a result of distance and environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and shielding by terrain or barriers.

For an ideal “point” source of sound, such as mechanical equipment, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a spherical pattern and travels away from the point source. Theoretically, the sound level attenuates, or decreases, by 6 dB with each doubling of distance from the point source. In contrast, a “line” source of sound, such as roadway traffic or a rail line, spreads out in

a cylindrical pattern and theoretically attenuates by 3 dB with each doubling of distance from the line source; however, the sound level at a receptor location can be modified further by additional factors. The first is the presence of a reflecting plane such as the ground. For hard ground, a reflecting plane typically increases A-weighted sound pressure levels by 3 dB. If some of the reflected sound is absorbed by the surface, this increase will be less than 3 dB. Other factors affecting the predicted sound pressure level are often lumped together into a term called "excess attenuation." Excess attenuation is the amount of additional attenuation that occurs beyond simple spherical or cylindrical spreading. For sound propagation outdoors, there is almost always excess attenuation, producing lower levels than what would be predicted by spherical or cylindrical spreading. Some examples include attenuation by sound absorption in air; attenuation by barriers; attenuation by rain, sleet, snow, or fog; attenuation by grass, shrubbery, and trees; and attenuation from shadow zones created by wind and temperature gradients. Under certain meteorological conditions, like fog and low-level clouds, some of these excess attenuation mechanisms are reduced or eliminated due to noise reflection.

Noise Effects

Noise effects on human beings are generally categorized as:

- Subjective effects of annoyance, nuisance, and/or dissatisfaction
- Interference with activities such as speech, sleep, learning, or relaxing
- Physiological effects such as startling and hearing loss

Most environmental noise levels produce subjective or interference effects; physiological effects are usually limited to high noise environments such as industrial manufacturing facilities or airports.

Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person's subjective reaction to a new noise source is to compare it with the existing environment without the noise source, or the "ambient" noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

Groundborne Vibration and Noise

Vibration is the movement of particles within a medium or object such as the ground or a building. Vibration may be caused by natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or humans (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources are usually characterized as continuous, such as factory machinery, or transient, such as explosions.

As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency; however, unlike airborne sound, there is no standard way of measuring and reporting amplitude. Vibration amplitudes can be expressed in terms of velocity (inches per second) or

discussed in dB units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are usually discussed in terms of peak particle velocity (PPV) in inches per second (in/sec). PPV represents the maximum instantaneous positive or negative peak of a vibration signal and is most appropriate for evaluating the potential for building damage. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments, such as electron microscopes.

Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used.

4.13.2 – ENVIRONMENTAL SETTING

The proposed project is located in southern Menifee, in an area classified as Economic Development Corridor-Southern Gateway (EDC-SG) by the City's Zoning Code and designated as Economic Development Corridor (EDC) by the General Plan (City of Menifee 2013a and 2019). The City's General Plan identifies vehicular transportation noise as the most common and significant noise source in the City, followed by noise from stationary sources (City of Menifee 2013b).

Measured Ambient Noise Levels

Existing ambient noise levels in the project area were monitored on July 15, 2024, July 29, 2024, and July 30, 2024. Noise levels were measured with one Larson Davis Model LxT, Type 1, sound level meter and one Piccolo II, Type 2 sound level meter. The meter's receiving microphone was set at a height of approximately five feet above ground level to approximate a human receptor. Noise monitoring was conducted in one-minute intervals. Conditions during the monitoring were sunny with temperatures ranging from the high 50s at night to the mid 90s during the afternoons, with light winds ranging from approximately 0 to 8 miles per hour (mph).

Three (3) short-term (ST) measurements and one long-term (LT) measurements were conducted to determine typical ambient noise levels in the vicinity of the project area, provide direct observations of existing noise sources at and in the vicinity of the project area, and evaluate project noise levels at nearby sensitive receptors. The four monitoring locations are described below and shown in Exhibit 4.13-1.

- ST-1 was on the western portion of the project site, approximately 10 feet east of the property line at 33634 Howard Way.
- ST-2 was on the eastern portion of the project site, approximately 58 feet from the centerline of Zeiders Road.
- ST-3 was at the northern property line of the project site, approximately 740 feet west from the centerline of Zeiders Road.
- LT-1 was at the northwest corner of the project site, approximately 20 feet east of the centerline of Howard Way.

Exhibit 4.13-1: Ambient Noise Monitoring Locations

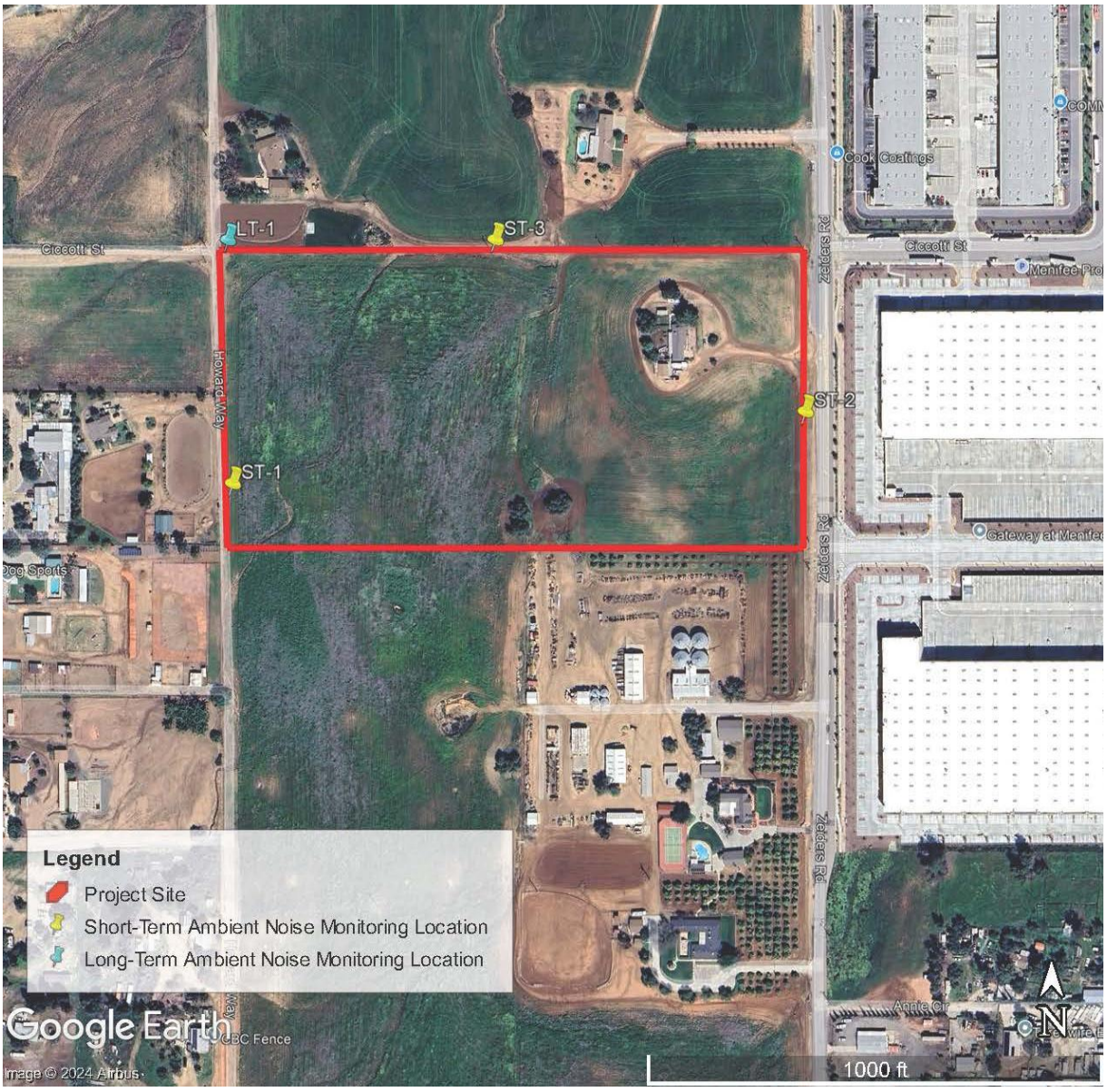


Table 4.13-2 and Table 4.13-3 summarize the results of the ST and LT ambient noise monitoring, respectively. Refer to Appendix K for detailed ambient noise monitoring results.

Table 4.13-2: Measured Short-term Noise Levels at the Project Site (dBA)

Day/Site	Start Time	Duration	Measured Noise Level (dBA)						
			L_{eq}[A]	L_{min}[B]	L_{90}[C]	L_{50}[C]	L_{10}[C]	L_{08}[C]	L_{max}[B]
Monday, July 15, 2024									
ST-1	9:27 AM	1 hour	44.9	36.6	40.7	42.0	49.0	49.8	71.2
ST-3	9:27 AM	1 hour	41.4	36.9	39.4	40.5	42.4[D]	43.7	61.6
ST-2	10:37 AM	1 hour	60.3	40.2	53.3	58.4	64.4	64.7	75.6
ST-3	10:37 AM	1 hour	46.4	38.1	42.0	44.2	49.4[D]	50.4	69.4

Source: MIG, 2024 (See Appendix K)

(A) The L_{eq} value represents the equivalent steady-state noise level that would contain the same amount of acoustic energy as the time-varying noise level during the listed hour. Values are the lowest and highest measured hourly L_{eq} values during the listed period.

(B) The L_{min} and L_{max} represent the lowest and highest instantaneous noise levels measured during the listed period, respectively.

(C) Values represent the noise level exceeded a certain percentage of the period, e.g., L_{90} is the noise level exceeded 90% of the time for the listed period.

(D) For ST-3, the listed value is the L_{16}, not the L_{10}.

Table 4.13-3: Measured Long-Term Noise Levels at the Project Site

Day/Site	Duration	Measured Range in Hourly Noise Levels (dBA L_{eq})[A]			Calculated CNEL[B]
		Daytime (7 AM to 7 PM)	Evening (7 PM to 10 PM)	Nighttime (10 PM to 7 AM)	
Monday, July 29, 2024, to Tuesday, July 30, 2024					
LT-2	24 hours	44.3 – 56.4	47.3 – 50.0	40.7 – 53.6	55.6

Source: MIG, 2024 (See Appendix K)

(A) The L_{eq} value represents the equivalent steady-state noise level that would contain the same amount of acoustic energy as the time-varying noise level during the listed hour. Values are the lowest and highest measured hourly L_{eq} values during the listed period.

(B) The 24-hour CNEL value is calculated by applying a 5 dB penalty to measured evening noise levels and a 10 dB penalty to measured nighttime noise levels. The CNEL is calculated for the period 1:45 PM on Monday, July 29th to 1:45 PM Tuesday, July 30th.

Based on observations made during the ambient noise monitoring, the existing noise environment in the project vicinity is primarily dominated by vehicles on Zeiders Road, equipment from neighboring residential and agricultural properties, and overhead aircraft. As shown in Table 4.13-2, measured average ambient noise levels were highest along Zeiders Road (ST-2), with an average of 60.3 dBA L_{eq}. At the same time, measured noise levels on the interior of the site (ST-3) were lower, 46.4 dBA L_{eq}, which indicates traffic noise levels are attenuating slightly more than theoretical attenuation rates. This is most likely due to the soft ground cover at the site. Contemporaneous noise levels at ST-1 (44.9 dBA L_{eq}) were higher than ST-3 (41.4 dBA L_{eq}), due to noise from agricultural equipment and horses. The calculated community noise exposure level, or CNEL) in the western half of the site is 55.6 dBA. Based on this, the CNEL in the eastern half of the site is estimated to be up to approximately 65 CNEL.

Noise Sensitive Receptors

Noise sensitive land uses and receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. The Menifee General Plan Noise Element defines noise-sensitive land uses to include schools, hospitals, rest homes, long-term care facilities, mental care facilities, residential uses, libraries, passive recreation uses, places of worship, and other land uses where an excessive amount of noise would interfere with normal activities. The Menifee Development Code (Sectio 9.305.060) defines a noise sensitive receptor to be "A living organism or land use that is identified as sensitive to noise in the Noise Element of the City's General Plan, including, but not limited to, residences, schools, hospitals, churches, rest homes, cemeteries, or public libraries."

The noise sensitive receptors in the vicinity of the project site include:

- The agricultural property that borders the project site to the north, addressed at 33287 Zeiders Road. Although currently in agricultural use, the property is zoned EDC-SG and designated EDC. The property includes a residence with exterior use areas adjacent to the residence that are considered to be noise sensitive.
- The agricultural property that borders the project site to the north, addressed at 33466 Howard Way. Although currently in agricultural use, the property is zoned EDC-SG and designated EDC. The property includes a residence with exterior use areas adjacent to the residence that are considered to be noise sensitive. The property also includes a secondary use area adjacent to agricultural use areas that is not considered to be noise sensitive.
- The agricultural property that borders the project site to the south, addressed at 33694 Zeiders Road. Although currently in agricultural use, this property is zoned EDC-SG and designated EDC. The property includes a residence with exterior uses areas that are considered noise sensitive; however, existing agricultural buildings, equipment and storage areas are located between the residence at 33694 Zeiders Road and the proposed project site.
- The rural residential property that borders the site to the southwest, addressed at 36610 Gloria Road. This property includes dog training facilities that border the project site. Although dogs can be sensitive to noise, the exterior dog training facilities on this property are not considered a noise sensitive use because dog barking can generate elevated noise levels and domestic animals are not a special status species.
- The rural residential property that borders the site to the west, addressed at 33634 Howard Way. This property includes a horse corral that borders the project site. Although horses can be sensitive to noise, the exterior horse corral area is not considered a noise sensitive use because domestic animals are not a special status species.

In addition to the specific receptors identified above, the general area to the north, south, and west of the project site is occupied by commercial and rural residential land uses.

4.13.3 – REGULATORY FRAMEWORK

Federal

Federal Transit Administration

There are no federal noise and vibration regulations that directly apply to the proposed project; however, the Federal Transit Administration (FTA) has published guidance on predicting and assessing the noise and vibration impacts of proposed transit projects, including guidance for assessing noise and vibration during construction of such projects. The FTA's 2018 Transit Noise and Vibration Impact Assessment Manual provides guidance on when a construction noise assessment may be needed for a project, whether a qualitative or quantitative noise assessment may be required, and what construction-related noise impact criteria may be appropriate for a project. The FTA guidance identifies that a construction noise assessment may not be required for small projects such as small building construction that is similar in scale to surrounding development. The guidance also identifies that a qualitative assessment may be required for projects with less than one month of construction time in a noise sensitive area, while a quantitative assessment may be required for projects more than one month of construction in noise sensitive areas or if particularly noisy equipment will be used. Finally, for quantitative assessments, the FTA manual recommends construction noise impact criteria, expressed in dBA, that vary based on the type of construction noise assessment conducted for a project. While the FTA's guidance advises that construction noise criteria should consider and account for the existing noise environment, the recommended standards are considered reasonable criteria for assessment. The FTA's construction noise impact criteria are summarized in Table 4.13-4.

Table 4.13-4: FTA Construction Noise Criteria

Land Use	General Analysis Criteria(A)		Detailed Analysis Criteria(B)		
	Daytime $L_{eq(1hr)}$	Nighttime $L_{eq(1hr)}$	Daytime $L_{eq(8hr)}$	Nighttime $L_{eq(8hr)}$	30-Day Average L_{dn}
Residential	90 dBA	80 dBA	80 dBA	70 dBA	75 dBA
Commercial	100 dBA	100 dBA	85 dBA	85 dBA	80 dBA(C)
Industrial	100 dBA	100 dBA	90 dBA	90 dBA	85 dBA(C)

Source: FTA, 2018, Table 7-2 and Table 7-3

(A) Per FTA guidance, a general analysis may be warranted for projects in an early assessment stage when the equipment roster and schedule are undefined and only a rough estimate of construction noise levels is practical.

(B) Per FTA guidance, a detailed analysis may be warranted when many noise sensitive sites are adjacent to a construction project or where contractors are faced with stringent local ordinances or heightened public concerns expressed in early outreach efforts.

(C) Standard is $L_{eq(24hr)}$ instead of L_{dn}.

State

California Building Standards Code

The California Building Standards Code is contained in Title 24 of the California Code of Regulations and consists of 11 different parts that sets forth various construction and building requirements. Part 2, California Building Code, Section 1207, Sound Transmission, establishes sound transmission standards for interior walls, partitions, and floor/ceiling assemblies. Specifically, Section 1207.4 establishes that interior noise levels attributable to exterior noise

sources shall not exceed 45 dBA DNL or CNEL (as set by the local General Plan) in any habitable room.

Building Standards Code

The California Building Standards Code is contained in Title 24 of the California Code of Regulations and consists of 11 different parts that set various construction and building requirements. Part 2, California Building Code, Section 1206, Sound Transmission, establishes sound transmission standards for interior walls, partitions, and floor/ceiling assemblies between adjacent dwelling units and sleeping units and between dwelling units and sleeping units and adjacent public areas. In summary, this code section requires:

- Airborne Sound: Walls, partitions, and floor-ceiling assemblies separating dwelling units and sleeping units from each other or from public or service areas shall have a sound transmission class (STC) of not less than 50 if laboratory tested or have a Normalized Isolation Class (NNIC) of not less than 45 if field tested (Section 1206.2).
- Structure-borne Sound: Floor-ceiling assemblies between dwelling units and sleeping units or between a dwelling unit or sleeping unit and a public or service area within the structure shall have an impact insulation class rating of not less than 50 if laboratory tested or have a Normalized Impact Sound Rating of not less than 45 if field tested. Impact sound insulation is not required for floor-ceiling assemblies over nonhabitable rooms or spaces not designed to be occupied such as garages, mechanical rooms, and storage areas (Section 1206.3).
- Allowable Interior Noise Levels: Interior noise levels attributable to exterior noise sources shall not exceed 45 DNL or CNEL (as set by the local General Plan) in any habitable room.[1].

The California Green Building Standards (CALGreen) Code is Part 11 to the California Building Standards Code. Chapter 5, Nonresidential Mandatory Standards, Section, establishes acoustical control requirements for non-residential buildings.[2] In summary, this code section requires:

- Prescriptive Exterior Noise Transmission Control: Wall and roof-ceiling assemblies that are part of the building envelope within the 65 CNEL noise contour of an airport or within the 65 DNL or 65 CNEL noise contour of a freeway, expressway, railroad, industrial source, or fixed-guideway source, shall meet a composite STC rating of at least 50 (with exterior windows a minimum STC of 40) or a composite Outdoor-Indoor Sound Transmission Class (OITC) of no less than 40 (with exterior windows a minimum OITC of 30) (Section 5.507.4.1). Buildings exposed to a noise of 65 dB L_{eq} (1-hour) during any hour of operation shall have wall and roof-ceiling assemblies meeting a composite STC of at least 45 (or OITC of at least 35), with exterior windows a minimum STC of 40 (or OITC 30) (Section 5.507.4.1.1).
- Performance Method Exterior Noise Transmission Control: For buildings located within the 65 DNL, 65 CNEL, or 65 db L_{eq} (1-hour) areas described above, wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an L_{eq} (1-hour) of 50 dBA in occupied areas during

[1] Title 24, Part 2, Section 202, Definitions, defines “habitable space” to be “space for living, sleeping, eating, or cooking.” Bathrooms, toilet rooms, closets, halls, storage or utility spaces and similar areas are not considered habitable spaces.
[2] Section 5.507.4 excepts buildings with few or no occupants or where occupants are not likely to be affected by exterior noise from the non-residential acoustical control requirements, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures, and utilities buildings.

any hour of operation (Section 5.507.4.2). This requirement shall be documented by preparing an acoustical analysis documenting interior sound levels prepared by personnel approved by the architect or engineer of record.

- Interior Sound Transmission: Wall and floor assemblies separating tenant spaces and tenant spaces and public spaces shall have an STC of at least 40 (Section 5.507.4.3).

California Department of Transportations (Caltrans)

The Caltrans' Transportation and Construction Vibration Guidance Manual provides a summary of vibration criteria that have been reported by researchers, organizations, and governmental agencies and provides recommended thresholds for evaluating potential vibration impacts on buildings (i.e., structural damage) and humans (i.e., annoyance) from transportation and construction projects. These thresholds are summarized in Table 4.13-5 and Table 4.13-6. The thresholds vary depending on whether the vibration source is continuous or transient in nature. A transient source creates an isolated vibration event, such as blasting. Continuous sources also include sources with intermittent but frequent vibration events. While vehicle traffic is considered a continuous vibration source, many types of construction activities fall between continuous and transient in nature.

Table 4.13-5: Caltrans' Vibration Threshold Criteria for Building Damage

Structural and Condition	Peak Particle Velocity (inches/second)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some older buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial and commercial structures	2.0	0.5
Source: Caltrans, 2020		

Table 4.13-6: Caltrans' Vibration Threshold Criteria for Human Response

Human Response	Peak Particle Velocity (inches/second)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4
Source: Caltrans, 2020		

Local

City of Menifee General Plan Noise Element

The Noise Element of the Menifee General Plan focuses on limiting exposure to damaging and intrusive noise levels and encouraging land use compatibility with the noise environment. It contains policies designed to limit the noise generated from potential future projects. The goals and policies that are applicable to the project include:

- **Goal N-1:** Noise-sensitive land uses are protected from excessive noise and vibration exposure.
    - **Policy N-1.1:** Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.
    - **Policy N-1.2:** Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the City's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.
    - **Policy N-1.3:** Require noise abatement measures to enforce compliance with any applicable regulatory mechanisms, including building codes and subdivision and zoning regulations, and ensure that the recommended mitigation measures are implemented.
    - **Policy N-1.7:** Mitigate exterior and interior noises to the levels listed in [Table 4.13-7] to the extent feasible, for stationary sources adjacent to sensitive receptors:
    - **Policy N-1.8:** Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and City noise standards and guidelines as a part of new development review.
    - **Policy N-1.9:** Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.
    - **Policy N-1.13:** Require new development to minimize vibration impacts to adjacent uses during demolition and construction.
- **Goal N-2:** Minimal Noise Spillover. Minimal noise spillover from noise-generating uses, such as agriculture, commercial, and industrial uses into adjoining noise-sensitive uses.

City of Menifee Noise Control Regulations

The City of Menifee's Municipal Code sets the following citywide standards that regulate noise.

- Hours of Construction (Menifee Municipal Code): Menifee Municipal Code Title 8, Buildings and Construction, Section 8.01.010 limits construction that occurs within a quarter of a mile of an occupied residence to 6:30 AM through 7:00 PM on Mondays through Saturdays. Construction shall not occur on federal holidays. Section 9.210.060C(2) (Construction-Related Exemptions) allows for private construction projects within a quarter mile of an occupied residence that comply with these limits.
- Operational Noise (Menifee Municipal Code Chapter 9.210.060: Noise Control Regulations:

- Section 9.210.060D (General Sound Level Standards) establishes that no person shall create any sound, or allow the creation of any sound, on any property that causes the exterior and interior sound level on any other occupied property to exceed the sound level standards set forth in Table 9.210.060-1, which has been replicated in this memo as Table 4.13-6: Menifee Stationary Source Noise Standards.

Table 4.13-7: Menifee Stationary Source Noise Standards

Land Use	Interior Standards	Exterior Standards
10 PM - 7 AM	40 L_{eq} (10 minute)	45 L_{eq} (10 minute)
7 AM - 10 PM	55 L_{eq} (10 minute)	65 L_{eq} (10 minute)

- Section 9.210.060(B) (General Exemptions) exempts sources of noise from the requirements of Chapter 9.210.060 (Noise Control Regulations), including heating and air conditioning equipment in proper repair (9.210.060 (B10)) and property maintenance between the hours of 7 AM to 8 PM (9.210.060 (B8)).

4.13.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, project implementation would have a significant impact related to noise or vibration if it would result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies;

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

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

With regard to criterion (a), it is noted the City's Municipal Code and General Plan do not establish specific numerical construction noise thresholds. Therefore, this analysis applies the FTA's detailed daytime and nighttime construction noise criteria for residential land uses (see Table 4.13-4). The proposed project would result in a significant construction noise impact if it would:

- Conflict with permissible construction time periods established in Municipal Code Section 8.01.010.
- Generate construction noise levels at residential land uses above the FTA's daytime (80 dBA L_{eq}) or nighttime (70 dBA L_{eq}) detailed construction noise analysis criteria. This standard is conservatively applied at occupied, exterior residential use areas.

In addition, with regards to criterion (a), the proposed project would result in a significant operational noise impact if it would:

- Generate on-site operational noise levels that conflict with Municipal Code Section 9.210.06D (see Table 4.13-7
- Generate on- or off-site noise levels at noise-sensitive residential locations that result in a substantial increase in ambient noise levels, defined as:
  - 5 dBA or more where the ambient noise level would remain acceptable per the City's land use compatibility levels; or

- 3 dBA or more where the ambient noise would change from acceptable to conditionally acceptable or remain conditionally acceptable per the City's land use compatibility levels; or
- 1 dBA or more where the ambient noise level would change from conditionally acceptable to unacceptable or remain unacceptable per the City's land use compatibility levels.

For non-sensitive uses (e.g., agricultural uses) the proposed project would result in substantial increase in noise levels to occur if the project causes or contributes to a change in noise levels above the City's conditionally acceptable noise limit for the respective land use.

With regard to criterion (b), the proposed project would result in a significant construction and/or operational vibration impact if it would:

- Generate construction-related vibration levels that exceed Caltrans' guidance for potential building damage (see Table 4.13-5) or strong human annoyance response (see Table 4.13-6).
- Conflict with the vibration control requirements in Municipal Code Section 9.210.070.

With regard to criterion (c), the proposed project would expose people living or working in the vicinity of the project site to excessive airport-related noise levels if it would conflict with an applicable airport land use compatibility plan or otherwise expose people to excessive airport-related noise levels from a private air facility.

4.13.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential noise and vibration impacts associated with implementation of the project and recommends mitigation measures as needed to reduce significant impacts. Noise-related impacts from future development pursuant to general plans can be divided into short-term construction-related impacts and long-term noise exposure impacts. Construction-related impacts are associated with construction activities likely to occur in conjunction with future development allocated by the plan. Long-term noise exposure is associated with major noise sources (e.g., traffic, trains, other transit, aircraft, and stationary sources) and changes in noise levels that may occur in the City as a result of implementation of the project.

Impact NOISE-1 – Would the Project result in generation of a substantial temporary increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Analysis of Impacts

MIG estimated the proposed project's potential construction noise impacts using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM), Version 1.1. The RCNM is a computer program that uses empirical data and sound propagation principles to predict noise levels associated with a variety of construction equipment and operations. Since project-specific construction equipment information is not available at this time, potential construction-related noise impacts can only be evaluated based on the typical construction activities associated with demolition, site preparation, grading, trenching, building construction (including foundation work, vertical building work, mechanical, electrical, and plumbing work, and finishing work), paving, and architectural coating activities. These types of construction activities could generate noise from the following sources:

- Heavy equipment operations at different work areas. Some heavy equipment would consist of mobile equipment such as a loader and excavator that would move around work areas; other equipment would consist of stationary equipment (e.g., cranes or material hoists/lifts) that would generally operate in a fixed location until work activities are complete. Heavy equipment generates noise from engine operation, mechanical systems, and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources such as back-up alarms. Mobile equipment generally operates at different loads, or power outputs, and produces higher or lower noise levels depending on the operating load. Stationary equipment generally operates at a steady power output that produces a constant noise level.
- Vehicle trips, including worker, vendor, and haul truck trips. These trips are likely to primarily occur on I-215, Scott Road, and Zeiders Road.

MIG used the RCNM to estimate construction noise levels at sensitive receptors located closest to potential project construction activities, as summarized in Exhibit 4.13-2. The construction noise modeling is based on equipment assumptions used in the CalEEMod air quality modeling conducted for the project (MIG, 2024) and is generally based on worst-case conditions that involve the three loudest pieces of construction equipment operating along the boundary of the project site (site preparation and grading) or work areas (e.g., edge of paving areas, edge of buildings to be constructed, etc.), i.e., the shortest distance between potential modeled construction activities and modeled residential receptors. Typical noise levels were also estimated for site preparation and grading, which would involve the movement and operation of construction equipment around the whole site. The typical modeling scenario assumes sustained construction noise levels from all equipment emanates from the geographic center of the project site (see Exhibit 4.13-2 on the next page). The results of the construction noise modeling are summarized in Table 4.13-8.

Table 4.13-8: Modeled Construction Noise Levels at Sensitive Receptors

Modeled Construction Activity and Noise Level at 50 Feet (dBA Leq)				Modeled Construction Noise Level at Receptors (dBA L_{eq})				
Phase	**Duration**	**Equipment**	**Noise Level at 50 Feet**	**R1**	**R2**	**R3**	**R4**	**R5**
Demolition	20 days	Dozer, excavator, saw	81	66.2	58.7	55.5	56.9	59.1
Site Preparation (Worst Case)	1 – 3 days	Dozer, backhoe	76.2	66.6	58.1	61.2	65.9	67.3
Site Preparation (Typical)	9 days	Dozer, backhoe	76.2	58.4	53.3	52.5	54.5	55.9
Grading (Worst Case)	1 – 3 days	Dozer, grader, scraper	81.1	71.8	63.2	66.3	71.0	72.4
Grading (Typical)	33 days	Dozer, grader, scraper	81.1	63.6	58.4	57.6	59.6	61.1
Building Construction	280 days	Crane, forklift, generator	82.3	65.0	57.6	60.4	64.1	64.5
Paving (Worst Case)	1 – 3 days	Paver, paving equipment, roller	85.8	65.9	57.0	60.6	65.0	66.1
Architectural Coatings	20 days	Compressor	56.0	58.7	51.3	54.1	57.8	58.3

Source: MIG, 2025 (see Appendix K).

Exhibit 4.13-2: Construction Noise Model Receptor Information



Modeled Receptor			Distance to Modeled Construction Activity				
ID	Property Address	Area	Demolition	Site Preparation and Grading		Building Construction and Architectural Coatings	Paving
				Worst	Typical		
R1	33287 Zeiders Rd.	House façade and back yard	415 feet	210 feet	540 feet	280 feet	210 feet
R2	33694 Zeiders Rd.	House façade	990 feet	560 feet	980 feet	655 feet	590 feet
R3	36610 Gloria Rd.	Back yard	1,430 feet	395 feet	1,075 feet	475 feet	390 feet
R4	33634 Howard Way	Back yard	1,215 feet	230 feet	850 feet	310 feet	235 feet
R5	33466 Howard Way	House facade	940 feet	195 feet	720 feet	295 feet	205 feet

Source: MIG, Inc.

As shown in Table 4.13-8, the proposed project's potential construction noise levels would not exceed the FTA's daytime (7 AM to 10 PM) noise criterion of 80 dBA L_{eq} at modeled sensitive receptor locations. This is because construction activities would occur at least approximately 200 feet from all modeled sensitive receptor locations. Although temporary noise levels at modeled sensitive receptor locations would not exceed 80 dBA L_{eq}, the proposed project's construction activities could generate noise levels that may be up to approximately 15 dBA to 30 dBA higher than at modeled sensitive receptor locations. It is also noted that the proposed project would result in increases in noise levels of up to approximately 40 dBA at dog training facilities on the R3 property, a horse corral on the R5 property, and a secondary exterior use area on the R5 property. The project, therefore, could result in a substantial temporary increase in ambient noise that would have the potential to annoy residential receptors and/or interfere with the receptors' normal use and enjoyment of their property. This is considered a potentially significant impact. To reduce the potential for project construction activities to interfere with the normal use and enjoyment of residential properties, the City shall require the project to incorporate Mitigation Measure NOI-1.

Level of Significance Before Mitigation
Potentially significant temporary increase in ambient noise levels.

Mitigation Measures

NOI-1: Reduce Potential Construction Noise Levels. To reduce potential construction noise levels generated by the development of rezone sites, the City shall require future development projects to:

A. *Notify Nearby Land Uses of Planned Construction Activities.* This notice shall be provided at least two (2) weeks prior to the start of any construction activities, describe the noise control measures to be implemented by the project, and include the name and phone number of the designated developer's or contractor's representative responsible for handling construction-related noise complaints (per Mitigation Measure NOI-1, section E). This notice shall be provided to all properties that directly border the project site.

B. *Restrict Work Hours:* Unless otherwise authorized by the City, all construction-related work activities, including material deliveries, shall be conducted 6:30 AM through 7:00 PM on Mondays through Saturdays. Construction is prohibited on Sundays and nationally recognized holidays. The project shall post a sign at all entrances to the work site informing contractors, subcontractors, other workers, etc. of this requirement.

C. *Construction Staging and Equipment Noise Control Measures*:

    1. Construction site access and staging activities such as receipt of deliveries, equipment and material storage, etc., shall occur as far away from adjacent residential land uses as possible given site and active work constraints.

    2. All stationary noise generating equipment shall be shielded and located as far as possible from residential land uses given site and active work constraints. Shielding may consist of trailers, stored materials, or a three- or four-sided enclosure provided the structure/barrier breaks the line of sight between the equipment and the receptor, provides for proper equipment ventilation and operations, and complies with all other applicable occupational safety and health requirements.

    3. Heavy equipment shall include standard noise suppression devices such as mullers, engine covers, and engine/mechanical isolators, mounts, etc. Equipment and noise suppression devices shall be maintained in accordance with manufacturer's recommendations while on-site.

4. Pneumatic tools shall include a suppression device on the compressed air exhaust
5. Connect to existing electrical service to power stationary and portable equipment (e.g., pumps, generators, compressors, and welding sets). This measure shall be subject to the approval of the local electric utility. If it is not feasible to connect to electrical service and/or extend electrical service to all work sites, Mitigation Measure NOI-1, section C.2, shall be implemented.
6. No radios or other amplified sound devices shall be audible beyond the property line of the construction site.

Level of Significance After Mitigation
Less than significant

The implementation of Mitigation Measure NOI-1 would require the project to provide advanced notification of construction activities, restrict work hours to daytime periods when humans are less sensitive to elevated noise levels, and implement equipment noise control measures. By providing advanced notice of loud construction activities and implementing equipment control measures, the potential for noise levels to surprise, annoy, or interfere with sensitive residential receptors and land uses would be substantially reduced. Thus, the implementation of Mitigation Measure NOI-1 would, therefore, render the proposed project's potential construction noise levels less than significant with mitigation.

Impact NOISE-2 – Would the Project result in generation of a substantial permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Analysis of Impacts

Once constructed, the proposed project would generate noise from daily activities typical of a business park, including on-site vehicle and truck trips, operation of HVAC units, landscaping and maintenance activities, waste-disposal collection, etc. The City of Menifee has established that stationary sources of noise shall not produce an exterior noise level at residential land uses that exceed 65 dBA L_{10} during the daytime (10 PM to 7 AM) and 45 dBA L_{10} during the nighttime (10 PM to 7 AM). The City's General Plan EIR also establishes that certain increases in ambient noise levels may be considered significant.

The individual and total combined noise levels resulting from the proposed project are discussed below. Refer to Appendix K for detailed information regarding the proposed project's noise level estimates.

The proposed project's on-site noise sources would include:

- Automobile travel to parking spaces, automobile parking, and other miscellaneous automobile noise sources such as doors closing and engine start-up and revving. On-site automobile travel is assumed to occur at low speeds (15 miles per hour or less). Each on-site automobile trip, including parking, would produce an average hourly noise level of approximately 64.9 dBA at a distance of 3 feet.
    - Peak Hour: Consistent with the project's traffic impact analysis (Ganddini Group, 2024), up to approximately 11% of passenger vehicle trips (173 total trips) and 8% of truck trips (12 total trips) would occur during peak hours. These trips would be distributed across the project's 11 different buildings.

  - Non-Peak Hour: The project's remaining daily passenger vehicle trips (1,261) and truck trips (131) were assumed to be evenly distributed over the project's operating hours (6 AM to 11 PM), resulting in approximately 97 passenger vehicle and 10 truck trips per hour, distributed across the project's 11 different buildings.

- Truck travel, braking, and maneuvering operations. On-site truck travel is assumed to occur at low speeds (5 - 10 mph); however, nearly all truck maneuvering into and out of docks would be screened from adjacent receptors by the proposed project's buildings, which place truck docks on the interior of the site.
- Cargo handling equipment. The project may involve the use of small forklifts or other hand-, electric, or natural gas-powered cargo/goods handling equipment to load or unload trucks. This equipment would usually operate within the proposed buildings or within loading dock areas which would not have a line of sight to any property line location. Therefore, potential noise from small cargo handling equipment is not evaluated further.
- Rooftop-mounted HVAC units. These units would condition between 1,000 and 1,500 square feet of mezzanine office space and are assumed to be rated at 3 tons. For the purposes of this analysis, HVAC units were assumed to be a Carrier Model 48HC or equivalent-type unit capable of producing a sound level up to 76 dBA at a distance of 3 feet. Given the small amount of conditioned space, each mezzanine office area would require only one rooftop HVAC unit. Each unit was assumed to be located in the center of each mezzanine roof area, fully concealed behind a parapet wall that would provide at least 5 dBA of noise shielding.
- Waste collection services that would occur for no more than 15 minutes up to two times a week. This activity would not substantially change the project's overall noise level estimates and are not evaluated further.
- Landscaping activities: Landscaping activities would occur intermittently and would not substantially change the project's overall noise level estimates. Thus, landscaping activities are not evaluated further.

The proposed project's operational noise levels were estimated using standard theoretical equations for predicting environmental noise levels (Caltrans, 2013). For an ideal point source of sound, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a spherical pattern and travels away from the point source. Theoretically, the sound level attenuates, or decreases, by 6 dB with each doubling of distance from the point source. Reference and potential hourly average noise levels associated with the proposed project's noise sources are summarized in Table 4.13-9. All reference noise levels are presented at a distance of three (3) feet from the source.

Table 4.13-9: Project Noise Sources – Reference and Hourly Leq Noise Levels

Noise Source	Reference dBA(A)	Duration(B)	Hourly L_{eq}(C)
On-site Automobile Trip			
Low speed travel (15 mph)/parking	*55*	*30 seconds*	*34.2*
Door closing	*90*	*1 second*	*54.4*
Engine start and revving	*90*	*10 seconds*	*64.4*
Total Combined Noise Level			*64.9*
On-site Truck Trip			
Low speed travel (5 - 10 mph)	*80*	*30 seconds*	*62.2*
Maneuvering (with backup alarm)	*100*	*60 seconds*	*82.2*
Air brake release	*100*	*3 seconds*	*69.2*
Main engine idling	*80*	*300 seconds*	*692*
Door closing	*90*	*1 second*	*54.4*
Engine start and revving	*100*	*20 seconds*	*77.4*
Total Combined Noise Level			*83.8*
Stationary HVAC Unit			
Operation (3 Ton)	*76*	*3,600 seconds*	*76.0*

Source: Caltrans, 2013; Carrier, 2022.

(A) Reference dBA is based on a distance of 3 feet.

(B) Duration is used to estimate the percentage of time the noise is generated per Equation 2 (out of 3,600 seconds in an hour).

(C) Hourly L_{eq} estimated using Equation 1. Estimates do not include any attenuation provided by noise barriers or parapet walls.

Predicted Noise Levels at Adjacent Residential Property Lines

The project's potential operational noise levels were modeled at 11 different property line and residential receptor locations, as shown and summarized in Exhibit 4.13-3. It is noted that, due to the symmetry of the proposed site plan, the estimated noise levels at receptors N2 through N6 would also apply at similar locations on the shared southern property line. It should also be noted that operational noise impacts of the project to the west (i.e., Residential Receptors R3 and R4) include attenuation due to the six-foot solid block wall along the western project boundary as outlined in Section 3, Project Description.

Exhibit 4.13-3: Project Noise Level at Modeled Property Line Receptors



Noise Metric	Noise Level at Modeled Property Line Receptor										
	N1	N2	N3	N4	N5	N6	S1	W1	W2	W3	W4
Receptor Type[A]	R	R	A	A	A	A	R	A	R	A	R
Existing CNEL[B]	56.7	53.7	56.7	56.7	53.7	62.7	62.7	56.7	56.7	56.7	56.7
Project CNEL[C]	43.2	48.2	59.6	62.8	64.3	64.3	37.4	47.9	30.8	55.4	41.3
Existing Plus Project CNEL	56.9	54.8	61.4	63.8	64.7	66.6	62.7	57.2	56.7	59.1	56.8
Net Change	0.2	1.1	4.7	7.1	11.0	3.9	0.0	0.5	0.0	2.5	0.1
Potentially Significant Impact?[D]	No	No	No	No	No	No	No	No	No	No	No

Source: MIG, 2025 (see Appendix K)
(A) Receptor type: A = Agricultural, R = Residential. Modeled noise levels at W1 to W3 include
(B) See Table 4.13-2 and Table 4.13-3.
(C) Refer to Appendix K, Attachment 5, Sheets 3 and 4
(D) For residential receptors, the net change in noise is considered significant if there is a 5 dBA or more increase and the noise environment remains less than 60 CNEL, a 3 dBA or more increase and the noise environment remains below 70 CNEL, or a 1 dBA or more increase and the noise environment is above 70 CNEL. For agricultural receptors, the net change in noise is considered significant if the existing plus project noise level exceeds 75 CNEL.

The results of the modeling indicate:

- Stationary Source Equipment: The proposed project's stationary HVAC units would produce a noise level up to approximately 44 dBA at Receptor N5 and W3, which would be impacted by HVAC units from up to three buildings at the same time; all other receptors would be impacted by fewer HVAC units and exposed to stationary source noise levels below 44 dBA L_{eq} (see Appendix K). The City's Municipal Code exempts HVAC equipment from the City's stationary source daytime (65 dBA L_{10}) and nighttime (45 dBA L_{10}) noise standards. Nonetheless, the proposed project's HVAC equipment would meet these standards. Future tenants and operations in the proposed buildings may include other potential stationary source equipment such as fans, pumps, compressors, etc. The proposed project site plan includes no exterior equipment operating areas. Therefore, any such equipment would be located within the buildings or within dock areas and shielded from shared and adjacent property lines. For these reasons, the project's potential stationary source equipment would not exceed City noise standards.
- Total Site Operations: Site operations, including mobile passenger vehicle and truck trips and stationary HVAC equipment, are estimated to produce exterior hourly noise levels less than 60 dBA L_{eq} at all modeled receptor locations except Receptors N4, N5, and N6, which would generally be impacted by mobile and stationary operations from up to three buildings at the same time.
    - Exterior Noise Levels at Residential Receptors N1, N2, S1, W2, and W4: Existing plus project noise levels at sensitive residential receptors would increase by less than 2 CNEL and remain below the City's normally acceptable 60 CNEL land use compatibility guideline for residential land uses at all receptors except S1. At S1, existing noise levels (62.7 CNEL) are already within the City's conditionally acceptable 70 CNEL land use compatibility guideline. The proposed project would not change noise levels at Receptor S1. Therefore, the project's potential increase in noise levels at sensitive residential receptors would be less than significant.
    - Interior Noise Levels at Residential Receptors N1, N2, S1, W2, and W4: Existing plus project noise levels at residential receptors would not exceed approximately 59 CNEL at any residential receptor except S1. In general, standard construction techniques for residential buildings in California provide a minimum of 12 dBA of exterior to interior noise attenuation with windows open and between 20 dBA to 30 dBA of exterior to interior noise attenuation with windows closed.[3] Thus, interior noise levels at N1, N2, W2, and W4 would be less than 45 CNEL. The existing noise level at S1 are 62.7 CNEL; however, the proposed project would not change this noise level and, therefore, would have no impact on interior noise levels at S1. Therefore, the proposed project's potential increases in interior noise levels at sensitive residential receptors would be less than significant.
    - Agricultural Receptor N3, N4, N5, N6, W1, and W3: Existing plus project noise levels at non-sensitive agricultural receptors would not exceed 67 CNEL, which is below the City's normally acceptable 75 CNEL land use compatibility guideline. Therefore, the

[3] The U.S. Department of Housing and Urban Development (HUD) Noise Guidebook and supplement (2009a, 2009b) includes information on noise attenuation provided by building materials and different construction techniques. As a reference, a standard exterior wall consisting of 5/8-inch siding, wall sheathing, fiberglass insulation, two by four wall studs on 16-inch centers, and 1/2-inch gypsum wall board with single strength windows provides approximately 32 dB to 35 dB of attenuation between exterior and interior noise levels, provided there are no doors in the assembly and windows do not occupy more than 30% of the exterior wall space. Attenuation may be 2 – 3 dB less for traffic noise frequencies.

proposed project's increase in noise levels at agricultural property line locations would be less than significant.

As described above, the proposed project's operations would not result in a substantial permanent increase in noise levels at sensitive noise. This impact would be less than significant.

Project Operation (Off-Site Vehicle Trip Noise)

In general, it takes a doubling of traffic to increase traffic noise volumes by 3 dBA, which is considered an audible increase for exterior noise environments (Caltrans, 2013). The proposed project is located in an area with existing industrial development to the east that contribute to existing traffic volumes on Zeiders Road, which has an average daily traffic volume of 4,926 vehicles (Ganddini Group, 2024). The addition of 1,751 total daily vehicles to the roadway system would not result in a doubling of traffic on Zeiders Road or any other roadway segment at or in the vicinity of the project site and, therefore, would result in an approximately 1.3 dBA increase in noise levels on local roads used to access the project site, which would not be discernible. Therefore, the proposed project would not result in a substantial, permanent increase in noise levels along the roadways used to access the proposed project as compared to existing or future conditions. This impact would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Groundborne Vibration and Noise Levels

Impact NOISE-3– Would the Project result in generation of excessive groundborne noise levels?

Analysis of Impacts

Construction activities have the potential to result in varying degrees of ground vibration, depending on the specific construction equipment used and activities involved. Vibration generated by construction equipment spreads through the ground and diminishes with increases in distance. The effects of ground vibration may be imperceptible at low levels, result in low rumbling sounds and detectable vibrations at moderate levels, and can disturb human activities such as sleep and vibration sensitive equipment at high levels. Ground vibration can also potentially damage the foundations and exteriors of existing structures even if it does not result in a negative human response. Pile drivers and other pieces of high impact construction equipment are generally the primary cause of construction-related vibration impacts. The use of such equipment is generally limited to sites where there are extensive layers of very hard materials (e.g., compacted soils, bedrock) that must be loosened and/or penetrated to achieve grading and foundation design requirements. The need for such methods is usually determined through site-specific geotechnical investigations that identify the subsurface materials within the grading envelope, along with foundation design recommendations and the construction methods needed to safely permit development of a site. Pile driving equipment is not anticipated to be required at the proposed project site.

Construction vibration impacts generally occur when construction activities occur in close proximity to buildings and vibration-sensitive areas, during evening or nighttime hours, or when construction activities last extended periods of time. For the proposed project, these types of equipment would primarily operate during the site preparation, grading, and paving phases. Site

preparation and grading would occur over a total of approximately 45 days at the beginning of construction and paving would occur over approximately 20 days near the end of construction. During site preparation and grading activities, large equipment could, at worst-case, operate adjacent to the site's property lines and would be within approximately 120 feet of the nearest structure, a garage, to the north and 115 feet to the nearest structure, a barn, to the west. Most operations would generally take place in the interior of the site, further from receptor locations. All activities would occur at least 195 feet from any residence. The groundborne vibration levels generated by the type of equipment that would be used to construct the proposed project are shown in Table 4.13-10.

Table 4.13-10: Potential Project Construction Vibration Levels

Equipment	Peak Particle Velocity (in/sec) (A)			
	25 feet	50 feet	100 feet	200 feet
Small bulldozer	0.003	0.001	0.001	0.000
Jackhammer	0.035	0.016	0.008	0.004
Loaded truck	0.076	0.035	0.017	0.008
Large bulldozer	0.089	0.042	0.019	0.009
Vibratory Roller	0.21	0.098	0.046	0.021

Sources: Caltrans, 2020 and FTA, 2018

(A) Estimated PPV calculated as: PPV(D)=PPV(ref)*(25/D)^1.1 where PPV(D)= Estimated PPV at distance; PPVref= Reference PPV at 25 ft; D= Distance from equipment to receiver; and n= ground attenuation rate (1.1 for dense compacted hard soils).

As shown in Table 4.13-10, the vibration levels associated with typical construction equipment are dependent on the type of equipment used. For structural damage, the use of typical equipment during construction activities (e.g., bulldozer, jack hammer, trucks etc.) would produce PPV levels up to 0.019 in/sec at 100 feet and the use of a vibratory roller would produce PPV levels up to 0.046 in/sec at 100 feet. These PPV values are well below Caltrans' guidelines standards for potential structural damage for the types of buildings adjacent to the project site, which consist of older residential structures (0.3 PPV for continuous vibration sources; see Table 4.13-5). For human annoyance and interference responses, neither the use of typical equipment (e.g., bulldozer, jack hammer, trucks, etc.) or vibration-generating equipment (e.g., vibratory rollers) would produce vibrations that exceed Caltrans' strongly perceptible detection threshold (0.1 in/sec PPV) at any structure in the vicinity of the project. Although some vibration associated with construction activities may be felt by nearby residential properties that surround the site, this potential vibration effect would not be excessive because it would occur during daytime hours only (when residential properties would be less sensitive to perceived vibrations), be infrequent (occurring only when equipment is in full operation, not idling or in low power modes), be intermittent (equipment would not operate in the same location every day and would move around the site so that properties are not exposed to continuous peak vibration levels), and would not damage buildings or structures at any point or be strongly perceptible at occupied residences. For these reasons, project construction activities would not generate excessive groundborne vibration or noise levels.

Once operational, the proposed project would not involve the operation of large equipment that could produce excessive groundborne vibration levels.

For the reasons described above, the proposed project's potential groundborne vibration impacts would be less than significant and no mitigation is required.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Excessive Airport-related Noise Levels

Impact NOISE-4 – 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 area to excessive noise levels?

Analysis of Impacts

The proposed project is located approximately 4.7 miles northwest of the nearest airport, French Valley Airport. The project site is located outside of the 65 CNEL noise contour for the French Valley Airport and is not located within any other airport planning boundary (County of Riverside, 2009). The proposed project, therefore, would not expose people living or working at the site to excessive airport-related noise levels.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact NOISE-5– Would the Project cause substantial adverse cumulative impacts with respect to noise or vibration?

Analysis of Impacts

For purposes of this analysis, the geographic context is limited to the extent the potential noise impacts caused by the proposed project that could combine with other relevant cumulative developments. Although construction and operational noise may, theoretically, be audible far from the source, in practice ambient noise from wind, vehicle traffic, and other land uses is substantially louder than construction equipment operating ¼ mile away (1,320 feet) or further. Therefore, the geographic context is limited to the area within ¼ mile of the proposed project site. There are two small warehouse projects proposed within ¼ mile of the proposed project site: a 19,603 square foot warehouse approximately 900 feet north of the project site (Development #10) and a 157,147 square foot warehouse approximately 1,000 feet east of the project site (Development #11). Additionally, a proposed 18,690 square foot auto repair development (Development #9) is proposed approximately 1,500 feet north of the project site. Although the development would be further than a ¼ mile from the project site, it would be within ¼ mile of the closest modeled residential receptor to the project site, Receptor 1, shown as R1 in Exhibit 4.13-2. Receptor 1 would be located approximately 1,300 feet south from Development #9, approximately 880 feet southwest from Development #10 and approximately 1,500 feet west from Development #11. See #9, #10 and #11 in Table 4-1 for more details about the cumulative projects.

The proposed project would result in potentially significant construction noise impacts for adjacent residential receptors that would require mitigation (Impact NOISE-1). Nearby proposed developments could potentially combine with noise generated by the proposed project, as there is potential for construction schedules to overlap, resulting in residential receptors being exposed to construction noise from the proposed project as well as from nearby proposed developments. However, the magnitude of any potential combined noise levels at nearby receptors is unlikely to be substantially different than estimated for the project (71.8 dBA at worst case) because the construction noise levels for the proposed development would attenuate with distance (approximately 880 feet at the closest point between a proposed development project and receptor, Development #10 to Receptor 1). Therefore, construction noise levels would be driven by the construction associated with the proposed project. The cumulative impact of construction noise would be less than significant.

As discussed under Impact NOISE-2 above, the proposed project's operations would not result in a substantial permanent increase in noise levels at sensitive noise receptors. Similar to construction noise, operational noise from the proposed developments would attenuate with distance. The project site would be the main source of operational noise experienced by receptors, and noise levels would not be expected to substantially increase from the operation of the nearby proposed developments. Therefore, the cumulative impact of combined operational noise would be less than significant.

As described in the Project Operation (Off-Site Vehicle Trip Noise) section above, the proposed project would not result in a significant increase in traffic noise levels because it would not result in a doubling of traffic. The proposed nearby developments would produce off-site traffic noise on Zeiders Road that would combine with traffic noise from the proposed project, with proposed nearby developments on Zeiders Road (i.e., Developments #9, #10, and #11) expected to add approximately 1,001 average daily trips (Ganddini Group, 2024). Combined with the traffic expected to be generated by the proposed project, approximately 2,752 total daily vehicles would be added to Zeiders Road, which would not result in a doubling of traffic from the existing 4,926 daily vehicles. This impact is considered less than significant.

As described in Impact NOISE-3 above, the proposed project would not generate substantial operational vibrations, and construction vibrations would be less than significant. Vibration impacts are primarily localized impacts, and vibration generated from the construction or operation of proposed developments several hundred feet away would not be perceptible by receptors. Therefore, the cumulative impact from vibration would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.13.5 REFERENCES

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List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
CalEEMod	California Emission Estimator Model
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
D	Distance
dB	Decibel (unweighted)
dBA	Decibels, A-Weighted
DNL / L_{dn}	Day-Night Noise Level
FHWA	Federal Highway Works Administration
FTA	Federal Transit Administration
HUD	U.S. Department of Housing and Urban Development
HVAC	Heating, Ventilation, and Air Conditioning
Hz	Hertz
In/sec	Inches per Second
kH	Kilohertz
L_{eq}	Average / Equivalent Noise Level
L_{max}	Maximum Noise Level
L_{min}	Minimum Noise Level
LT	Long-term
OITC	Outside-Indoor Transmission Class
OPR	Office of Planning and Research
PPV	Peak Particle Velocity (inches/second)
ST	Short-term
STC	Sound Transmission Class
%	Percent

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4.14 – POPULATION AND HOUSING

This EIR chapter addresses population and housing impacts associated with the proposed project. Issues of interest are population and housing impacts identified by the CEQA Guidelines: whether the project will induce substantial unplanned population growth or displace substantial numbers of existing people or housing necessitating the construction of replacement housing.

4.14.1 – ENVIRONMENTAL SETTING

The project site is mostly undeveloped rural land with an existing single-family home the only existing development on site. The site is bound by rural/residential land uses to the north, south, and west, and light industrial land uses to the east. Zeiders Road and Howard Way run along the eastern and western sides of the site, respectively, and the site is approximately 0.25 miles west of Interstate 215 (I-215) and 0.5 miles south of Scott Road.

Population

The California Department of Finance estimates that the January 2024 population for Riverside County and the City of Menifee were 2,442,378 and 111,560 residents, respectively (DOF, 2024). The Southern California Association of Governments (SCAG) develops socioeconomic estimates and growth projections including population, households, and employment. These estimates and projections provide the analytical foundation for SCAG's transportation planning and other programs.

The growth forecast used for SCAG's latest 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024-2050 RTP/SCS) (Southern California Association of Governments, 2024) for Riverside County and the City of Menifee are included in Table 4.14-1 (SCAG Population Forecasts). It should be noted that the 2024 RTP/SCS is now referred to as "Connect SoCal". As shown in Table 4.14-1, continued population growth is anticipated by SCAG at both the county and city level. Population growth at the county level from 2019 to 2050 is projected to be approximately 25.4%, while during the same period it is projected to be approximately 23.8% for the city of Menifee.

Table 4.14-1: SCAG Population Forecasts

	2019	2050	Total Growth
County of Riverside	2,386,000	2,992,000	25.4%
City of Menifee	101,600	125,800	23.8%
Source: 2024-2050 RTP/SCS Final Growth Forecast by Jurisdiction, SCAG.			

Housing

According to the California Department of Finance, as of January 1, 2024 there were approximately 882,389 housing units within Riverside County and approximately 41,146 housing units within the City of Menifee (DOF, 2024). As noted above, SCAG develops socioeconomic estimates and growth projections including population, households, and employment. Table 4.14-2 (SCAG Household Forecasts) shows the anticipated growth in households for both Riverside County and the City of Menifee. As shown in Table 4.14-2, household growth at the county level from 2019 to 2050 is projected to be approximately 42.7%, while during the same period it is

projected to be approximately 44.4% for the City of Menifee. There is one existing single-family home located on the project site that will be demolished as part of project development.

Table 4.14-2: SCAG Household Forecasts

	2019	2050	Growth Rate
County of Riverside	744,000	1,062,000	42.7%
City of Menifee	34,000	49,100	44.4%
Source: 2024-2050 RTP/SCS Final Growth Forecast by Jurisdiction, SCAG.			

Employment

As of 2020, SCAG estimated that there were 743,000 employees in Riverside County and 13,800 employees in the City of Menifee. Table 4.14-3 (SCAG Employment Forecasts) shows the anticipated growth in employment for both Riverside County and the City of Menifee. As shown in Table 4.14-3, employment growth at the county level from 2019 to 2050 is projected to be approximately 40.0% while during the same period it is projected to be approximately 80.9% for the City of Menifee. This demonstrates SCAG expects employment to increase at over twice the rate expected for housing or population over the same period.

Table 4.14-3: Employment Forecasts

	2016	2045	Growth Rate
County of Riverside	847,000	1,185,000	40.0%
City of Menifee	17,300	31,300	80.9%
Source: 2024-2050 RTP/SCS Final Growth Forecast by Jurisdiction, SCAG.			

4.14.2 – REGULATORY FRAMEWORK

Federal

U.S. Department of Housing and Urban Development (HUD)
HUD oversees the Federal Housing Administration (FHA), the largest mortgage insurer in the world, and regulates housing industry business. HUD also provides Project-Based Rental Assistance and other rental assistance programs, which provide support for low and very low-income households.

State

California Department of Housing and Community Development (HCD)
HCD enforces standards for housing construction, maintenance of farmworker housing, and manufactured / factory-built homes. HCD also proposes amendments to California's residential building standards for new construction to the California Building Standards Commission and helps train local governments to better understand new requirements. HCD works with regional governments to determine their housing needs and reviews every city and county's housing element of the general plan to determine compliance with state law.

Housing Element Law (California Government Code Article 10.6)
The state has established detailed legal requirements for the General Plan Update (GPU) Housing Element beyond Section 65300. State Law requires each city and county to prepare and maintain a current Housing Element as part of the community's GPU to attain a Statewide Goal of providing "decent housing and a suitable living environment for every California family." Under

State law, Housing Elements must be updated every eight years and reviewed by the California Department of Housing and Community Development (HCD).

California Department of Finance Demographic Research Unit

The Demographic Research Unit uses population data to establish appropriation limitations; distribute various federal program funds and aid in the planning and evaluation of programs. State agencies and departments, local governments, the federal government, school districts, public utilities, the private sector, and the public use the data. Staff provide demographic research and analysis, produce current population estimates, and future projections of population and school enrollment, and disseminate U.S. Census data.

Regional

Housing Authority of Riverside County

The Housing Authority of Riverside County is a public agency chartered by the State of California to administer the development, rehabilitation or financing of affordable housing programs. The primary mission of the Housing Authority is to provide affordable decent, safe and sanitary housing opportunities to low and moderate income families including elderly and handicapped persons, while supporting programs to foster economic self-sufficiency.

Southern California Association of Governments (SCAG)

Southern California Association of Governments (SCAG) is a joint powers authority, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

SCAG developed regional growth forecasts for its 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024-2050 RTP/SCS) (Southern California Association of Governments, 2024) for Riverside County and the City of Menifee. It should be noted that the 2024 RTP/SCS is now referred to as “Connect SoCal”).

Local

City of Menifee General Plan

The City of Menifee General Plan includes many goals and policies related to population and housing needs and supply but none that relate directly to the proposed non-residential project:

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.

Policies:

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.

LU-1.5 Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.

LU-1.6 Coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.

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.

4.14.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the project could result in a significant impact if it would:

A. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

B. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

4.14.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to population and housing that could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Population Growth

Impact POP-1 – Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Analysis of Impacts

The project is consistent with the General Plan land use designation, Economic Development Corridor (EDC), and the City's zoning classification, Economic Development Corridor – Southern Gateway (EDC-SG). As such, the project as proposed will not introduce land uses onto the site that have not been accounted for already in City or regional planning. Once operational, the business park will employ approximately 553 jobs, including but not limited to, office and management, supply and storage management, and general labor for manufacturing, assembly, and processing. It is overly speculative to attempt to estimate if or how many of these new employees will purchase houses, townhouses, etc. or rent houses or apartments within the City versus how many will originate from the existing population, or commute from neighboring cities. However, it is reasonable to assume some portion of the workers are already residents or will buy or rent homes in City.

The project proposes development of a commercial/industrial business park that does not include housing. Construction workers and employees would come from the City and from surrounding

areas as well. These workers are temporary and would not need to be accounted for in the estimated population growth provided in Table 4.14-1 and the employment forecasts provided in Table 4.14-3. In addition, the project site is not identified as a RHNA site in the City's Housing Opportunities Sites report.

As outlined in Section 4.14.1, Environmental Setting, estimates as part of the 2024-2050 RTP/SCS indicated that the population and employment numbers within the City of Menifee would increase significantly between 2019 and 2050. The City's population is anticipated to increase by 23.8% to 125,800 persons by 2050, and the number of employees is expected to increase by 80.9% to 31,300 employees by 2050. Development of the proposed business park project is in keeping with the City's accounted growth, as well as the significant growth anticipated as part of SCAG's regional forecasting. The project will not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). Impacts will be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Housing Growth

Impact POP-2 – Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Analysis of Impacts
The project site in its existing condition is primarily vacant including one single-family residence (farmhouse) and associated out-buildings in the north-central portion of the site. Demolition of the existing residence would not displace substantial numbers of existing people or housing that would necessitate the construction of replacement housing elsewhere. Impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Growth

Impact POP-3 – Would the project cause substantial adverse cumulative impacts with respect to population and housing?

Analysis of Impacts
Cumulative impacts concerning substantial unplanned population growth and displacement of people and housing could occur as existing uses, new development or redevelopment occurs within the City. This includes the project, and other past, present, and future projects. Due to the urbanized nature of portions of the City, growth would consist of a mix of residential and non-residential development, consistently with past and present growth trends. Individual projects

would be required to analyze growth and displacement. Therefore, related projects are not expected to cause substantial increases in unplanned population or housing in the surrounding area. With compliance with State and local laws and land use regulations, cumulative impacts related to population and housing would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.14.5 – REFERENCES

California Department of Finance. (DOF) 2024. *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2024.* Web: https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2021/ [Accessed August 2024].

Southern California Association of Governments. *The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy. April 2024*.

Southern California Association of Governments, April 2024. 2024-2050 RTP/SCS Final Growth Forecast by Jurisdiction. Web: https://scag.ca.gov/read-plan-adopted-final-connect-socal-2024 [Accessed August 2024].

City of Menifee. General Plan 2020.

Housing Element.

Safety Element.

Land Use Element.

Housing Opportunity Sites Study Map.

4.15 – Public Services

This EIR chapter addresses public services impacts associated with the proposed project. Issues of interest are whether the project will result in substantial adverse physical impacts associated with the provision of public services and public service facilities that could result in significant service deficiencies.

4.15.1 – ENVIRONMENTAL SETTING

Fire Protection

The City of Menifee contracts the Riverside County Fire Department (RCFD) and Cal Fire for fire suppression services. The RCFD assists the City in its urban areas while outlying wildland areas are managed by CalFire. The department responds to fires, rescue situations, traffic accidents, medical emergencies, and general public requests. The RCFD includes various divisions that prioritize and specialize in a variety of services for the region, these include:

- The Fire Planning Division assesses proposed developments within the county unincorporated areas and partner cities, and reviews for compliance with the relevant departmental standards, applicable codes, and regulations.
- The Hazard Reduction Office handles the abatement of hazardous vegetation, abandoned or neglected orchards, groves and vineyards which pose a danger to the welfare of residents.
- The Fire Investigation / Prevention Bureau is comprised of Law Enforcement and Investigator personnel that enforce state forest and fire laws, as well as investigate fires. Enforcement responsibilities within the prevention program include fire investigations, and criminal and civil case management citations.

There are four Riverside County Fire Stations located within the City of Menifee. The closest station to the project site is Station 68 located at 26020 Wickerd Road approximately 2.8 (driving) miles northwest of the site.

Police Protection

Law enforcement services in the City of Menifee are provided by the Menifee Police Department (MPD). The department was founded on July 1, 2020, and consists of three primary divisions that coordinate public safety throughout the City per the General Plan Safety Element. These divisions include the:

- Office of the Chief of Police: This division is responsible for the coordination of police services in the city. The Office includes Budget and Finance, Policy, and Procedure, as well as the Senior Police Personnel and Training Analyst, and the Professional Standards and Training unit (PST). PST also includes: hiring, personnel, training, organizational adherence to laws (local to Federal), acceptance and review of personnel commendations and complaints, Property and Evidence (and Crime Scene Investigation), short- and long-range Strategic Planning, and public information/social media.

- Operations Division: This division consists of Uniformed Patrol, Traffic Unit, School Programs, SWAT and K-9.

- Investigations and Support Services Division: This division consists of the General Investigations Unit, Crime Analysis unit, and the Property and Evidence Unit. Within the Property and Evidence Unit is Crime Scene Investigations, Volunteer Program, and protection and order during public meetings pursuant to California Government Code 38638.

The police department is located at 29714 Haun Road and is approximately 4 miles north of the project site. According to correspondence from Seargent Christian Perez with the MPD, the project site is located in service area or Beat 4 which is continuously patrolled. The MPD indicated the project would not impact police services nor require any special assessments or additional facilities. The average City-wide response times for priority one calls is 10.5 minutes. An incremental increase in the potential for crimes of theft to be the most likely result from new commercial development (MPD 2024).

Schools

The project site is located within the Menifee Union School District (MUSD) for grades K-8 and the Perris Union High School District (PUHSD) for grades 9-12. Oak Meadows Elementary School located at 28600 Poinsettia Street in neighboring Murrieta, CA is the nearest school to the project site and is located approximately 1.5 miles east of the project site. The MUSD includes 11 elementary schools, four middle schools, one preschool, and one alternative education virtual school within its jurisdiction.

Parks

The City of Menifee was incorporated in October of 2008. Since then, parks within the City have been managed in coordination with the City of Menifee, the Valley-Wide Recreation and Park District (VRPD), and the Riverside County Economic Development Agency (the latter of which provides park maintenance services). There are 23 City-owned parks located within Menifee, and an additional 25 parks owned by VRPD. City-owned parks generally vary in size between 2 and 10 acres, with the largest city-owned park being the Audie Murphy Sports Park at 11.29 acres. The largest VRPD park is the Wheatfield Park and Menifee Gym and Community Center at 26.87 acres in size. The nearest park to the project site is located outside of City's jurisdiction in neighboring Murrieta; Mapleton Park, which is located approximately 1.5 miles east of the project site and is adjacent to Oak Meadows Elementary School. The nearest park within the City is Mosaic Park located approximately 2.5 miles north of the project site. There are no official parks or other recreational facilities within the project area (i.e., south of Scott Road and west of the I-215 Freeway) nor any designated trails identified onsite or in the immediate area.

Public Facilities

Public facilities within the City of Menifee include City Hall, the Kay Ceniceros Senior Center, and the Lazy Creek Recreation Center. The Senior Center has two large multi-purpose rooms and two classrooms available for rent as event spaces. The center offers a variety of extracurricular classes to Menifee's senior residents, including but not limited to: volleyball, chess, computer education, nutritional programs, and other exercise and educational activities. The Lazy Creek Recreation Center offers various recreational amenities for Menifee residents, including half-basketball courts, beach-volleyball courts, two playgrounds and a multi-purpose field. There is one library located in Menifee. The library is run by the Riverside County Library System and is located at 28798 La Piedra Road, approximately 4.3 north of the project site.

4.15.2 – REGULATORY FRAMEWORK

State

California Building Code

The 2022 California Building Code (CBC) became effective January 1, 2023, including Part 9 of Title 24, the California Fire Code. Section 701A.3.2 of the CBC requires that new buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted, comply with all sections of the chapter.

California Health and Safety Code (Sections 13000 et seq.)

This code establishes State fire regulations, including regulations for building standards (also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Fire Code

The City of Menifee has adopted the 2022 California Fire Code, with amendments to address specific local conditions and needs. It should be noted the California Department of Forestry and Fire Protection (CalFire) recently updated its “fire hazard severity zone maps” showing which California neighborhoods are considered “very high” zones while others can be classified as “high” or "moderate.” The Project site is more than half a mile from any properties classified as very high or high in these new maps (CalFire 2025)

Mitigation Fee Act

The California Mitigation Fee Act (California Government Code, Section 66000 et seq.) mandates procedures for administration of impact fee programs, including collection and accounting, reporting, and refunds. A development impact fee is a monetary exaction other than a tax or special assessment that is charged by a local governmental agency to an applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project. As discussed below, the City of Menifee has adopted development impact fee programs for various public facilities, which are outlined in the City’s Municipal Code.

Local

City of Menifee General Plan

The City of Menifee General Plan includes the following issues, goals, and policies related to public services:

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.

Open Space and Conservation Element

Goal OSC-1: A comprehensive system of high-quality parks and recreation programs that meets the diverse needs of the community.

Policies:

OCS-1.2: Require a minimum of 5 acres of public open space to be provided for every 1,000 city residents.

Safety Element

Goal 5-4: A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wild/and structure fires.

Policies:

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.

Goal 5-8: A community that provides high-quality police services and effective police response to major disasters and emergency events.

City of Menifee Municipal Code Title 13 Parks and Recreation Facilities

Title 13 of the Municipal Code establishes the necessary regulations for general park use and provides permit provisions for certain activity in public parks and recreation areas. In doing so, it protects public health, safety, as well as the general welfare of people and premises in the City. This includes, for example, the quiet enjoyment of city parks by enacting a permitting process for groups of over 25 individuals.

City of Menifee Municipal Code Chapter 17.01 Development Impact Fees

The purpose and intent of the Chapter 17.01 Development Impact Fees is to establish development impact fees, and to require every developer to mitigate the impacts of that development on the city's public facilities. The city requires developers to pay a development impact fee that will assist in meeting the demand for public facilities caused by development.

4.15.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the project would have a significant impact related to public services if it would:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

I. Fire protection;

II. Police protection;

III. Schools;

IV. Parks;

V. Other public facilities.

4.15.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to the provision of public services; which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

New or Altered Government 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 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

Analysis of Impacts

The closest County Fire Station in the City of Menifee to the project site is Station No. 68 located at 26020 Wickerd Road, Menifee approximately 2.9 (driving) miles to the west-northwest. At an average speed of 35 miles per hour (mph), the estimated response time from Station No. 68 to the project site is approximately 5 minutes which is in excess of the City's adopted response time goal for emergency calls of 4 minutes (GoogleEarth 2024). Station No. 68 (also referred to as Battalion 13) is equipped with 1 Type 1 Engine and staffed by 3 personnel.

Should a response from a County or other fire station to the site be required during construction, response times would not be impacted because primary access to all major roads would be maintained during construction. Additionally, the City does not have any designated emergency evacuation routes, but I-215 may be considered an emergency route as it traverses the City and provides access to other main thoroughfares.

The proposed project is not anticipated to require substantial additional fire protection, as the project site is already within a developed area currently served by the Fire Department.

Prior to the issuance of building permits all construction documents will be reviewed and approved by the City of Menifee's Fire Department as contracted through CalFire for consistency with the

California Fire Code (Menifee Municipal Code Chapter 8.20, see Standard Conditions SC-PS-1 through SC-PS-7). Compliance with these standard conditions is considered regulatory compliance and not unique mitigation under CEQA. The development will be required to provide fully operational fire suppression facilities, including hydrants, prior to the arrival of any building material being delivered to the project site. The proposed structures will have fire sprinklers throughout the buildings as well as a dedicated fire protection water line.

The project site is subject to Resolution No. 22-1169, Development Impact Fees (DIF) which shall be paid at the time a certificate of occupancy is issued for the development project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit. DIF is used to pay for Fire protection operational services. Payment of the DIF is a standard condition and is not considered unique mitigation under CEQA (see Standard Condition SC-PS-2).

The proposed project and other non-residential development in this area (i.e., within the Economic Development Corridor-Southern Gateway) will 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. Project impacts are considered less than significant with implementation of Standard Conditions SC-PS-1 through SC-PS-7.

The Menifee Fire Department, Office of the Fire Marshal (OFM) currently reviews all new development plans, and future development is required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow. The project applicant must be able to demonstrate sufficient fire flow. The project would be required to comply with the most current provisions of the Fire Fee Schedule, which requires a fee payment that the City applies to the funding of fire protection facilities. Mandatory compliance with the Fire Fee Schedule and plan review would be required prior to the issuance of a building permit. In addition, property tax revenues generated from development of the site would also provide funding to offset potential increases in the demand for fire protection at project build-out. The project would comply with the Riverside County Fire Department Technical Policies and Standards, California Fire Code (CFC), and CBC, including project features that aid in fire safety and support fire suppression activities, such as fire sprinklers, paved access, and required drive aisle widths.

Additionally, the project would be designed in accordance with the City's Municipal Code (CMC) fire safety and fire suppression features, including type of building construction, fire sprinklers, a fire hydrant system, and paved access. The proposed building would be of concrete tilt-up construction that contains a low fire hazard risk rating. Fire protection apparatus ingress and egress would be available via four driveways and the project site's internal circulation (a 26-foot-wide fire lane with red curbs and signage per fire department standards) would allow fire apparatus access around the building.

There is currently a fire hydrant at the northeast corner of the project site along Zeiders Road. For planned development, fire hydrants must be located no closer than 40 feet from a building. A fire hydrant is required to be located within 200 feet of the fire department connection for buildings protected with a fire sprinkler system. In addition, a fire alarm system is proposed to be installed, as well as ESFR (Early Suppression, Fast Response) ceiling-mounted fire sprinklers. ESFR systems are located in ceiling spaces as with conventional fire sprinkler systems, but they incorporate large, high volume, high-pressure heads to provide the necessary fire protection for light industrial buildings that may contain high-piled storage. While most other sprinklers are intended to control the growth of a fire, an ESFR sprinkler system is designed to suppress a fire.

To suppress a fire does not necessarily mean it would extinguish the fire but rather it is meant to "knock" the fire back down to its source.

The project would be designed in compliance with all applicable fire protection and prevention requirements and pay the appropriate Development Impact Fee (DIF)($0.19 per square foot) toward the construction of new fire facilities (2025-26 commercial/service/office category fire DIF fee is $1.49 per square foot) (City 2022). Payment of DIF constitutes adequate mitigation because through implementation of the DIF program, the City collects funds from development projects and is mandated to use the DIF funds to construct new fire and emergency service facilities. In addition, the project's fire safety and fire suppression features pursuant to the CMC and the project applicant's compliance with all required design regulations, will further minimize the demand for fire protection and emergency public services impacts.

The project site is non-residential and, although some calls for service are anticipated, the increase for fire and emergency services would not be significantly impacted due to construction and operation of the proposed business park.

Development of the site would increase property tax revenues to provide a source of funding to offset any increases in demands for public services generated by the project. The project would also be consistent with the planned light industrial uses per the Economic Development Corridor – Southern Gateway land use designation in the General Plan and zoning.

If the City determines that a new fire station would be required, the City would be responsible for evaluating the potential impacts of that station subject to the California Environmental Quality Act (CEQA). However, no such plans exist for the construction of the station at this time. Therefore, the project's impacts on fire protection services are considered to be a less than significant.

Standard Conditions and Regulatory Requirements

SC-PS-1 Municipal Code Section 8.20 (Fire Code). The project shall comply with applicable version of Chapter 8.20 of the Municipal Code at the time of permit issuance.

SC-PS-2 Development Impact Fee (DIF)/Fire Protection and Emergency Response Services. The project applicant shall pay Development impact fees at the time a certificate of occupancy is issued for the Development project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit.

SC-PS-3 Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal (Case PP2018-300).

SC-PS-4 The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within 200 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3).

SC-PS-5 The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 80,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4).

SC-PS-6 Fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches.

SC-PS-7 Minimum fire flow for the construction of all commercial buildings is required per CFC Appendix B and Table B105.1. Prior to building permit issuance, the applicant/developer shall provide documentation to show there exists a water system capable of delivering the fire flow based on the information given. Subsequent design changes may increase or decrease the required fire flow.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

II. Police Protection

Analysis of Impacts
The City of Menifee Police Department (City 2024b) currently provides police protection services within the City and is located at 29714 Haun Road in Menifee, approximately 3.9 miles north of the proposed project site (GoogleEarth 2024). According to correspondence from Seargent Christian Perez with the MPD, the project site is located in service area or Beat 4 which is continuously patrolled. The MPD indicated the project would not impact police services nor require any special assessments or additional facilities. The average City-wide response times for priority one calls is 10.5 minutes. An incremental increase in the potential for crimes of theft to be the most likely result from new commercial development (MPD 2024).

The additional 11 business park buildings with 337,770 additional square feet of light industrial and service uses will not directly generate any additional city residents but may generate approximately 553 new employees within the City. Although some employees may already reside or move to housing in the city, it is unknown specifically how many of the project employees would be residents in the City. The project itself is not expected to adversely affect police services as it would not increase population (City 2024b).

The MPD is authorized to serve the City with 120 full-time employees of which 93 are sworn officers and 27 are not sworn (professional staff members). Currently they are operating with 85 sworn officers and 26 professional staff. According to the Demographic Marketing Report for the City, the January 2022 population was 111,061 persons. This represents a service ratio of 0.85 sworn officers per 1,000 residents (Derrigo Studies 2022).

As part of the City's development review process, the MPD would review the project's design to verify that all feasible "Crime Prevention Through Environmental Design" (CPTED) strategies are incorporated. CPTED is a way of designing the built environment to create a safer built environment. CPTED elements include the strategic use of nighttime security lighting, avoidance of landscaping and fencing that limit sightlines, and use of a single, clearly identifiable point of entry. Therefore, potential impacts related to project design would be less than significant.

The City development review process and building permit plan check process include review by the Police Department to ensure incorporation of defensible space concepts in site design and construction. All projects are required to incorporate defensible space concepts, to be reviewed with the Police Department prior to approval of conditional use permits or other entitlements.

Development impact fees are imposed on new developments to pay for new facilities. The MPD currently has a Law Enforcement Development Impact Fee (DIF) of $0.70 per square foot for commercial/service/office development for 2025-26 (City 2022). The project site would be adequately served by existing MPD facilities, equipment, and personnel such that new facilities would not be required. In addition, the development impacts fees will offset the incremental increase in demand for police protection facilities result from development of the project. The project site is not residential and minimal calls for service are anticipated, and the MPD has indicated their protection services would not be significantly impacted due to construction and operation of the project businesses (MPD 2024). Additionally, development of the site would increase property tax revenues to provide a source of funding to offset any increases in demands for public services generated by the project. Overall, impacts would be less than significant.

Standard Conditions and Regulatory Requirements

SC-PS-8 Development Impact Fee (DIF)/Police Protection Services. The project applicant shall pay Development impact fees at the time a certificate of occupancy is issued for the Development project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

III. Schools

Analysis of Impacts

The proposed project site is located within the Menifee Union School District (MUSD) for grades K-8 and the Perris Union High School District (PUHSD) for grades 9-12. The project does not propose any new housing/residential uses so it would not create a direct demand for public school services. The project may indirectly draw new students from the children of future employees who decide to relocate within the districts.

Although the project would not create a substantial direct or indirect demand for additional public-school facilities, the project would be required to contribute development impact fees to the Menifee Union School District and the Perris Union High School District in compliance with California SB 50 (Greene) which allows school districts to collect fees from new non-residential developments to offset the incremental costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to the issuance of building permits and payment of school fees constitutes complete mitigation under CEQA. School fees listed below represent currently approved rates. Final fees would be determined at time of payment. Current developer fees for industrial development located within the Menifee Union School District and Perris Union High School District is currently $0.605 per square foot and $0.18 per square foot, respectively (MUSD 2024) (PUHSD 2024).

Compliance with applicable local and state regulations would ensure that project implementation would result in a less than significant impact on school services.

Standard Conditions and Regulatory Requirements

SC-PS-9 Prior to the issuance of a building permit for any each non-residential building, the project applicant shall pay the most recent developer fee to Menifee Union School District (MUSD) and Perris Union High School District (PUHSD) which is applicable at the time of building permit issuance.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

IV. Parks

Analysis of Impacts

The project, as a non-residential business park, would not generate population growth (i.e., new residents) who would require park facilities or recreational programs. The City's DIF program excludes new non-residential development for this reason. Therefore, the project would not directly generate increased use of local parks or recreation programs. Because the project would not directly generate population growth or indirectly induce a significant number of additional park users, the project would not cause or contribute to a need to construct new or physically alter park facilities. Because no park facilities exist on the project site, the project would not conflict with existing park structures or require modification of park facilities. Therefore, project implementation would result in a less than significant impact to park facilities.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

V. Other Public Facilities

Analysis of Impacts

The project is non-residential in nature (i.e., no new housing) so expansion of public services such as libraries or hospitals to serve a growing population will not be required. Impacts to library and health services are typically attributable to residential development. The proposed development will result in an incremental but less than significant increase in the demand of such services. Therefore, project implementation would result in a less than significant impact to other public facilities.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact PS-2 – Would the project cause substantial adverse cumulative impacts with respect to public services?

Analysis of Impacts

The project is not anticipated to substantially increase the need for public services in the City. The project would not result in an overall net increase in City population. Anticipated increase demand for public services within the City was accounted for in the General Plan and analyzed in the General Plan Final EIR, which accounts for cumulative growth in the City. Since this project does not involve an amendment to the General Plan or zoning, potential impacts would have been taken into account when the latest General Plan was adopted. In addition, the project applicant would pay the required "general government" development impact fee (DIF) ($1.12 for commercial/service/office uses in 2025-26) that would be appropriately allocated for government services in general (City 2022).

Similar to the project, other cumulative projects would be required to demonstrate their level of impact on public services including paying the appropriate development fees; therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.15.5 REFERENCES

California Building Standards Commission. (2022). *California Building Standards Codes*. Available at: https://www.dgs.ca.gov/BSC/Codes (accessed July 2024).

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City of Menifee. Fire Department Website [Accessed September 2024a]
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GoogleEarth. Interactive aerial photographs of project area and surrounding lands. https://earth.google.com/web/search/33521+Zeiders+Road,+Menifee,+CA [Website accessed August-September 2024]

Menifee Union School District (MUSD) Website [accessed September 2024] https://www.menifeeusd.org/

Perris Union High School District (PUHSD) Website [accessed September 2024) https://www.puhsd.org/

4.16 – Recreation

This EIR chapter addresses recreation impacts associated with the proposed project. Issues of interest are recreation impacts identified by the CEQA Guidelines and whether the project will: increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and whether the project will include recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.16.1 – ENVIRONMENTAL SETTING

Parks & Trails

As described in Threshold 4.15, *Public Services*, since its incorporation in 2008, parks within the City have been managed in coordination with the City of Menifee, the Valley-Wide Recreation and Park District, and the Riverside County Economic Development Agency (the latter of which provides park maintenance services). There are 23 City-owned parks located within Menifee, and an additional 25 parks owned by Valley-Wide. City-owned parks generally vary in size between 2 and 10 acres, with the largest City-owned park being the Audie Murphy Sports Park at 11.29 acres. The largest Valley-Wide park is the Wheatfield Park and Menifee Gym and Community Center at 26.87 acres in size. The nearest park to the project site is located outside of City's jurisdiction in neighboring Murrieta; Mapleton Park, which is located approximately 1.5 miles east of the project site and is adjacent to the previously mentioned Oak Meadows Elementary School. The nearest park within the City is Mosaic Park located approximately 2.5 miles north of the project site.

Menifee's location within the Menifee Valley and rural character lends itself to the establishment of an extensive recreational trail network in and out of the City. As described in the City's Open Space and Conservation Element of the General Plan, the City's recreational trails for hiking, biking, and equestrian use are important features of the City's "small town character." The Open Space and Conservation Element includes Exhibit OSC-1, which outlines the City's proposed recreational trails. As illustrated in the exhibit, there is a community trail proposed along Howard Way, moving in a southern direction to meet Keller Road. There are no official parks or other recreational facilities within the project area, nor any trails identified on-site.

4.16.2 – REGULATORY FRAMEWORK

State

Quimby Act (1975)

The Quimby Act allows cities and counties to adopt park dedication standards/ordinances requiring developers to set aside land, donate conservation easements, or pay fees towards parkland. With the anticipated population growth, the City will use impact fees from development projects to fund park construction. The City has implemented the provisions of the Quimby Act (Menifee California Code of Ordinance – Chapter 7.75: Parkland Dedication and Fees).

Local

City of Menifee Municipal Code

As outlined in the Menifee Code of Ordinances, Chapter 7.75: Parkland Dedication and Fees establishes criteria for the dedication of land or payment of in-lieu fees for the development of new, or rehabilitation or enhancement of existing community parks or recreational facilities in accordance with Cal. Gov't Code § 66477 and other applicable law. However, the City does not collect a park fee for new non-residential development.

City of Menifee General Plan

The City of Menifee General Plan includes the following goals and policies related to parks and recreation:

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.

Policies:

LU-1.7 Ensure neighborhood amenities and public facilities (natural open space areas, parks, libraries, schools, trails, etc.) are distributed equitably throughout the City.

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.

Open Space and Conservation Element

Goal OSC-1: A comprehensive system of high-quality parks and recreation programs that meets the diverse needs of the community.

Policies:

OCS-1.2: Require a minimum of 5 acres of public open space to be provided for every 1,000 city residents.

OCS-1.4: Enhance the natural environment and viewsheds through park design and site selection while preserving sensitive biological, cultural, and historic resources.

OCS-1.8: Explore conventional and creative funding options for park and program development and administration.

Goal OSC-2: A comprehensive network of hiking, biking, and equestrian recreation trails that do not negatively impact the natural environment or cultural resources

Policies:

OCS-2.1: Develop recreational trails for hiking, biking, and equestrian use throughout the city, making them, to the extent feasible, accessible to people of different neighborhoods, ages, and abilities.

OCS-2.2: Locate and regulate recreational trails so that they do not negatively impact the city's sensitive habitat, wildlife, natural landforms, and cultural resources.

OCS-2.7: Coordinate with adjacent jurisdictions to establish recreational trails that connect to other trail systems and major destinations found outside of the city, such as Lake Elsinore, Kabian Park, and Diamond Valley Lake.

Community Design Element

Goal CD-3: Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.

Policies:
Land Use Transitions and Buffers

CD-3.21: Use open space, greenways, recreational lands, and water courses as community separators.

Goal CD-5: Economic Development Corridors that are visually distinctive and vibrant and combine commercial, industrial, residential, civic, cultural, and recreational uses.

Policies:

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.

CD-5.2: Include open space and/or recreational amenities in EDC areas to provide visual relief from development, form linkages to adjacent uses and other portions of the economic development corridor, and serve as buffers between uses, where necessary.

CD-5.5: Create a human-scale ground-floor environment that includes public open areas that separate pedestrian space from auto traffic, or where these intersect, give special regard to pedestrian safety.

CD-5.8: Encourage adjacent commercial and industrial buildings to share open, landscaped, and/or hardscaped areas for visual relief, access, and outdoor employee gathering places.

4.16.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the project would have a significant impact related to recreation if it would:

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

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

4.16.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to increases in the use of existing recreational facilities and the potential impacts from construction of recreational facilities.

Local and Regional Recreational Facilities

Impact REC-1 – Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Analysis of Impacts
Construction of the proposed project is not anticipated to create any new demand for or adverse physical impacts on local or regional parks located in the surrounding area, nor require the construction of new park facilities, or the physical alteration of existing park facilities. The reason there will be no impact is the project will not create new housing which would support additional City residents who would require additional park facilities and services. The project does propose internal outdoor employee gathering places and pathways with seating and landscaping. These spaces would act as open space available to employees and be accessible between buildings (See Exhibit 3-8, *Landscaping*).

The demand for parkland is almost entirely generated by a City's population which in turn results from residents living in the City's housing stock. New residential projects are typically assessed fees to help fund additional parkland and recreational facilities. Commercial and industrial development generates the need for new employees but do not result in new housing or residences that would generate new residents in the City.

Once operational, the proposed business park will employ approximately 553 persons and the new project is anticipated to generate only an incremental additional demand for local or regional park facilities and services. The project is non-residential so it will not generate a substantial increase in the use of City recreational facilities and is not required to pay a DIF for park services or facilities. Therefore, project impacts on parks will be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Expansion of Recreational Facilities

Impact REC-2 – Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Analysis of Impacts
The project as proposed does not include any recreational facilities, nor does it require the expansion of existing recreational facilities. As stated in Impact REC-1 above, potential impacts to parks and recreation facilities as a result of the construction and operation of the proposed project would be less than significant. The project would not require construction or expansion of recreation facilities. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to Recreation?

Analysis of Impacts
The proposed project does not include the development of recreational facilities, nor would development of the project result in the physical deterioration of existing facilities so much so that that they would require physical alterations. The project does not propose new housing and is not anticipated to lead to an increase in population that would substantially increase the use of any existing park or recreational facilities within the City. Therefore, the project will not make a significant contribution to any cumulatively considerable impacts to regional recreation, parks, and trails.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.16.5 REFERENCES

City of Menifee. *Community Design Element, Land Use Element, Open Space and Conservation Element – General Plan.* Web. 2013. https://www.cityofmenifee.us/221/General-Plan. [Accessed August 2024].

City of Menifee. *City Parks.* Web. https://www.cityofmenifee.us/285/City-Parks. [Accessed August 2024].

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4.17 – Transportation

This EIR chapter addresses transportation and traffic impacts associated with the proposed project including whether the project will conflict with a program plan, ordinance or policy addressing the circulation system, or whether the project will conflict with or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b) regarding VMT[1]. In addition, this section will examine whether the project will substantially increase hazards due to a geometric design feature or incompatible uses, or whether the project will result in inadequate emergency access. The information and analysis of impacts for this section are derived from two technical studies related to the project: a Level of Service (LOS) Traffic Impact Assessment (TIA) prepared by Ganddini Group in 2024 (Appendix K) and a Vehicle Miles Traveled (VMT)/Transportation Demand Management Memorandum in 2025 (Appendix L).

4.17.1 – ENVIRONMENTAL SETTING

Vehicular Access

Regional vehicular access to the site is provided primarily by the I-215 Freeway located a quarter mile east of the project site. Access to the I-215 Freeway from the project site is via Scott Road a half mile to the north. Keller Road is 0.4 miles south of the site and provides east-west access to the project area (paved east of Zeiders Road). The roadways surrounding the project site are described as follows:

- **Zeiders Road** is a paved roadway with a current width of 35 feet adjacent to the project site. This roadway is designated as a Major Arterial in the Circulation Element of the City's General Plan with an ultimate width of 118-foot right-of-way (ROW) with four travel lanes and a raised median. This is the primary access road for the project site and connects to Scott Road a half mile to the north and Keller Road 0.36 mile to the south.
- **Ciccotti Street** is a variable width unclassified unpaved (dirt) road along the northern boundary of the site. It connects to Zeiders Road to the east and Howard Way to the west. It is not a dedicated roadway and is only used for maintenance of the existing Edison electric lines in this area.
- **Howard Way** is a variable width unpaved (dirt) rural local road along the west boundary of the site that connects to Ciccotti Street to the north and Keller Road (dirt) to the south.

Transit Service and Non-Vehicular Access

Pedestrian access in the project area is currently limited as sidewalks along Zeiders Road are discontinuous and in place only adjacent to properties that have developed under current General Plan standards (after 2012). Some properties along the east side of Zeiders Road have been developed but much of the surrounding land to the north, west, and south of the project site supports rural residential uses. There is currently no bicycle access in this area as Zeiders Road does not contain bicycle lanes and there are no off-street bicycle paths or improved hiking trails in the area (Ganddini 2024b). However, such facilities are planned for Zeiders Road in the future.

Transit service to the City is provided by Riverside Transit Agency (RTA) which serves the cities and communities of western Riverside County. The Perris Station Transit Center is located

[1] VMT = Vehicle Miles Traveled as opposed to the historical Level of Service (LOS) methodology

approximately 10.6 miles northwest of the project site at C Street and 4th Street (SR-74) in the City of Perris. This facility is owned, operated, and maintained by Riverside County Transportation Commission (RCTC). The Center handles multi-modal transfers between Metrolink, RTA local, regional, and express routes, RTA's Dial-A-Ride, and park-and-ride patrons in the southwest region. A transit center for Menifee is eventually planned on Scott Road just east of the I-215 approximately 1.3 miles northeast of the project site (RTA 2024).

Currently, the RTA System Map indicates there is no bus service within the project area (i.e., land west of the I-215 between Scott Road and Keller Road). The closest bus stop is located east of the I-215 along Scott Road and Keller Road along RTA Route 61 (RTA 2024).

NOP Comments

A comment letter was received from a local neighbor to the project site expressing concern about the increase in traffic and truck trips through the area.

4.17.2 – REGULATORY FRAMEWORK

State

State of California Department of Transportation (Caltrans)
The State of California Department of Transportation (Caltrans) implements State planning priorities in all plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact State highway facilities. Pursuant to Public Resources Code § 21092.4, for projects of statewide, regional, or area-wide significance, the lead agency must consult with transportation planning agencies and public agencies that have transportation facilities which could be affected by a project.

Senate Bill (SB) 743
On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) process for several categories of development projects including the development of infill projects in transit priority areas and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (Section 21099). Among other things, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed by Lead Agencies to replace the use of Level of Service (LOS) in CEQA documents. Formerly, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Pursuant to SB743, the focus of transportation analysis changes from vehicle delay to vehicle miles traveled (VMT). OPR released two rounds of draft proposals for updating the CEQA Guidelines related to evaluating transportation impacts and, after further study and consideration of public comment, submitted a final set of revisions to the Natural Resources Agency in November 2017. This was followed by a rulemaking process that would implement the requirements of the legislation. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. OPR's regulatory text indicates that the new transportation impact guidelines emphasize vehicle miles traveled (VMT) instead of (LOS) had to be implemented statewide by July 1, 2020.

Regional

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) responsible for development of the Regional Transportation Plan (RTP), which presents the vision for transportation throughout most of Southern California, including Los Angeles County. Senate Bill 375 (SB 375) was passed to reduce greenhouse gas emissions from both automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. Under SB 375, SCAG is tasked with developing a Sustainable Communities Strategy (SCS). The SCS, as a component of the RTP, provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board. The current RTC/SCS was adopted by SCAG in April of 2024.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), prepared by the Southern California Association of Governments (SCAG), has numerous goals to increase mobility for the region's residents and visitors, and an emphasis on sustainability and integrated planning to collectively improve the region's mobility, economy, and sustainability. The RTP/SCS must be approved by Federal agencies in order to receive Federal transportation funds. Only projects and programs included in the RTP are eligible for Federal funding. SCAG adopted the most current 2024-2050 RTP/SCS in April 2024. It should be noted this program is now referred to as "Connect SoCal".

Local

City of Menifee General Plan

The City of Menifee General Plan contains the following goals and policies related to transportation within the City.

Circulation Element

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

Policies:

C-1.1: Require roadways to:

- Comply with federal, state, and local design and safety standards.
- Meet the needs of multiple transportation modes and users.
- Be compatible with the streetscape and surrounding land uses.
- Be maintained in accordance with best practices.

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.

C-1.3: Work with Caltrans, RCTC, and others to identify, fund, and implement needed improvements to roadways identified in the citywide roadway network.

C-1.4: Promote development of local street patterns that unify neighborhoods and work with neighboring jurisdictions to provide compatible roadway linkages at the city limits.

Goal C-2: A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.

Policies:

C-2.1: Require on- and off-street pathways to:

- Comply with federal, state, and local design and safety standards.
- Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
- Be compatible with the streetscape and surrounding land uses.
- Be maintained in accordance with best practices.

C-2.2: Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel and explore the shared use of low-speed roadways for connectivity wherever it is safe to do so.

C-2.4: Explore opportunities to expand the pedestrian and bicycle networks; this includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.

C-2.5: Work with the Western Riverside Council of Governments to implement the Non-Motorized Transportation Plan for Western Riverside County.

City of Menifee Municipal Code

Title 12 Vehicles and Traffic includes Chapter 12.04 (Speed Limits) and Chapter 12.20 (Vehicle Parking) that establish regulations and guidelines related to pedestrian and vehicle safety within the City, as well as establishes parking standards within the City.

4.17.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the project would have a significant impact related to transportation and traffic if it would:

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

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

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

d) Result in inadequate emergency access?

4.17.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to transportation and traffic, which could result from the implementation of the project and recommends mitigation measures if needed to reduce significant impacts.

Existing Circulation System Plans, Ordinances, or Policies

Impact TRANS-1 – Would the project conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Analysis of Impacts

The proposed project involves construction of a commercial/industrial business park development consisting of eleven single-story buildings ranging in size from approximately 23,100 square feet to 37,840 square feet (total 337,770 square feet). The anticipated end users are expected to provide services ranging from industrial and manufacturing users to service commercial and office. Tenants are currently not known but the TIA used a reasonable "worst case" estimate of 80% industrial park and 20% business park uses based on the Institute of Transportation Engineers (ITE) land use rates[2] to estimate trip generation and traffic impacts of the project (ITE 2021).

Each of the 11 project buildings includes two (2) dock-high doors for a total of 22 project-wide. The project includes two (2) driveways along Zeiders Road with the southernmost driveway being signalized and aligning with Scott Road Commerce Center. The project north driveway is proposed to be right turns in/out automobile only and the project south driveway (currently signalized and aligning with Scott Road Commerce Center) is proposed to be full access for both automobiles and trucks.

Vehicular Sources

Pursuant to the City of Menifee Traffic Impact Analysis Guidelines, a comprehensive traffic study was prepared for the proposed project (TIA) (Ganddini 2024b - Appendix K). The TIA focuses on LOS congestion changes at thirteen (13) local intersections and seven (7) local roadway segments as a result of project-generated traffic under a number of existing and future conditions. The TIA found that all area intersections will operate within the City's LOS D standard identified in the General Plan with the improvements recommended in the TIA. However, it should be noted the CEQA thresholds of significance for transportation and traffic impacts have shifted in recent years. In the past, the CEQA analysis focused on LOS which measures congestion at local intersections and roadway segments. The emphasis of these past studies was to assure the street grid network functioned well and allowed for efficient movement of vehicles. The current focus is to encourage active transportation (e.g., pedestrians, bicyclists, etc.) and transit, and to limit increases in Vehicle Miles Travelled (VMT). An important part of this analysis is to determine if a proposed action is consistent with both the vehicular and non-vehicular aspects of the Circulation Element of the General Plan.

Trip Generation

The TIA for the project (Ganddini 2024a) indicates the project will generate vehicle trips onto local streets and intersections as summarized in Table 4.17-1, *Project Trip Generation*. In addition to the total number of passenger cars and trucks, the project traffic study also estimated the

[2] ITE Land Use Code 130 for Industrial Park and ITE Land Use Code 770 for Business Park

Passenger Car Equivalent (PCE) trips which is roughly defined as the impact on traffic from larger vehicles (typically trucks) compared to those of passenger vehicles due to their longer length (ITE 2024). Table 4.17.1 shows that the project will generate a total of 1,751 daily vehicle trips and 2,030 daily PCE trips. Vehicle trips would generate 184 total AM peak hour trips and 175 PM peak hour trips. PCE trips would generate 204 total AM peak hour trips and 197 PM peak hour trips. Approximately 757 trips or 83% of the total daily vehicle trips will be from cars while 154 trips or 17% of the total daily trips will be from trucks. It should be noted the total 2,030 total average daily trips (ADT) includes the PCE total trip for the industrial park use and the total for the business park use (cars only from this use).

Table 4.17-1: Project Trip Generation

Vehicle Type[1]	AM Peak Hour			PM Peak Hour			TOTAL
	In	Out	Total	In	Out	Total	
Industrial Park (80%)							
Vehicle Trips							
Cars	66	15	81	18	63	81	757
Trucks	4	7	11	4	8	12	154
Total	70	22	92	22	71	93	911
PCE Trips[2]							
Cars	66	15	81	18	63	81	757
Trucks	12	19	31	12	22	34	433
Total	78	34	112	30	85	115	1,190
Business Park (20%)							
Cars (no trucks)	78	14	92	21	61	82	840
Total Trips (Vehicles)	**148**	**36**	**184**	**43**	**132**	**175**	**1,751**
Total Trips (PCE)	**156**	**48**	**204**	**51**	**146**	**197**	**2,030**

Source: Ganddini TIA, Tables 1-3, Project Trip Generation

1 ITE Land Use Code 130 for Industrial Park and ITE Land Use Code 770 for Business Park

2 PCE = Passenger Car Equivalent which accounts for greater traffic impacts due to the longer length of trucks compared to cars.

General Plan Consistency

In addition to the generation of new vehicular trips, Table 4.17-2, General Plan Consistency – Circulation Element, shows if or to what degree the project meets the various Circulation Element goals and policies in the City's General Plan. As shown in Table 4.17-2, the project is consistent with the applicable goals and policies of the City's Circulation Element.

Table 4.17-2: City General Plan Consistency – Circulation Element

Applicable General Plan Goals and Policies	Consistency Analysis
Goal C-1: A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.	**Consistent.** The project is located on the west side of Zeiders Road in the southern portion of the City. The project will provide its required site adjacent improvements and any fair share contributions as necessary for its circulation impacts.
Policy C-1.1: Require roadways to: • Comply with federal, state, and local design and safety standards. • Meet the needs of multiple transportation modes and users.	**Consistent.** The project proposes road and related circulation improvements per the approved cross section for Zeiders Road including the "enhanced landscape corridor" for this roadway.

Applicable General Plan Goals and Policies	Consistency Analysis
• 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.	**Consistent.** The project traffic study indicates the project will achieve LOS D or better at local area intersections with planned improvements and fair share contributions as appropriate to meet this policy.
Policy C-1.3: Work with Caltrans, RCTC, and others to identify, fund, and implement needed improvements to roadways identified in the citywide roadway network.	**Not Applicable.** The project is not a city-wide transportation facility or program and does not require any regional or city-wide roadway improvements.
Policy C-1.4: Promote development of local street patterns that unify neighborhoods and work with neighboring jurisdictions to provide compatible roadway linkages at the city limits.	**Consistent.** The project will not create new roads and except for Zeiders Road to the east, it will not involve any roadway improvements to the existing streets to the north or west. The project will pay in-lieu fees for eventual half-width improvements to Howard Way to the west of the site.
Goal C-2: A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.	**Consistent.** The project will provide sidewalks on Zeiders Road adjacent to the site as well as bicycle racks per the City Municipal Code. Eventually this road will have full-length sidewalks and Class II bike lanes which will serve the project site.
Policy C-2.1: Require on- and off-street pathways to: • Comply with federal, state, and local design and safety standards. • Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines. • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices.	**Consistent.** The project will provide sidewalks on Zeiders Road adjacent to the site as well as bicycle racks per the City Municipal Code. The Circulation Element indicates this road will eventually have full-length sidewalks and Class II bike lanes and the project has an additional multi-use trail along its Zeiders Road frontage as well. Onsite facilities will be maintained by a Community Facilities District (CFD) and a Property Owners Association (POA).
Policy C-2.2: Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel, and explore the shared use of low speed roadways for connectivity wherever it is safe to do so.	**Consistent.** The General Plan Circulation Element indicates that Zeiders Road will eventually have full-length sidewalks and Class II bicycle lanes and in the future have access to transit services on Scott Road east of Zeiders Road.
Policy C-2.4: Explore opportunities to expand the pedestrian and bicycle networks; this includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.	**Consistent.** See Response to Policy C-2.2 above.
Policy C-2.5: Work with the Western Riverside Council of Governments to implement the Non-Motorized Transportation Plan for Western Riverside County.	**Not Applicable.** This is a City-wide action or program for the City to implement.

Source: City of Menifee General Plan, Circulation Element (see EIR Section 4.17.2).

The Circulation Element classifies Zeiders Road as a Major Roadway (118-foot right-of-way with a raised median) divided with 4 lanes of travel. Note that the Circulation Element indicates a future I-215 Interchange is planned at Keller Road southeast of the project site which would increase regional access for the project site. The intersection of Zeiders Road and Scott Road is classified as an "enhanced Intersection" in the Circulation Element which means it will have additional turn lanes / Right-of-Way required within 600 feet of the intersection.

Exhibit C-7 in the City's General Plan Circulation Element identifies potential truck routes within the City. At present, Zeiders Road is not designated as a truck route within the City although Scott Road a half mile to the north is a designated truck route which accesses the I-215 Freeway just east of Zeiders Road. The City may need to consider designating Zeiders Road as a truck route since a number of non-residential uses have been built and approved along this roadway which require truck access.

Although LOS is no longer a CEQA significance criteria, the City's General Plan requires development projects to provide "fair share" contributions to future road and intersection improvements that must accommodate future project traffic. An LOS traffic impact assessment (TIA) was prepared for the project by Ganddini Group which states:

> *The recommended improvements for Opening Year (2026) Cumulative With Project and Horizon Year (2045) With Project conditions are consistent with buildout of the General Plan Circulation Element. Therefore, construction of the recommended improvements shall occur as properties with frontage along all four sides of Haun Road/Zeiders Road and Scott develop for intersection #1 and along the north and east side of Menifee Road and Scott Road develop for intersection #8. The project's contribution to these and other Citywide improvements is addressed through payment of the City's Transportation Impact Fees* [as shown in LOS TIA Table 17, Project Fair Share Analysis] (Ganddini 2024, page 63).

Although Zeiders Road is not yet officially designated as a truck route, the project is generally consistent with the City General Plan regarding vehicular circulation and no mitigation is required.

Transit and Non-Vehicular Sources

The Circulation Element indicates that Zeiders Road is eventually planned to be a subregional bicycle route with Class II on-street bicycle lanes but no timeline indicated for its improvement. The project will install sidewalks and a multi-use path along the west side of Zeiders Road adjacent to the project site to meet its fair share contribution to these future improvements.

Circulation Element Exhibit C-5, *Potential Transit Services*, indicates Zeiders Road as well as Scott Road to the north may have potential future on-road transit service. In addition, the I-215 Freeway is indicated as continuing to have express bus service and a Transit Node will eventually be added on Scott Road just east of the I-215 Freeway, approximately 1.0 mile northeast of the project site. During the development review process RTA indicated that a future bus stop is not needed adjacent to the project site at this time.

As the preceding analysis demonstrates, the project is consistent with the City General Plan regarding non-vehicular circulation and no mitigation is required.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Conflicts with New VMT Thresholds

Impact TRANS-2 – Would the project conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)?

Analysis of Impacts
To aid in the transition from LOS to VMT, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (Technical Advisory). Based on the Technical Advisory, the City of Menifee City Council adopted analytical procedures, screening tools and impact thresholds for VMT, which are documented in the recently updated City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (January 2022). For the purposes of this VMT evaluation the City Guidelines have been used.

Project Screening. The City Guidelines provides details on appropriate screening criteria that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed project level analysis. To aid in the project-level VMT screening process the City of Menifee utilizes the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (Screening Tool). The web-based Screening Tool allows a user to select an assessor's parcel to determine if a project's physical location meets one or more of the land use screening thresholds documented in the City Guidelines.

The Screening criteria is broken into three steps:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

A land use project only needs to meet one of the screening criteria to result in a less than significant impact. The TIA and Scoping Agreement prepared for the project included a VMT Screening Assessment (Ganddini 2024a)(Appendix L).

Step 1: TPA Screening. Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within a half-mile of an existing "major transit stop"[3] or an existing stop along a "high-quality transit corridor"[4]) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the analysis in Impact TRANS-1 indicates the project area has no transit service, so the project is not located within a TPA. The TPA screening criteria is not met.

Step 2: Low VMT Area Screening. The City Guidelines state that "Residential and office projects located within a low VMT-generating area are presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if there is a reasonable expectation that the project will generate VMT per service population that is similar to the existing land uses in the low VMT area."

The City uses the WRCOG screening tool to determine low areas of VMT. The screening tool uses the sub-regional RIVCOM model to measure VMT performance within individual traffic

[3] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").
[4] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

analysis zones (TAZ's) within the region. The project's location is identified in the Screening Tool by TAZ's to determine project VMT per capita as compared to the City's impact threshold (i.e., project generated VMT per capita exceeds the County of Riverside General Plan Buildout VMT per capita). The parcel containing the proposed project was selected (TAZ 1053) and the screening tool was evaluated for VMT per capita measure of VMT. Based on the Screening Tool results, the project is located within a low VMT generating area and is estimated to generate 30.7 VMT per service population which is less than the City-established 33.6 VMT per service population threshold. Therefore, the Low VMT Area screening criteria is met.

Step 3: Project Type Screening. The City Guidelines identify that local serving retail less than 50,000 square feet or other local serving essential services (e.g., local parks, day care centers, public schools, medical/dental office buildings, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The City Guidelines indicate that projects generating fewer than 110 daily vehicle trips may be presumed to have a less than significant impact. Trips generated by the project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. The proposed project is anticipated to generate a net total of vehicle trip-ends per day above the 110 daily vehicle trip threshold. Therefore, the Project Type screening threshold is not met.

The project meets the "Low VMT Area Screening" criteria so no further VMT analysis is required. Therefore, the project is determined to have a less than significant VMT impact and no mitigation is required.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Design Feature Hazards

Impact TRANS-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)?

Analysis of Impacts
The project site is rectangular in shape and is bounded by a major paved road (Zeiders Road) on the east side, with rural dirt roads on the north and west sides. The project has two driveways onto Zeiders Road. There are traffic signals on Zeiders Road at Scott Road a half mile to the north and at the southeast corner of the project site for the street entrance for the two light industrial developments east of the project. At present the posted speed limit on Zeiders Road is 40 miles per hour (mph). Zeiders Road currently has only two travel lanes and a painted median. However, eventually the roadway will be expanded to four travel lanes and a raised median. The roadway topography is flat so the project will have adequate sight lines at the two project driveways, therefore, the project would not substantially increase hazards due to a geometric design feature.

While there are still rural residences and farm-related uses in the area, there is a potential for conflicts with farm equipment. However, drivers/operators of such equipment will likely utilize the remaining rural dirt roads in the area for farm-related access as it minimizes conflicts with more urban vehicles (both passenger vehicles and multi-axle trucks). The rural land north and south of the project site is designated within the Economic Development Corridor-Southern Gateway designations in the General Plan and zoning. Therefore, it is likely that eventually these rural lands

will convert to more urban-style development. Project impacts relative to traffic hazards will be less than significant and no mitigation is required.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Emergency Access

Impact TRANS-4 – Would the project result in inadequate emergency access?

Analysis of Impacts

Construction

Except for worker vehicle trips and transportation of construction materials, the majority of the proposed project construction activities would occur within the boundaries of the project site and would not impede access to nearby roadways (mainly Zeiders Road). The City does not designate any specific roads as emergency evacuation routes. Additionally, construction activities may require the transport of heavy equipment and materials to and from the site. These activities may temporarily impede traffic flows primarily along Scott Road or Zeiders Road, however, these delays would be localized and short-term in nature. Therefore, these short-term temporary impacts related to emergency access would be less than significant.

Operation

According to the Western Riverside Council of Governments (WRCOG)/San Bernardino County Transportation Authority (SBCTA) Sustainability Toolkit Evacuation Routes viewer, WRCOG Area Evacuation Routes in the project area include I-215, Zeiders Road/Haun Road, and Scott Road (WRCOG 2024) and so they would serve as routes for emergency access for the project area.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact TRANS-5 – Would the project cause substantial adverse cumulative impacts with respect to transportation and traffic?

Analysis of Impacts
Transportation-related impacts associated with the project and nearby cumulative projects may overlap and result in temporary traffic impacts to local roadways. However, as discussed above the project would not result in significant traffic related impacts resulting from conflicts with regional and local transportation plans or policies. As concluded above, the project would be consistent with applicable regional and local plans or policies such as mitigating traffic impacts and achieving acceptable LOS and minimizing idling times and VMT to conserve resources, protect air quality, and limit GHG emissions. With implementation of the recommended improvements (i.e., design features, fee programs, and fair share payments), all study intersections/segments are expected to operate at or above the minimum acceptable LOS standard. The project effect on VMT was discussed under Section 4.17.4, Impact TRANS-2 for a

which found that the project Employee-Based VMT does not exceed the threshold under any project scenario, and therefore, the project would have a less than significant impact. Cumulative development projects would also be required to reduce transportation-related impacts on the local circulation system and implement any required mitigation measures that may be prescribed by the City. Therefore, the project contribution to impacts in these regards would be less than significant.

Section 4.17.4, Impact TRANS-3 evaluated project impacts related to traffic hazards and incompatible uses. The project is adjacent to a major roadway with a straight alignment so the project will not make any contributions to regional impacts from traffic hazards. The areas north and south of the site are still relatively rural and used for farming so there is some potential for conflicts with farming vehicles. In addition, the area west of the site supports rural residences although traffic from these areas typically consists of passenger vehicles and pickup trucks. The project will not make any significant contributions to regional impacts from incompatible traffic. Therefore, the project would have no cumulative impacts in this regard.

Section 4.17.4, Impact TRANS-4 addresses emergency access. During construction the project may have incremental impacts on the adjacent Zeiders Road in terms of access for emergency vehicles, but this impact will be temporary and localized and not affect traffic on a regional basis. Therefore, the project will not make a significant contribution to cumulative traffic impacts related to emergency access.

Level of Significance Before Mitigation
Less than significant (i.e., consistent with local and regional VMT thresholds).

Mitigation Measures

None required

4.17.5 REFERENCES

City of Menifee. *General Plan, Circulation Element*. 2012.

Institute of Transportation Engineers (ITE). *Trip Generation Manual, 11th Edition.* 2021.

Institute of Transportation Engineers (ITE) Website https://www.ite.org/ [accessed August 2024]

Gaddini Group. *Scoping Agreement for the Pemcor Business Park*. Approved September 6, 2024a.

Gaddini Group. *Traffic Impact Assessment (TIA) for the Pemcor Business Park.* October 2024b.

Riverside Transit Authority (RTA) Website, System Map [Web accessed August 2024] https://www.riversidetransit.com/index.php/route-info

Western Riverside Council of Governments (WRCOG)/San Bernardino County Transportation Authority (SBCTA). *Sustainability Toolkit Evacuation Routes viewer, WRCOG Area*. [website accessed September 2024] https://resilientca.org/case-studies/Resilient-IE-regional-climate-adaptation-toolkit/ (WRCOG 2024).

4.18 – TRIBAL CULTURAL RESOURCES

This section addresses potential impacts to Tribal Cultural Resources (TCR) associated with the proposed project. Issues of interest are potential impacts to Native American sites, features, places, cultural landscapes, sacred places, and objects with cultural value to Native American tribes that are identified within CEQA. A *Cultural Resources Survey Report* was prepared by RECON for the project site dated December 2023. Conclusions made in this chapter of the EIR are derived from the *Cultural Resources Survey Report*, which is included as Appendix B, and input provided by Agua Caliente Band of Cahuilla Indians and the Pechanga Band of Indians.

4.18.1 – ENVIRONMENTAL SETTING

Tribal Cultural Resources are the physical artifacts associated with the spiritual and religious lives of Native people that ties them together with their environment, each other, and their place in the universe. The area that would become Menifee was originally inhabited by the Luiseño Indian Tribes, before coming under Spanish control in the 1700s (Menifee, 2012). Many of Menifee's cultural resources date back to the Protohistoric and Historic periods. When the Franciscan friars established an *asistencias* (mission) near the coast between Mission San Juan Capistrano and Mission San Diego in 1798 they recruited people from the coastal and inland areas and called them the Luiseño. The Luiseño were a highly organized people and occupied a territory that stretched from western San Jacinto Valley to the Pacific Ocean along several major rivers, including the Temecula, Santa Margarita, and San Luis Rey. Menifee lies on the northern and inland portion of the Luiseño territory. The Cahuilla people lived to the east, the Serrano to the north, and the Gabrielino to the west. Because the boundaries for these groups were drawn and recorded in the 1800s and 1900s after disruption and destruction of their native life ways, it is difficult or impossible to determine which group settled in the Menifee area originally. Over the ages, several groups probably utilized this portion of Western Riverside County.

The Luiseño people made and used a wide variety of tools, including grinding slabs, bone and shell fish hooks, stone and shell ornaments, bone awls, wood throwing sticks, hammer stones, handstones, pestles, mortars, and drills. Some of these valuable artifacts still remain uncovered in Menifee today, and their continued discovery is important in documenting the region's past. The Luiseño also held many rituals to handle social and political events such as girls and boys initiations, marriages, peace-making, hunting, and death rites. Part of the ritual for these ceremonies included sand and rock art paintings. The City of Menifee's unique rock forms would have made for ideal locations to complete these paintings, and in fact, some tribal artwork remains visible on rocks throughout the City.

Four Federally recognized tribes are affiliated with the project area: the Agua Caliente Band of Cahuilla Indians; the Pechanga Band of Indians; the Rincon Band of Luiseño Mission Indians; and the Soboba Band of Luiseño Indians. These tribes were contacted regarding the project in January 2024. The following summarizes the results of that contact:

- Luz Salazar, Cultural Resources Analyst of the Agua Caliente Band of Cahuilla Indians, stated by email that the proposed project is not within the Tribe's Traditional Use Area and deferred to other local tribes.
- John Ochoa, Assistant Tribal Historic Preservation Officer of the Pechanga Band of Indians, stated by email that the project site is in a culturally sensitive area that is affiliated with the Tribe. As such, Mr. Ochoa stated that the Tribe requested to begin formal

consultation under AB 52 for the proposed project. Mr. Ochoa also stated that the Tribe requested to be added to the City's distribution list for notices and circulation of all document related to the proposed project, to be directly notified of all public hearings and schedule approvals concerning the project, and that the Tribes comment be incorporated into the record of approval for the project. Finally, Mr. Ochoa stated that the Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the project's impacts to cultural resources and potential mitigation for such impacts.

All relevant correspondence for the project from the Native American Heritage Commission (NAHC) and consulting tribal representatives is included in Appendix B.

4.18.2 – REGULATORY FRAMEWORK

State

California Assembly Bill 52
AB 52 specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

Senate Bill (SB) 18
California Government Code, Section 65352.3 incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB18 requires public notice to be sent to tribes listed on the Native American Heritage Commission's SB18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

California Code of Regulation Section 15120(d) Confidentiality
Section 15120(d) of Title 14 of the CCR states that information and locational information regarding archaeological sites, sacred lands, or other information is confidential and is restricted from disclosure in public documents.

California Health and Safety Code, Sections 7052 and 7050.5

Section 7052 of the California Health and Safety Code states that it is a felony to disturb Native American burials. Health and Safety Code Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the California NAHC.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act (the Act), PRC Sections 5097.9 et seq., applies to both state and private lands. The Act requires that upon discovery of human remains, construction or excavation activity cease and that the county coroner be notified. If the remains are Native American, the coroner must notify the NAHC. The NAHC will then identify and notify a most likely descendant. The Act stipulates the procedures the most likely descendant may follow for treating or disposing of the remains and associated grave goods.

Local

City of Menifee General Plan Vision 2030

The Open Space and Conservation Element of the City of Menifee General Plan includes the following goals and policies related to cultural resources:

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-5.2 Work with local schools, organizations, appropriate Native American tribes with ancestral territories located within the city and other agencies to educate the public about the rich archaeological, historic, and cultural resources found in the city.

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.

4.18.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA) the General Plan Update could result in a significant impact if it causes a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.18.4 – IMPACTS AND MITIGATION MEASURES

Adverse Changes

Impact TRC-1 – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 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).

Resource Impacts

Impact TRC-2 – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Analysis of Impacts

The proposed project triggers the need to contact local Native American tribal representatives and determine if they wish to participate in government-to-government consultation regarding potential impacts on the project on Native American tribal cultural resources. On January 19, 2024 the City emailed letters to determine if the following local tribes wished to consult on the proposed project:

- Pechanga Band of Indians
- Rincon Band of Luiseno Indians
- Soboba Band of Luiseno Indians
- Agua Caliente Band of Cahuilla Indians

The 30-day AB 52 contact period closed on February 18, 2024 and the City received two contacts regarding the project:

- On January 22 2024 Luz Salazar with the Agua Caliente Band of Cahuilla Indians emailed a letter to the City indicating the site was not within their traditional tribal area and would defer to other tribal groups regarding impacts and mitigation for any impacts.

- On February 20, 2024 Juan Ochoa with the Pechanga Band of Indians emailed a letter to the City expressing a desire to consult with the City on this project. As a part of the City's on-going quarterly meetings with the Tribe, the project was briefly discussed during quarterly meetings in May 2024 and August 2024. City Staff emailed the Cultural Resource Assessment to the Tribe on October 11, 2024. No written comments were received. On December 19, 2024, City Staff routed the Archeological and Tribal Cultural Resource sections of the EIR and on January 17, 2025, minor comments were received.

All of the AB 52 letters and materials are included in Appendix B. As a result of AB 52 Native American consultation, City Standard Conditions of Approval SC-CUL-1 through SC-CUL-5 and CUL-7 (from Section 4.5.4, Impact CUL-2) are included below to show how archaeological/tribal cultural resources will be protected during project grading. With implementation of these standard conditions as regulatory compliance, the project will have less than significant impacts on tribal cultural resources and no mitigation is required. This conclusion applies to impacts for both 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) (threshold a) and substantial adverse changes in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 (threshold b).

Standard Conditions of Approval and Regulatory Compliance[1]

SC-CUL-1 **(TCR Non-Disclosure of Location Reburials)** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

SC-CUL-2 **(TCR Inadvertent Archeological Find)** If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

i. 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.

ii. 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.

iii. 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.

iv. 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.

v. If the find is determined to be significant and avoidance of the site has not achieved, a Phase III data recovery plan shall be prepared by the project Archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.

vi. Pursuant to Calif. Pub. Res. Code § 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

[1] SC-CUL-6 is not included as it specifically addresses the Soboba Band of Luiseno Indians.
CUL = Cultural Resources, TCR = Tribal Cultural Resources

mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project Archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council."

SC-CUL-3 **(TCR 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.

SC-CUL-4 **(CUL Archeologist Retained)** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

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

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

In addition, the project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB52 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 AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. Project grading and development scheduling;

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

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.

SC-CUL-5 **(TCR Native American Monitoring [Pechanga])** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the project Archaeologist.

SC-CUL-6 **(CUL Archeology Report - Phase III and IV)** Prior to final inspection, the developer/permit holder shall prompt the project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

SC-CUL-7 **(TCR Human Remains)** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact TRC-3 – Would the project cause substantial adverse cumulative impacts with respect to tribal cultural resources?

Analysis of Impacts
As discussed in Impact CUL-2 in Cultural Resources and TRC-1 above, a low potential exists for undiscovered cultural resources to be adversely impacted during project construction. With compliance with Standard Conditions SC-CUL-1 through SC-CUL-5 and SC-CUL-7, the project would not cause an adverse change in the significance of an acknowledged historical resource pursuant to State CEQA Guidelines § 15064.5 or to any potential tribal cultural resources that may exist within the project site as well.

Additionally, in conjunction with the project, all cumulative development would undergo environmental and design review on a project-by-project basis pursuant to CEQA to evaluate potential impacts to cultural resources. This would include studies of historical and archaeological cultural resources that are present or could be present within a development site. Additionally, cumulative development would be subject to compliance with the established federal, state, and local regulatory framework concerning the protection of cultural resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. The project's cumulative impacts to historical or archaeological cultural resources would be less than significant given compliance with the established regulatory framework and standard conditions of approval.

In addition, previously undiscovered human remains could be encountered during project construction activities on cumulative projects as well. However, a less than significant impact would occur in this regard following compliance with established state regulatory framework and conditions of approval. Cumulative development could impact previously undiscovered human remains during construction. The project's cumulative impacts concerning the potential to disturb human remains would be less than significant given compliance with the established regulatory framework would be required.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.18.5 REFERENCES

California Health and Safety Code, Section 7050.5.

California Public Resources Code Section 5097.

City of Menifee, Native American Tribal Communications and Related Materials Regarding AB 52 Native American Consultation (Appendix B)

City of Menifee (City). *City of Menifee General Plan Vision 2030: Open Space and Conservation Element*. January 31, 2012.

RECON. Cultural Resources Survey Report for the Zeiders Road Project, Menifee, CA. December 28, 2023.

Urbana Preservation & Planning, LLC. (UPP). *Historical Resource Analysis Report, 33251 Zeiders Road, Menifee, CA.* January 2024.

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4.19 – UTILITIES AND SERVICE SYSTEMS

This EIR chapter addresses utilities and service systems impacts associated with the proposed project. Issues of interest are whether the project will require or result in the relocation or construction of new or expanded water, wastewater treatment, or other facilities; will have sufficient water supplies and adequate wastewater treatment capacity; will generate solid waste in excess of standards; and will comply with regulations related to solid waste.

4.19.1 – ENVIRONMENTAL SETTING

Water Services

Water and wastewater services are provided to the City of Menifee via the Eastern Municipal Water District (EMWD). The District serves a 601-square mile area that encompasses western Riverside County and northern San Diego County. According to the 2020 Urban Water Management Plan (UWMP) prepared by the EMWD, the District provides water to its customers via a mixture of local and imported water sources. The EMWD's local water supply is comprised of recycled water, potable groundwater, and desalinated groundwater. The District also imports water via the Metropolitan Water District of Southern California (MWD). Water imported from the MWD is received in three forms: as potable water, as untreated water treated by the EMWD's two filtration plants, or as untreated water for non-potable use and groundwater recharge. According to the 2020 UWMP, approximately half of the water used in the EMWD's service area is imported from the MWD. Additionally, it was determined, through coordination with MWD during preparation of the UWMP, that the MWD would be able to meet the supply demands of all member agencies through 2045 (UWMP, 2020).

As outlined in the 2020 UWMP, in 2020 the EMWD's service area had a total water demand of 84,673 acre-feet of water. Of those uses in 2020, residential uses constituted 58,687 acre-feet, commercial, industrial, and institutional uses made up 6,467 acre-feet. The remaining 19,519 acre-feet of water was sourced for landscaping, irrigation, and other uses. According to the UWMP, water use is projected to increase within the EMWD's jurisdiction over the next several decades. Total projected water use in 2045 is anticipated to increase to approximately 123,000 acre-feet. The District's actual total water supply, including purchased or imported water, potable and desalinated groundwater, and recycled water was 124,314 acre-feet. The EMWD anticipates that its total water supply in 2045, including imported water from the MWD, would be approximately 187,100 acre-feet.

Groundwater

Groundwater that is pumped by the EMWD is sourced from two management areas within the San Jacinto Groundwater Basin: the West San Jacinto Groundwater Basin and the Hemet/San Jacinto Water Management Plan area (UWMP, 2020). The project site is served by water from the West San Jacinto Groundwater Basin. As outlined in the 2020 UWMP, a portion of the water imported from the Metropolitan Water District is used for direct recharge of basins under the EMWD's jurisdiction. According to the UWMP, there will be adequate groundwater supplies available to meet the EMWD's demands during normal, single-dry, and multiple-dry years through 2045.

Wastewater

Wastewater collection and treatment, as well as recycled water services are provided by the EMWD throughout its service area, including the City of Menifee. There are four operational regional water reclamation facilities (RWRFs) located throughout EMWD service area. These include the San Jacinto Valley RWRF, the Moreno Valley RWRF, the Temecula Valley RWRF, and the Perris valley RWRF (UWMP, 2020). There are inter-connections between local municipal collection systems that serve each treatment plant, allowing for the delivery of recycled water. All of EMWD's RWRFs produce tertiary effluent, suitable for all permitted uses, including irrigation of food crops and full-body contact. The four RWRFs have a combined capacity of 86,300 acre-feet per year. Additionally, according to the 2020 UWMP, the EMWD uses approximately 100% of its recycled water to irrigate landscape and agricultural fields and provide water for its industrial customers.

Stormwater

Local stormwater is collected by the City of Menifee storm drain facilities and conveyed to regional flood control channels and facilities managed by the Riverside County Flood Control and Water Conservation District (RCFCWCD). Runoff from the site travels northeast and north eventually reaching Salt Creek approximately 4 miles to the north. This improved channel provides flood control for much of the City and conveys runoff west to the San Jacinto River which empties into Railroad Canyon Reservoir ("Canyon Lake").

Solid Waste and Recycling Services

Solid waste collection, disposal, and recycling services in Menifee are provided by Waste Management Inc. (WM). WM operates the private El Sobrante Landfill located at 10910 Dawson Canyon Road in Corona, CA. The landfill has a disposal acreage of 78 acres, a maximum permitted capacity of 6,003,343 cubic yards (CY), and a maximum daily throughput of 400 tons per day (CalRecycle 2024).

Energy Services

Electrical services to the project site are provided by Southern California Edison (SCE) while natural gas is supplied by the Southern California Gas Company (SCGC).

Telecommunications Service

Telecommunication services are provided by Frontier Communications.

4.19.2 – REGULATORY FRAMEWORK

Federal

Clean Water Act (CWA)

The CWA is the cornerstone of surface water quality protection in the United States. The statute employs 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. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) are responsible for ensuring implementation and compliance with the provisions of the Federal CWA.

Federal Emergency Management Agency (FEMA)
FEMA is an agency of the US Department of Homeland Security (DHS) initially created in 1979 to coordinate the response to disasters that occur in the United States and that overwhelms the resources of local and state authorities. The governor of the state in which the disaster occurs must declare a state of emergency and formally request from the President that FEMA and the federal government respond to the disaster. FEMA definines floodplains within the country which is the area that would be flooded by a base flood which is "the flood which has a one percent chance of being equaled or exceeded in any given year." In this sense, a base flood is synonymous with a 100-year flood and a floodplain is synonymous with a special flood hazard area. This base flood "is used in the National Flood Insurance Program (NFIP) to indicate the minimum level of flooding to be used by a community in its floodplain management regulations." FEMA explains regulatory floodplains in some places including hills as "critical determinations are made by evaluating your community's rainfall and river flow data, topography, wind velocity, tidal surge, flood control measures, building development (existing and planned) and community maps.

State

California Safe Drinking Water Act
The Safe Drinking Water Act (SDWA), administered by EPA in coordination with the California Department of Public Health (CDPH), is the main Federal law that ensures the quality of drinking water. Under SDWA, EPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards.

California Department of Resources, Recycling, and Recovery (CalRecycle)
CalRecycle oversees, manages, and monitors waste generated in California. It provides limited grants and loans to help California cities, counties, businesses, and organizations meet the State waste reduction, reuse, and recycling goals. It also provides funds to clean up solid waste disposal sites and co-disposal sites, including facilities that accept hazardous waste substances and non-hazardous waste. CalRecycle develops, manages, and enforces waste disposal and recycling regulations, including AB 939 and SB 1016 (see below).

Assembly Bill 939 (AB 939) (Public Resources Code 41780)
The California Integrated Waste Management Act Requires cities and counties to prepare integrated waste management plans (IWMPs) and to divert 50 percent of solid waste from landfills beginning in calendar year 2000 and each year thereafter. AB 939 also requires cities and counties to prepare Source Reduction and Recycling Elements (SRRE) as part of the IWMP. These elements are designed to develop recycling services to achieve diversion goals, stimulate local recycling in manufacturing, and stimulate the purchase of recycled products.

Senate Bill (SB) 1016
This requires that the 50 percent solid waste diversion requirement established by AB 939 be expressed in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's IWMP. The CalRecycle Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. As of 2018, the Board is required to review a jurisdiction's source reduction and recycling element and hazardous waste element every two years.

Senate Bills 610 and 221, Water Supply Assessment and Verification

Senate Bills (SB) 610 and 221 amended State law to improve the link between the information on water supply availability and certain land use decisions made by cities and counties. Both statutes require detailed information regarding water availability (water supply assessment or WSA) to be provided to city and county decision-makers prior to approval of specified large development projects (projects greater than 500 dwelling units, or an equivalent water demand). Both statutes require this detailed information to be included in the administrative record. Under SB 610, WSAs must be furnished to local governments for inclusion in the environmental document for certain projects, as defined in Water Code 10912, subject to the California Environmental Quality Act (CEQA). Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply.

Statewide Water Conservation Act of 2009 (Senate Bill X7-7)

In November 2009, the California State legislature passed, and the Governor approved, a comprehensive package of water legislation, including Senate Bill (SB) X7-7 addressing water conservation. In general SB X7-7 requires a 20 percent reduction in per capita urban water use by 2020, with an interim 10 percent target in 2015. The legislation requires urban water users to develop consistent water use targets and to use those targets in their Urban Water Management Plans (UWMPs). SB X7-7 also requires certain agricultural water supplies to implement a variety of water conservation and management practices and to submit Agricultural Water Management Plans.

State Water Resources Control Board

The SWRCB, in coordination with nine Regional Water Quality Control Boards, performs functions related to water quality, including issuance and oversight of wastewater discharge permits (e.g., NPDES), other programs regulating stormwater runoff, and underground and above-ground storage tanks. The SWRCB has also issued statewide waste discharge requirements for sanitary sewer systems, which include requirements for development of a sewer system management plan (SSMP).

Title 22 of California Code of Regulations

Title 22 regulates the use of reclaimed wastewater. In most cases, only disinfected tertiary water may be used on food crops where the recycled water would come into contact with the edible portion of the crop. Standards are also prescribed for the use of treated wastewater for irrigation of parks, playgrounds, landscaping, and other non-agricultural irrigation. Regulation of reclaimed water is governed by the nine RWQCBs and the California Department of Public Health (CDPH).

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Section 10610–10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet (AF) annually, should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Act requires that urban water suppliers adopt an urban water management plan at least once every five years and submit it to the Department of Water Resources. Noncompliant urban water suppliers are ineligible to receive funding pursuant to Division 24 or Division 26 of the California Water Code, or receive drought assistance from the State, until the urban water management plan (UWMP) is submitted and deemed complete pursuant to the Urban Water Management Planning Act.

Regional/County

Riverside County Municipal Storm Water Permit (MS4)

Municipal separate storm sewer systems (MS4) are issued permits based on the size of the municipality. MS4 permit requirements include reduction of pollutant discharges to the "maximum extent practicable" and protection of water quality. Requirements also include identification of major outfalls and pollutant loads and control of discharges from new development and redevelopment. To address these objectives, municipalities are required to prepare stormwater management plans. Although the NPDES program does not regulate nonpoint sources of pollution, the San Diego Regional Water Quality Control Board (RWQCB) has other programs in place to address nonpoint sources. The MS4 Permit also contains requirements that are necessary to improve efforts to reduce the discharge of pollutants in stormwater runoff to the maximum extent practicable and achieve water quality standards. The MS4 permit requires developments and redevelopments to implement Best Management Practices (BMPs) to control pollution in runoff from permitted sites. The BMPs that are required include the following programs:

- Litter, debris and trash control
- Incident response investigation and reporting
- New development and redevelopment
- Private construction activities
- Permittee activities (for sewage, streets and roads, and MS4 facilities)
- Public education and outreach
- Implementation of Total Maximum Daily Loads
- Reporting Requirements and Notifications

Riverside Countywide Integrated Waste Management Plan

Pursuant to AB939, the County prepared the 1996 Countywide Integrated Waste Management Plan (CIWMP) in collaboration with its cities to ensure a coordinated effort at solid waste reduction and landfilling. The CIWMP, is comprised of five key elements, the Countywide Summary Plan, the Countywide Siting Element, the Source Reduction and Recycling Element (SRRE), the Household Hazardous Waste Element (HHWE) and the Non-Disposal Facility Element (NDFE).

- Countywide Summary Plan: The Countywide Summary Plan contains goals and policies, and a summary of issues faced by the County and its cities. The Summary Plan provides steps needed for all cities to implement to meet the 50% division mandate.
- Countywide Siting Element: The Siting Element provides evidence that there is at least 15 years of remaining capacity to hold waste for the County and its cities. If there is not adequate capacity, the Siting Element contains discussion of alternative disposal sites and additional diversion programs.
- Source Reduction and Recycling Element (SRRE): The SRRE provides analysis of the local waste stream to determine where to focus diversion efforts.
- Household Hazardous Waste Element (HHWE): The HHWE details programs that assist in recycling, treatment and disposal practices for Household Hazardous Waste programs.
- Non-Disposal Facility Element (NDFE): The NDFE goal is to identify existing and proposed waste management facilities that would require a solid waste permit to be operationally compliant.

Local

City of Menifee General Plan
The City of Menifee General Plan includes the following goals and policies related to utilities and service systems:

Land Use Element

Goal LU-3: A full range of public utilities and related services that provide for the immediate and long-term needs of the community.

Policies:

LU-3.1 Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.

LU-3.2 Work with utility provides to increase service capacity as demand increases.

LU-3.3 Coordinate public infrastructure improvements through the City's Capital Improvement Program.

LU-3.4 Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.

LU-3.5 Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.

Goal EJ-3: Encourage Community Health Best Practices, Diversity in Housing, & Strong Public Engagement.

Policies:

EJ-3.6 Continue to collaborate with the South Coast Air Quality Management District (SCAQMD), California Air Resources Board (CARB), utility providers, Southern California Association of Governments (SCAG), Western Riverside Council of Governments (WRCOG) and nonprofit organizations, neighborhoods groups, and other community organizations to improve air quality, food availability, renewable energy systems, sustainable land use and reduce greenhouse gas emissions (GHGs).

Open Space and Conservation Element

Goal OSC-7: A reliable and safe water supply that effectively meets current and future user demands.

Policies:

OCS-7.1: Work with the Eastern Municipal Water District to ensure that adequate, high-quality potable water supplies and infrastructure are provided to all development in the community.

OCS-7.2: Encourage water conservation as a means of preserving water resources.

OCS-7.3: Coordinate with the Eastern Municipal Water District to educate the public on the benefits of water conservation and promote strategies residents and businesses can employ to reduce their water usage.

OCS-7.4: Encourage the use of reclaimed water for the irrigation of parks, golf courses, public landscaped areas, and other feasible applications as service becomes available from the Eastern Municipal Water District.

OCS-7.5: Utilize a wastewater collection, treatment, and disposal system that adequately serves the existing and long-term needs of the community.

OCS-7.6: Work with the Eastern Municipal Water District to maintain adopted levels of service standards for sewer service systems.

OCS-7.7: Maintain and improve existing level of sewer service by improving infrastructure and repairing existing deficiencies.

OCS-7.8: Protect groundwater quality by decommissioning existing septic systems and establishing connections to sanitary sewer infrastructure.

OCS-7.9: Ensure that high quality potable water resources continue to be available by managing stormwater runoff, wellhead protection, and other sources of pollutants.

OCS-7.10: Preserve natural floodplains, including Salt Creek, Ethanac Wash, Paloma Wash, and Warm Springs Creek, to facilitate water percolation, replenishment of the natural aquifer, proper drainage, and prevention of flood damage.

OCS-7.11: Ensure that natural and cultural resources are protected and avoided while still maintaining important water goals.

Safety Element

Goal 5- 7: A community that has protected its sensitive structures, functions, and populations from the risks associated with climate change.

Policies:

S-7.2 Ensure that the City's water supply is protected against drought conditions intensified by climate change.

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

Municipal Code

Chapters 6.10 (Illegal Dumping), 6.30 (Solid Waste Disposal and Organic Waste Diversion), 6.35 (Recycling Requirements for Large Events and Large Venues), 6.40 (Waste Reduction and Recycling Plan Requirements for Construction and Demolition Projects) and 15.01 (Storm Water / Urban Runoff) all regulate and provide guidance on power, water, and waste utility operation within the City. This includes guidance on the permitted disposal of waste materials and the maintenance of stormwater facilities within the city.

4.19.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the SPU could result in a significant impact if it would:

A. 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.

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

C. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

D. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

E. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

F. Cause substantial adverse cumulative impacts with respect to utilities and service systems.

4.19.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to utilities and service systems which could result from the implementation of the proposed project and recommends mitigation measures as needed to reduce significant impacts.

New or Expanded Facilities

Impact UTL-1 – Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Analysis of Impacts
Implementation of the proposed project involves the development of a new business park with 11 buildings and a total of approximately 337,770 square feet of gross building space on approximately 20 acres.

Water/Sewer Service. EMWD has issued a will serve letter for this project which will connect to existing EMWD water and sewer lines in the adjacent Zeiders Road. The project does not involve a General Plan Amendment or Zone Change so no increase of the land use density planned for the site is proposed. Since the Urban Water Management Plan (UWMP) and long-range sewer service plans of EMWD are based on adopted General Plan land uses of its member cities, the project would not require significant expansion of planned water or wastewater facilities serving the City of Menifee.

Storm Drainage. Flood control and storm drainage facilities servicing the proposed project site are managed by the City of Menifee (local facilities) and the County (RCFCWCD regional

facilities). Development review of the project by the city indicates the project will need to make drainage improvement to the site that connect to an existing storm drainage channel along the west side of Zeiders Road north of the site. The project will also install onsite improvements to prevent offsite runoff from exceeding existing flows after development of the site. For more information, see the previous Section 4.10, *Hydrology and Water Quality*. City Public Works has indicated no additional improvements are required to adequately drain the site after development of the project.

Electric Power, Natural Gas and Telecommunications. There are no plans at present to relocate or expand electric power, natural gas, and telecommunication facilities within the City. As outlined previously, the proposed business park project is located within the Economic Development Corridor (EDC) Southern Gateway Land Use Designation as part of the City's General Plan. This designation allows for a mixture of residential, commercial retail, commercial office space, with the majority of preferred uses being business park. The project as proposed is in keeping with the anticipated buildout of the City of Menifee, and as such does not represent an increase in demand not considered as part of the General Plan growth projections. Implementation of the project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts from the project will be less than significant.

Electric Power, Natural Gas and Telecommunications. There are no plans at present to relocate or expand electric power, natural gas, and telecommunication facilities within the City. As outlined previously, the proposed business park project is located within the Economic Development Corridor (EDC) Southern Gateway Land Use Designation as part of the City's General Plan. This designation allows for a mixture of residential, commercial retail, commercial office space, with the majority of preferred uses being business park. The project as proposed is in keeping with the anticipated buildout of the City of Menifee, and as such does not represent an increase in demand not considered as part of the General Plan growth projections. Implementation of the project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts from the project will be less than significant.

In summary, the growth represented by the proposed project would not require or involve the expansion of existing utility infrastructure within Menifee.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Water Supplies

Impact UTL-2 – Would there be sufficient water supplies available to serve reasonably foreseeable future development in the Planning Area during normal, dry and multiple dry years?

Analysis of Impacts

Water services are provided to the City of Menifee via the Eastern Municipal Water District (EMWD). The District serves a 601-square mile area that encompasses western Riverside County and northern San Diego County. According to the 2020 Urban Water Management Plan (UWMP) prepared by the EMWD, the EMWD's local water supply is comprised of recycled water, potable groundwater, and desalinated groundwater. As outlined in the Environmental Setting section above, there are numerous groundwater wells located within the City of Menifee. The District also imports water via the Metropolitan Water District (MWD). According to the 2020 UWMP, approximately half of the water used in the EMWD's service area is imported from the MWD. It was determined through coordination with MWD during preparation of the UWMP, that the MWD would be able to meet the supply demands of all member agencies through 2045 (UWMP, 2020).

The 2020 UWMP prepared by EMWD relies on population projections from the Southern California Association of Governments (SCAG) *2020-2045 Regional Transportation Plan / Sustainable Communities Strategy of the SCAG*. The SCAG data incorporates demographic trends, existing land use, general plan land use policies, and input and projections from the Department of Finance (DOF) and the US Census Bureau. It should be noted that SCAG has recently updated its RTP/SCS (now called "Connect SoCal") - its current projections are through 2050 but these are consistent with the 2020 RTP/SCS projections through 2045 (see previous Section 4.14. *Population and Housing*).

The EMWD's 601-square mile service area had a population of 761,221 as of the 2020 UWMP published in 2021 and is projected to have a population of approximately 1,131,300 persons by 2045 representing an increase of 370,079 persons (UWMP, 2020). This increase is spread over all jurisdictions represented within EMWD's service area over 25 years. According to SCAG, the City of Menifee itself is estimated to see a population increase from 89,600 in 2016 to 129,800 in 2045; an increase of 40,200 (SCAG 2020). With the region expected to see an increase in population, the long-term reliability of the EMWD's water supply is a potentially significant concern.

Using an EMWD general land use water consumption rate of 100 gallons per employee per day (including landscaping irrigation), it is estimated the project would consume approximately 55,300 gallons of water per day (553 x 100 gal/day = 55,300 gal). This level of consumption is within the land use estimates used by the EMWD to prepare its UWMP because the project is consistent with the City's General Plan and zoning designations for this site. On December 19, 2023 EMWD provided the project applicant with a "Will Serve" Letter for water and sewer service for the project (EMWD 2023).

As outlined in the 2020 UWMP, the EMWD's service area in 2020 had a total water demand of 84,673 acre-feet of water. The actual demand for water by Commercial and Industrial uses in the EMWD service area was 4,267 and 571 acre-feet per year (AFY) respectively. According to the UWMP, water use is projected to increase within the EMWD's jurisdiction over the next several decades. Total projected water use in 2045 is anticipated to increase to approximately 123,000 acre-feet, with demand for commercial and industrial projected to increase to 7,600 and 700 AFY respectively by 2045. The District's actual total water supply, including purchased or imported

water, potable and desalinated groundwater, and recycled water was 124,314 acre-feet. The EMWD anticipates that its total water supply in 2045, including imported water from the MWD, would be approximately 187,100 acre-feet. The proposed business park project is located within the Economic Development Corridor (EDC) Southern Gateway Land Use Designation as outlined in the City's General Plan. The project as proposed is in keeping with the anticipated buildout of the City of Menifee, and as such does not represent an increase in demand not considered as part of the UWMP's growth projections. According to the 2020 UWMP, the EMWD is able to meet current and projected supply demands for its entire service area through 2045 during normal, single-dry, and multiple-dry years through a combination of imported Metropolitan water and local supplies (UWMP, 2020). Furthermore, the UWMP anticipates there will be adequate groundwater supplies available to meet the EMWD's demands during normal, single-dry, and multiple-dry years.

As outlined in the Regulatory Framework section above, the Open Space and Conservation Element of the City's General Plan includes policies that encourage water conservation within the City. With implementation of relevant General Plan goals and policies and continued regulatory compliance with state and regional water quality standards, development of the proposed project will not result in significant impacts related to available water supplies.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Wastewater Treatment

Impact UTL-3 – Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Analysis of Impacts
The Eastern Municipal Water District (EMWD) provides wastewater collection and treatment services throughout its service area, which includes the City of Menifee. Wastewater treatment is carried out via the EMWD's four operational regional water reclamation facilities (RWRFs). Once treated, inter-connections between municipal collection systems and the RWRFs allow the delivery of recycled water from these treatment plants. All of EMWD's RWRFs produce tertiary effluent, suitable for all permitted uses, including irrigation of food crops and full-body contact. The four RWRFs combined treat approximately 49 million gallons of wastewater per day (EMWD, 2024).

Using an EMWD general land use wastewater generation rate of 50 gallons per employee per day, it is estimated the project would generate approximately 27,650 gallons of wastewater per day (553 employees x 50 gallons = 27,650 gallons). This level of sewage generation is within the land use estimates used by the EMWD to prepare its wastewater management projections because the project is consistent with the City's General Plan and zoning designations for this site. On December 19, 2023 EMWD provided the project applicant with a "Will Serve" Letter for water and sewer service for the project (EMWD 2023).

The proposed business park is not anticipated to require or result in the relocation or construction of new or expanded wastewater treatment facilities or treatment processes, as current facilities

are considered adequate to meet growth forecasts of the City as a whole which are used by EMWD to project wastewater treatment needs and RWRP plant capacities. Development as part of the proposed project would connect to existing sewer lines that already connected to the EMWD's sewer lines and treatment facilities.

The project would not directly require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects. With implementation of existing policies and regulations, impacts to wastewater facilities from new development within the City of Menifee, will be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Solid Waste

Impact UTL-4 – Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Analysis of Impacts

Construction

Implementation of the project as proposed will involve the development of a new business park with 11 units/buildings with a total of approximately 337,770 square feet of gross building space on approximately 20 acres. It is estimated the project's building construction could generate approximately 1.2 tons of construction waste each day for approximately 30 days. This represents a total of 36 tons of demolition waste during construction.

Operation

For operational waste, CalRecycle uses a daily generation factor of 1.42 pounds of waste per 100 square feet of industrial-related building area. The Project is proposing 337,770 square feet of light industrial/manufacturing uses so long-term operation of the project would generate approximately 4,796 pounds or 2.4 tons of solid waste per day. The project is anticipated to employ an estimated 553 employees once fully operational. A minimum of 50 percent of all solid waste would be required to be recycled pursuant to AB 939, consistent with the State's solid waste reduction goals. Therefore, project operation would generate approximately 1.2 tons per day of solid waste requiring disposal at a landfill.

Waste Disposal

Solid waste collection, disposal, and recycling services in Menifee are provided by Waste Management Inc. (WM). WM operates the private El Sobrante Landfill located at 10910 Dawson Canyon Road in Corona, CA. The landfill has a disposal acreage of 78 acres, a maximum permitted capacity of 6,003,343 cubic yards (CY), and a maximum daily throughput of 400 tons per day (CalRecycle 2024). As of July 21st, 2022, the landfill has a remaining capacity of 3,271,203

tons. The estimated addition of 1.2 tons of daily solid waste for either construction or operation is approximately 0.3% of the landfill's daily intake capacity (1.2 / 400 = 0.3%).

As outlined in the Regulatory Framework section above, the City's Municipal Code includes multiple chapters dedicated to regulating solid waste disposal within the City; including but not limited to, Chapter 6.10 (Illegal Dumping), Chapter 6.30 (Solid Waste Disposal and Organic Waste Diversion), Chapter 6.35 (Recycling Requirements for Large Events and Large Venues), and Chapter 6.40 (Waste Reduction and Recycling Plan Requirements for Construction and Demolition Projects) Additionally, the City must comply with a variety of state and regional laws and regulations regarding solid waste recycling and must coordinate with Riverside County regarding solid waste disposal. Compliance with these laws and regulations, as well implementing local policies and regulations, will help control the amount of waste produced as part of the proposed project, and reduce potential impacts to less than significant levels.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Impact UTL-5 – Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Analysis of Impacts
Implementation of the proposed project would be required to comply with all applicable Federal, State, and Local statutes and regulations related to solid waste management and reduction. The City will continue to comply with established laws and regulations regarding solid waste minimization and recycling. Therefore, the proposed project will not interfere with the City's compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

As outlined in the Regulatory Framework section above, the City's Municipal Code includes multiple chapters dedicated to regulating solid waste disposal within the City; including but not limited to, Chapter 6.10 (Illegal Dumping), Chapter 6.30 (Solid Waste Disposal and Organic Waste Diversion), Chapter 6.35 (Recycling Requirements for Large Events and Large Venues), and Chapter 6.40 (Waste Reduction and Recycling Plan Requirements for Construction and Demolition Projects) Additionally, the City must comply with a variety of state and regional laws and regulations regarding solid waste recycling and must coordinate with Riverside County regarding solid waste disposal. Compliance with these laws and regulations, as well implementing local policies and regulations, will help control the amount of waste produced as part of the proposed project, and reduce potential impacts to less than significant levels.

Level of Significance Before Mitigation:
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact UTIL-6 – Would the project cause substantial adverse cumulative impacts with respect to utilities and service systems?

Analysis of Impacts
Future development of the project site 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. Utilities could be potentially impacted by an anticipated increase in population, however, existing facilities within Menifee are anticipated to adequately accommodate future population growth within the community.

Future development such as the proposed project is within anticipated growth forecasts for the region and City. As such, water supplies and water treatment facilities are able to meet this eventual increase in demand. Additionally, new facilities are subject to both the provisions of the Menifee General Plan, Municipal Code, and compliance with CEQA, when required. Typical impacts associated with new facilities include short-term construction activities related to air quality pollutant emissions, temporary traffic detours, changes in traffic distribution, and noise.

It was determined that the region's water supply would be able to accommodate future development associated with the proposed project. Additionally, development as part of the project is not expected to have significant impacts on sewer/wastewater, storm drainage, energy, telecommunications, or solid waste infrastructure and service providers in the region. As such, the proposed project will not have cumulative impacts on regional utility services.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.19.5 – REFERENCES

California Department of Finance. (DOF) 2024. *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2024*. Web: https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2021/ [Accessed September 2024].

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Southern California Association of Governments. *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.* February 2020.

Southern California Association of Governments, 2020. 2020-2045 RTP/SCS Final Growth Forecast by Jurisdiction. Web: https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020 [Accessed August 2024].

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4.20 – Wildfire

This section describes the potential for wildfire on lands located in or near State Responsibility Areas (SRA) or lands classified as very high fire hazard severity zones by the California Department of Forestry and Fire Protection (CAL FIRE). In addition, it discusses potential impacts of the proposed project on wildfire hazards, including potential impacts on emergency response or emergency evacuation plans, exacerbation of wildfire risks and exposure to pollutants, and impacts to people or structures from runoff, post-fire slope instability, or drainage changes.

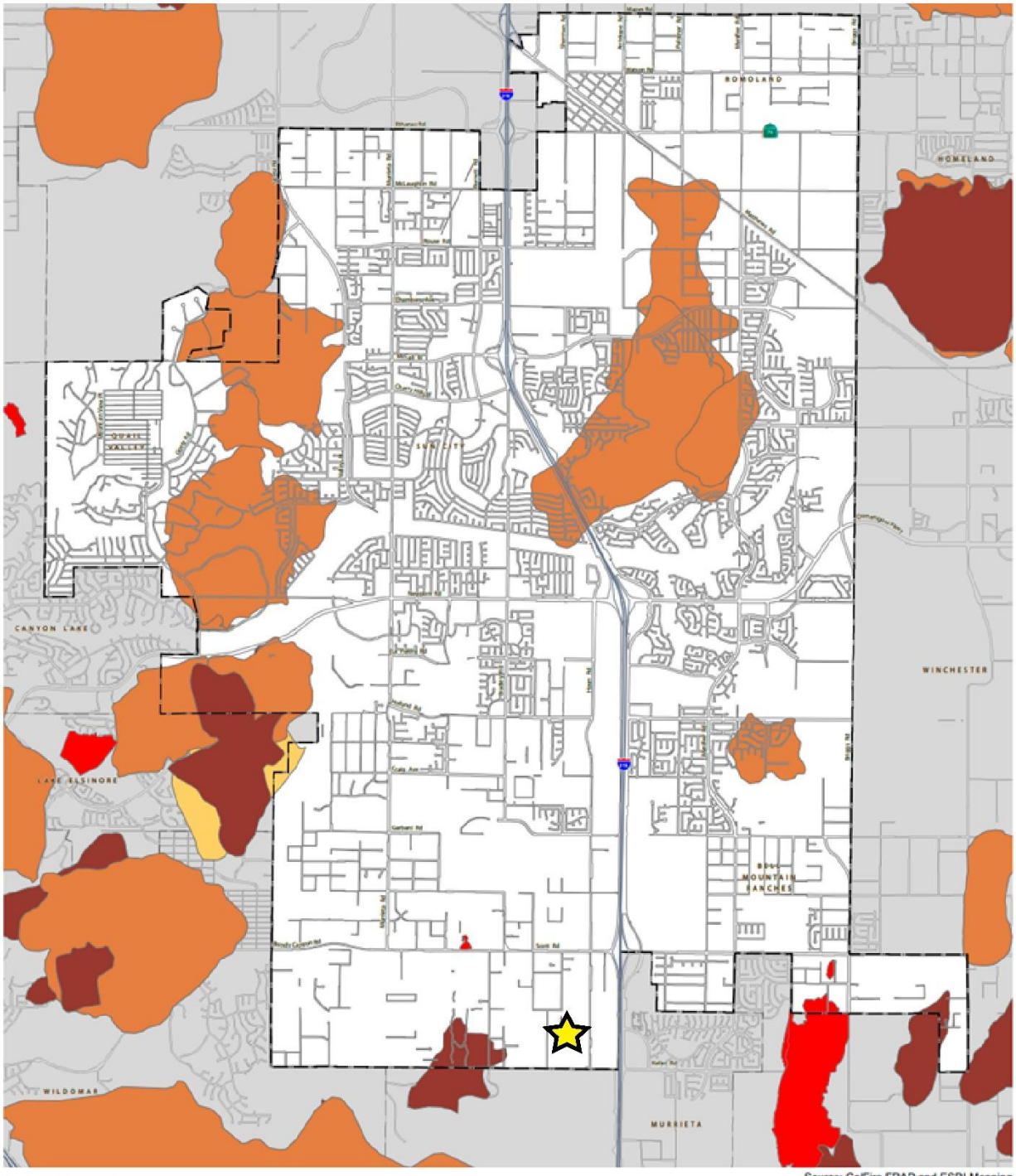
4.20.1 – ENVIRONMENTAL SETTING

The project site is surrounded by rural residences to the north, west, and south, and light industrial land uses to the west. The City is located within the Menifee Valley, with hills and small mountains visible throughout the City. According to the City's General Plan, steep slopes and large clusters of hillsides can be found north of Menifee Lakes, traveling northward across McCall Boulevard. According to the City's General Plan, elevations in the City range from 1,500 feet to slightly more than 2,600 feet above mean sea level. The project site is generally flat and has an approximate elevation of 1,580 feet above mean sea level (amsl).

According to the City's Emergency Operations Plan, a wildfire is an uncontrolled fire in an area of combustible vegetation that occurs in the countryside or a wilderness area. Other names such as brush fire, forest fire, grass fire and vegetation fire may be used to describe the same phenomenon depending on the type of vegetation being burned. A wildfire differs from other fires by its extensive size, the speed at which it can spread out from its original source, its potential to change direction unexpectedly, and its ability to jump gaps 2021 such as roads, rivers, and fire breaks. Wildfires are characterized in terms of the cause of ignition, their physical properties such as speed of propagation, the combustible material present, and the effect of weather on the fire.

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards in the State through its Fire and Resources Assessment Program (FRAP). These maps place areas of the State into different Fire Hazard Severity Zones (FHSZ) based on fuels, terrain, weather, and other relevant factors. As part of this mapping system, land where CAL FIRE is responsible for wildland fire protection is classified as a State Responsibility Area (SRA). CAL FIRE defines an SRA as land that is not federally owned, not incorporated, does not exceed a housing density of three units per acre, contains wildland vegetation as opposed to agriculture or ornamentals, and has watershed value and/or has range/forage value (this effectively eliminates most desert lands). The City of Menifee contracts with CAL FIRE and the Riverside County Fire Department for fire protection and other related services. Where local fire protection agencies are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). The project site is not located in a LRA or SRA and is not in a Very High or High FHSZ (CAL FIRE, 2024). However, the project site is located approximately 0.25 miles west of a Moderate Fire Hazard Severity Zone. Refer to Exhibits 4.20-1 and 4.20-2.

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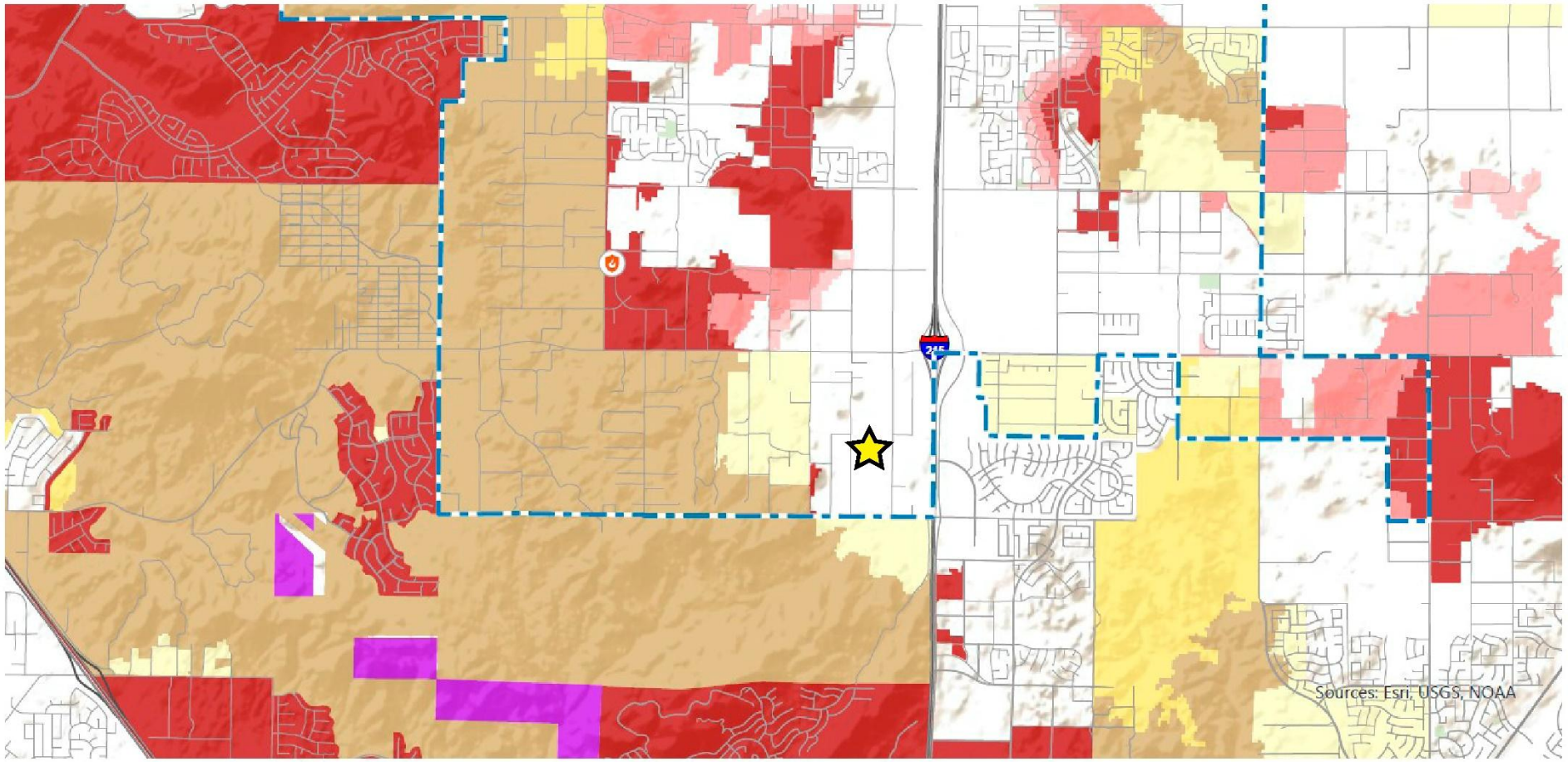


Source: CalFire FRAP and ESRI mapping
http://www.migcom.com • 951-787-9222

Exhibit 4.20-1 Historic Wildfire Perimeters

Menifee Business Park Project
Menifee, California

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Local Responsibility Area

- Very High Fire Hazard Severity Zone
- High Fire Hazard Severity Zone
- Moderate Fire Hazard Severity Zone

State Responsibility Area

- Very High Fire Hazard Severity Zone
- High Fire Hazard Severity Zone
- Moderate Fire Hazard Severity Zone

Federal Responsibility Area

- Very High Fire Hazard Severity Zone

Project Location

Fire Station

Not to Scale

City of Menifee Local Hazard Mitigation Plan
http://www.migcom.com • 951-787-9222

Exhibit 4.20-2 Wildfire Hazards

Menifee Business Park Project
Menifee California

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4.20.2 – REGULATORY FRAMEWORK

Federal

Federal Emergency Management Agency (FEMA)
FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

State

Department of Forestry and Fire Protection
The Department of Forestry and Fire Protection (CALFIRE) is the fire department of the Natural Resources Agency in California. It is responsible for fire protection in various areas under state responsibility totaling 31 million acres, as well as the administration of the state's private and public forests. CALFIRE's primary role is to fight and prevent wildfire on 31 million acres of state forestland. The organization works in both suppression and prevention capacities on state land, and offers emergency services of various kinds in 36 out of California's 58 counties, through contracts with local governments. The organization also assists in response to a wide range of disasters and incidents, including earthquakes, water rescues, and hazardous material spills. The organization manages eight Demonstration State Forests for timber production, recreation, and research.

California Fire Code
The City of Menifee has adopted the 2022 California Fire Code, with amendments to address specific local conditions and needs. These provisions include construction standards and fire hydrant requirements, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains. specifications for exterior materials and construction methods for structures located in the wildland-urban interface (WUI). These regulations pertain to any new building located within a Local Agency ‘Very High Fire Hazard Severity Zone’ or within a State Responsible ‘Moderate’, ‘High’, or ‘Very High Fire Hazard Severity Zone’.

California Public Resources Code 4290 and 4291
These regulations, which implement minimum fire safety standards related to defensible space, apply to the perimeters and access to all commercial, industrial, and residential building construction with a SRA (approved after January 1, 1991), and within lands classified and designated as very high FHSZ (after July 1, 2021). The person(s) who control, lease, maintain, operate, or own said building in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable materials is required to preserve a defensible space of 100 feet from the perimeter of the building. The regulations shall include the following:

1. Road standards for fire equipment access.
2. Standards for signs identifying streets, roads, and buildings.
3. Minimum private water supply reserves for emergency fire use.
4. Fuel breaks and greenbelts.

These regulations do not supersede local regulations which equal or exceed minimum regulations adopted by the state.

Regional/Local

Riverside County Fire Department

The Riverside County Fire Department provides firefighting, emergency medical services, hazardous materials response services to partner cities and unincorporated areas within the County. The City of Menifee contracts for fire services with Cal Fire / Riverside County Fire providing a full range of fire protection services. The department's includes multiple divisions handling various fire and hazard-related situations, including but not limited to; the Fire Planning Division that assesses proposed developments, the Hazard Reduction Office which enforces the abatement of hazardous vegetation, within the County that pose a danger to the welfare of residents, and the Fire and Life Safety Inspection (FLSI) Division as a new division taking over various inspection duties from the Hazard Reduction Office, including annual inspections of public schools, hospitals, jails, daycare facilities, and skilled nursing facilities.

City of Menifee General Plan

Safety Element

Goal S-4 A community that has effective fire mitigation and response measure 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-4.3 Encourage owners of non-sprinkled high-occupancy structures to retrofit their buildings to include internal sprinklers.

Policy S-4.4 Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.

Policy S-4.5 Coordinate CalFire to ensure that Fire hazard Severity Zone mapping is up to date.

Policy S-4.6 Coordinate with Eastern Municipal Water District to ensure adequate water availability for fire suppression.

Policy S-4.7 Encourage multi-family housing, group homes, or other community housing in SRAs, LRAs, or VHFHSZs to develop a policy to create emergency evacuation or shelter in place.

Policy S-4.8 When feasible locate new essential public facilities outside of high fire risk areas, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities, or identifying construction methods or other methods to minimize damage if these facilities area located in a state responsibility area or Very High Fire Hazard Severity Zone.

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-4.11 When feasible, the City will minimize all new residential, commercial, and industrial development in the VHFHSZ.

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 on 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-4.14 All new parcel maps and tentative maps in the LRA, SRA, and VHFHSZ shall provide two points of access to the project in conformance with the California Building Code and California Fire Code and CA GC 65302 (g)(5). Approval of parcel maps and tentative maps in LRA's, SRAs, or VHFHSZs is conditional based on meeting the SRA Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access. (See Gov. Code, § 66474.02.).

Policy S-4.15 When feasible, the City will prepare a survey of existing non-conforming developments to identify all existing developments within the City that do not provide two points of access/evacuation routes and identify measures or improvement plans to address opportunities to improve access. Where no additional access opportunities exist, the City and Fire Department should identify a plan for emergency operations in fire/emergency events.

Policy S-4.16 The City and Fire Department shall develop a policy or program promoting public outreach about defensible space and evacuation routes. The city and Fire District shall include specific plans to reach at risk populations.

Policy S-4.17 The City should ensure that all new development has adequate water, sewer, and fire protection consistent with the most current California Building Code and California Fire Code and will comply with the Board of Forestry and Fire Protection Fire Safe Regulations.

Policy S-4.18 The City shall evaluate all redevelopment as well as new development after a large fire event to ensure development will comply with the most current version of the California Building Codes and California Fire Code. The City and Fire Department will continue to coordinate with State, regional, and local agencies on emergency management and on fire risk reduction planning.

Goal S-6 A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.

Policy S-6.1 Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and county-specific emergency management resources available.

Policy S-6.2 Ensure to the fullest possible extent that, in the event of a major disaster, critical, dependent care and high-occupancy facilities remain functional.

Policy S-6.3 Work with the Riverside County Airport Land Use Commission to strengthen the City's disaster preparedness, response, and recovery program in accordance with the Airport Land Use Plans for March Air Reserve Base and Perris Valley Airport.

Policy S-6.4 Locate new essential or critical facilities away from areas susceptible to impacts or damage from a natural disaster.

Policy S-6.5 Promote strengthening of planned and existing critical facilities and lifelines, the retrofit and rehabilitation of existing weak structures, and the relocation of certain critical facilities as necessary to adequately meet the needs of Menifee's residents and workforce.

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

Policy S-7.7 The City shall maintain consistent outreach to notify the community of extreme weather hazards such as extreme heat, severe rain events and potential wildfire risk.

Policy S-7.8 The City shall communicate the location and availability of shelters in cases of hazardous conditions such as wildfire, severe rain events, and extreme temperatures.

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

City of Menifee Local Hazard Mitigation Plan

The City's 2022 Local Hazard Mitigation Plan (LHMP) was adopted March 1, 2023. The intent of the LHMP is to ensure the City is less vulnerable to future hazard events by identifying and profiling hazards that pose a risk, assessing vulnerabilities to such hazards, and examining existing capabilities to mitigate them. The goals of the Plan are to:

1. Protect life, property, and environment,
2. Provide public awareness,
3. Protect the continuity of government ; and
4. Improve emergency management, preparedness, collaboration, and outreach.

4.20.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the project would have a significant impact related wildfire if the project would be located in or near state responsibility areas or lands classified as very high hazard severity zones, would the project:

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

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes?

4.20.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related wildfires which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Emergency Response Plans

Impact WIL-1 – Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Analysis of Impacts

Significant hazards facing the City include earthquakes, floods, and wildland/urban fires. In preparation for the occurrence of such emergency events, the City has developed an Emergency Operations Plan (EOP) and Local Hazard Mitigation Plan (LHMP) to outline the City's planned operations in response to extraordinary emergency situations as well as identify local hazards and establish goals mitigating any future potential risks. According to the LHMP's Fire Hazard Map, the project site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) or State Responsibility Area (SRA). However, as shown in Exhibit 4.20-1, the project site is located within

approximately 0.5 mile of areas classified as Moderate to Very High Fire Severity Zones south and southwest of the project site, respectively.

Evacuation is the movement of people who are at risk of being impacted by a disaster to a safer location, using routes that do not pose a significant danger to the evacuees. The Safety Element of the City's General Plan, identifies Interstate 215 (I-215) and Scott Road as the two nearest evacuation routes available to the project site (Menifee, 2013). Implementation of the proposed project would not interfere with the availability of these routes in the event of a wildfire or other disaster event. These routes are all well-maintained and capable of supporting an evacuation function. In any disaster warranting evacuation, the exact emergency routes used would depend on a number of variables, including the type, scope, and location of the incident.

Goals and policies within the City's existing General Plan outline various strategies to mitigate potential wildfire hazards to property and residents. Safety Element Goal S-4 focuses on wildland and structural fire mitigation, with policies outlining specific steps needed to be taken to limit the destructive potential of fire events. Goal S-7 contains policies S-7.7 and S-7.8, which establish outreach strategies and standards to best communicate and update residents regarding fire emergencies, as well as shelter locations. Construction-related changes to the area as a result of implementation of the project would be temporary and would be of a nature that would still allow evacuation in the event of an emergency.

The project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. No aspects of the proposed project would inhibit access to hospitals, emergency response centers, school locations, communication facilities, highways and bridges, or airports. Further, the project would comply with all applicable General Plan policies related to disaster preparedness, response and recovery.

In the project site's vicinity, Scott Road to the north and I-215 to the east are designated evacuation routes. The project is not adjacent to either of these evacuation routes but Zeiders Road provides direct access to Scott Road for project traffic, so the project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. Less than significant impacts would result.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Prevailing winds

Impact WIL-2 – Would the project result in impacts due to slope, prevailing winds, and other factors, exacerbating wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Analysis of Impacts
According to the Safety Element of the City's General Plan, the City's southern California location leads to a heightened wildfire risk via the annual Santa Ana winds (Menifee, 2013). Per the Safety Element, most low-lying areas within the City are within LRAs, including the project site, and the hillsides are within either state or federal responsibility areas. Additionally, the project site is not located in a VHFHSZ. The project is located in a relatively flat area of the City, and there are no noticeable elevation changes that take place within the site. As shown in General Plan Safety

Element Exhibit S-2 “Slope Distribution” there are no slopes located within the project site that exceed 20 degrees, with very few slopes in proximity to the project site doing that as well. Slopes would not be considered a factor in exacerbating wildfire risks to the project site. The Santa Ana winds are known to the City as a contributing factor in wildfire risks to the area. As such, the City has developed policies related to mitigating potential wildfire risks, such as ensuring new developments and services are located away from VHFSZs and other at-risk areas. The project site is not located in a Very High VHFHSZ or SRA. With adherence to Safety Element policies,. the project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations or the uncontrolled spread of a wildfire. No impact would occur.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Maintenance of Infrastructure

Impact WIL-3 – Would the project require the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water resources, powerlines, or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Analysis of Impacts
The project site is not located in an area that contains any VHFHSZs or SRAs. Development of the proposed project would not require the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water resources, powerlines, or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, there are no impacts in this regard.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Expose People or Structures to Risk

Impact WIL-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?

Analysis of Impacts
The project site is not located in a VHFHSZ or SRA and is not located in an area of significant slopes. According to the Federal Emergency Management Agency (FEMA) flood maps, as well as Exhibit S-5 of the Safety Element of the General Plan, the project site is located in an area considered “Zone X,” meaning it is outside the 500-year floodplain (FEMA, 2024). The project site is therefore not in an area with flood risks. Development of the proposed project would have no impacts relative to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact WIL-5 - Would the project cause substantial adverse cumulative impacts with respect to wildfires?

Analysis of Impacts
Cumulative impacts related to wildfire could occur as new development or redevelopment occurs within the surrounding area. This includes the project, and other past, present, and future projects. Due to the urbanized nature of portions of the City, growth would consist of a mix of residential and non-residential development, consistent with past and present growth trends. Cumulative development in conjunction with the project would result in the increase in fuels that could generate wildfires depending on the project type. Thus, cumulative development, including the project, are required to implement applicable Safety Element policies.

Based on the analysis in Impact WIL-1 through WIL-4, the proposed project would not have a cumulative impact on the ability of local agencies to protect residents, workers and structures from wildfires. Development of the project site could indirectly increase the population and/or activities and ignition sources within the site, that in turn, may increase the number of people and structures exposed to risk of loss, injury, or death from fires. However, the project site is not considered at risk of wildfire impacts. Therefore, the proposed project would not make a significant contribution to any cumulatively considerable wildfire impacts in the surrounding region.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.20.5 REFERENCES

California Department of Forestry and Fire Protection (CALFIRE). *Fire Hazard Severity Zones.* Web. 2024. https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. [Accessed August 2024].

City of Menifee. *General Plan Safety Element*. Historical Wildland Fires, Exhibit S-B3.

City of Menifee. *General Plan Safety Element, Background Document & Definitions Report*. Evacuation Routes, Exhibit S-9.

City of Menifee. *2022 City of Menifee Local Hazard Mitigation Plan.* Fire Hazards Severity Zones Map. March 1, 2023.

City of Menifee. *Code of Ordinances*. Chapter 8.20 – Fire Code, Section 8.20.010.

City of Menifee. *2021 City of Menifee Emergency Operations Plan*. June 2, 2009. Section 2.4.3 Wildland Fires.

5.0 – ALTERNATIVES TO THE PROPOSED PROJECT

Section 15126.6 of the CEQA Guidelines requires an EIR to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The section also states that the discussion of alternatives shall focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if those alternatives would impede to some degree the attainment of the basic project objectives or would be more costly.

Pursuant to Section 15126.6, this chapter describes alternatives to the proposed project and compares their impacts to those of the proposed project. Pursuant to the CEQA Guidelines, the ability of the alternatives to meet a project's guiding principles is also described, and the "environmentally superior" alternative among the three is identified.

Based on the analysis in Sections 4.1 through 4.20, one significant unavoidable impact of the proposed project have been identified – Greenhouse Gas Emissions. Pursuant to the CEQA Guidelines, the alternatives in this chapter focus on avoiding or substantially reducing this unavoidable significant impact and lessening other impacts.

In accordance with CEQA Guidelines section 15126.6(a), this EIR does not evaluate every conceivable alternative. A feasible range of alternatives that will allow decision-makers to make a reasoned choice and that meet most of the project's guiding principles has been evaluated.

The project's guiding principles or objectives are:

- To make efficient use of underutilized property in the City of Menifee by adding to its potential for employment-generating uses.
- To attract new business and employment to the City of Menifee and thereby promote economic growth.
- To reduce the need for members of the local workforce to commute outside the project vicinity to work.
- The institutional quality development will attract high end users and enhance the aesthetics of the underutilized vacant land.
- Participate in backbone infrastructure that will help facilitate transportation throughout the corridor and increase public safety/traffic flow with new roads, signs, and striping.
- To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located near freeways and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

It should be noted that during review of the biological reports (i.e., bio assessment and DBESP), the State Department of Fish and Wildlife requested the EIR Alternatives determine if avoidance of the onsite riverine/riparian resources was possible. The onsite drainage and its resources are limited, not connected to any significant resources immediately downstream, and cross the

middle of the Project site from south to north. Leaving the drainage in its current state and alignment would require significant modifications to the layout of development on the site, and would be difficult due to the existing grades and the need to create raised pads for the proposed buildings which would result in a large elevation difference between the existing drainage and the surrounding site elevation. Therefore, the City determined that onsite avoidance was not feasible given the physical and biological conditions of the site and its resources.

5.2 No Project Alternatives and Alternatives Considered But Rejected

CEQA requires an EIR to examine a "no project" alternative but there are two general types of no project alternatives. The first is a **No Project (no development) Alternative** which means no development would occur on the project site (i.e., essentially existing conditions continue on the site). This eliminates any of the potential significant impacts of the proposed project (in this case, greenhouse gas emissions) but does not achieve any of the project objectives which would involve development of the site as the proposed business park. Since this would eliminate the one identified significant impact of the project, the No Project (no development) alternative is environmentally superior to the proposed project. However, when this occurs CEQA requires the EIR to examine other feasible alternatives that might reduce or eliminate the identified significant impact but still achieve some or all of the project objectives.

The second is a **No Project (general plan consistent) Alternative** which proposes development for the site that is different than the proposed project but is consistent with the existing General Plan land use designation and zoning classification on the site. This is meant to identify reasonable feasible projects that could be built on the site without changing its land use designation which typically involve more intense development that may have more extensive environmental impacts.

One potential No Project alternative of this type would be developing the site with a business park that has all light industrial uses or all business park uses (the current project proposes a mix of 80% business park and 20% light industrial uses). In reviewing these potential alternatives, city staff believed neither one offered a significant improvement (i.e., less impacts) when compared to the proposed project. City staff also discussed an all office alternative but that was not consistent with the existing EDC-SG zoning in terms of mixed use (i.e., non-residential and residential uses) and was not the intended primary land use for this zoning (i.e., light industrial, warehousing, or manufacturing). Similarly an all warehouse alternative was rejected due to the recent approval of two primary use warehouse projects in the project area along the east side of Zeiders Road.

The EDC-SG land use designation/zoning would allow for a very wide range of potential alternative land uses. However, CEQA does not require an evaluation of an exhaustive number of alternatives but rather a reasonable range of feasible alternatives. After discussion, city staff selected two different alternatives to evaluate further involving a mix of land uses on the site, one with commercial and residential uses and one with office and residential uses (see Alternatives 2 and 3 described below).

Section 15126.6(a) of the CEQA Guidelines states, "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects of the project[.]" Further, section 15126.6(c) explains, "Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to

meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental effects." To help clarify the meaning of "feasibility," CEQA Guidelines section 15126.6(f)(1) (Rule of Reason/Feasibility) states, "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries… and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site… No one of these factors establishes a fixed limit on the scope of reasonable alternatives."

CEQA Guidelines section 15126.6(c) explains that alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the basic project objectives, are infeasible, or do not avoid any significant environmental effects. CEQA Guidelines section 15126.6(f) indicates that the Lead Agency should consider site suitability, economic viability, availability of infrastructure, general plan consistency, other regulatory limitations, jurisdictional boundaries, and the applicant's control over alternative sites in determining the range of alternatives to be evaluated in an EIR. With respect to alternative locations, CEQA Guidelines section 15126.6(f) indicates that alternative locations need not be evaluated in every case. The key question in determining whether to evaluate alterative locations is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any significant effects need be evaluated in the EIR. CEQA Guidelines section 15126(f)(2) indicates that alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered.

5.3 Alternatives Selected for Further Evaluation

The following alternatives have been evaluated in comparison to the proposed Project:

- **Alternative 1 - Less Intense Development** proposes a business park development like the proposed project but with 25% less square footage (253,330 square feet vs. 337,770 for the proposed project).

  The General Plan indicates "areas designated EDC are envisioned to develop primarily as nonresidential uses, with residential uses playing a supporting role." General Plan Land Use Element Exhibit LU-4 states…"The EDC allows a maximum residential density of 24 du/acre." Average density was calculated as being 18 units/acre." Therefore, the City selected the following two mixed use alternative to evaluate:

- **Alternative 2* – EDC Mixed Use (Commercial/Light Industrial/Multi-Family Residential)** would provide 75,000 square feet of retail commercial space, 150,000 square feet of light industrial space, and 400 apartments (20 acres x 20 units/acre). Per the City's General Plan, residential mixed use development in the EDC shall be vertically integrated with the residential uses NOT being located on the ground floor.

- **Alternative 3* – EDC Mixed Use (Office/Business Park/Residential)** would provide 100,000 square feet of office space, 100,000 square feet of business park uses, and 300 "for ownership" condominiums (20 acres x 15 units/acre). Per the City's General Plan, residential mixed use development in the EDC shall be vertically integrated with the residential uses NOT being located on the ground floor.

In accordance with CEQA Guidelines Section 15126.6(d), the discussion of impacts of the alternatives is less detailed than the evaluation included in Sections 4.1 through 4.20 of the impacts associated with implementation of the project.

5.4 Alternative 1 – Less Intense Development

5.4.1 Principal Characteristics

This alternative would have 25% less square footage than the proposed project (253,330 square feet vs. 337,770 square feet). The site plan would be similar to the proposed project but would either have incrementally smaller buildings (i.e., 11 buildings but each 2% smaller in size) or fewer buildings (i.e., 8 buildings but about the same size as those of the project). The potential impacts associated with this less intense development alternative are described in the following sub-sections below.

5.4.2 Analysis of Alternative

a. Aesthetics. This alternative would have either the same number of buildings as the project but each being 25% smaller or approximately 8 buildings about the same size as those proposed by the project. Building heights would be the same as those under the proposed project. This alternative would have slightly improved views from surrounding uses as there would be fewer or smaller buildings depending on the actual site plan. Therefore, similar to the proposed project, impacts related to visual resources, scenic views, and light and glare from this alternative would be less than significant with no mitigation.

b. Agriculture and Forestry Resources. The entire site would be developed under this alternative. Therefore, this alternative would have similar agricultural and forestry resources impacts as the proposed project (i.e., less than significant impacts for agricultural resources and no impact for forest resources).

c. Air Quality. Construction of this alternative would develop the entire project site and so would have similar short-term air pollutant emissions when compared to construction of the proposed project. Emissions would be less than SCAQMD daily thresholds with Mitigation Measure AQ-1 (to control VOC emissions) and less than significant per EIR Table 4.3-7, Mitigated Construction Emissions Estimates.

Operation of this alternative would have 25% less square footage as compared to the proposed project. Similarly, as shown in Table 5-1 below, its long-term air pollutant emissions (i.e., air quality impacts) would be approximately 25% less than those estimated for the proposed project. Therefore, similar to the proposed project, the operational air quality impacts of this alternative would be less than significant and no mitigation would be required.

Table 5-1: Alternative 1 - Unmitigated Operational Emissions Estimates

Source vs. Threshold	Maximum Daily Pollutant Emissions (Pounds Per Day)[(A)]					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Proposed Project	19.2	30.2	167.0	0.5	39.5	10.5
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Alternative 1 - Less Intense Development	16.5	29.6	163.0	0.5	39.5	10.5
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Table 4.3-7, MIG 2024
(A) Estimated for 2026

d. Biological Resources. This alternative would develop the entire site so its impacts would be similar to those of the proposed project (i.e., less than significant with mitigation). Both this alternative and the project would be required to implement Mitigation Measures BIO-1 (nesting bird survey), BIO-2 (burrowing owl survey), and BIO-3 (regulatory permitting) for loss of resources under the jurisdiction of the California Department of Fish and Wildlife. Both would also have to comply with the City's Tree Preservation Ordinance.

e. Cultural Resources. This alternative would develop the entire site so its impacts to historical and archaeological resources would be similar to those of the proposed project (i.e., less than significant with implementation of City standard conditions SC-CUL-1 through SC-CUL-7 which require retention of a certified archaeologist and tribal monitors during ground-disturbing activities, and prescribe procedures for treatment of previously undiscovered archaeological resources and/or human remains). With implementation of this same regulatory compliance, this alternative would result in less than significant impacts to cultural resources and no mitigation would be required.

f. Energy. Construction of this alternative would develop the entire project site which would result in similar energy consumption during construction compared to the proposed project (i.e., less than significant).

In terms of operation, this alternative would include approximately 25% less square footage when compared to the proposed project and thus its energy usage would be approximately 25% less than that estimated for the proposed project, as shown in Table 5-2 below. Therefore, similar to the proposed project, the operational energy impacts of this alternative would be less than significant and no mitigation would be required.

Table 5-2: Alternative 1 - Operational Energy Consumption Impacts

Energy Consumption	Proposed Project	Alternative 1 Less Intense Development[(A)]
Electricity (kilowatt-hours or kWh)	6,385,552 kWh/Year	4,789,164 kWh/Year
Natural Gas (kilo-British Thermal Units (kBTU)	9,317,994 kBTU	6,988,496 kBTU
Vehicle Miles Traveled (VMT)	19,706,671 VMT	14,780,003 VMT
Vehicle Fuels		
Gasoline (gallons)	694,603 gallons	520,952 gallons
Diesel (gallons)	272,151 gallons	204,113 gallons

Source: MIG 2024 (A) based on 25% less square feet of development

g. Geology and Soils. Similar to development under the proposed project, this alternative would develop the entire site. However, this alternative would introduce about 25% fewer employees to the site (415 vs. 553) as compared to the proposed project. As such, fewer people would be subject to expected seismic groundshaking impacts and soil-related conditions. In addition, these impacts were determined to be less than significant for the proposed project, so introducing fewer structures and employees to the site would incrementally reduce potential impacts related to geologic, seismic, and soil constraints. Similar to those of the proposed project, regulatory compliance (e.g., implementation of CBC requirements) would ensure that impacts under this alternative would be less than significant without mitigation.

h. Greenhouse Gas Emissions. Construction of this alternative would develop the entire project site. As such, this alternative would have similar short-term GHG emissions as compared to construction of the proposed project (i.e., 1,069.2 Metric Tons of carbon dioxide

(CO_2) equivalents ($MTCO_2e$) which is below the SCAQMD annual significance threshold of 3,000 $MTCO_2e$).

Operation of this alternative would have 25% less square footage as compared to the proposed project. As shown in Table 5-3 below, the long-term or cumulative GHG emissions impacts would be approximately 25% less than those estimated for the proposed project. Therefore, operational GHG impacts of this alternative would be less than those if the proposed project but still significant even with implementation of Mitigation Measure GHG-1 (Traffic Demand Management or TDM) for both this alternative or the proposed project.

Table 5-3: Alternative 1 - Project Operational GHG Emissions

Emission Source	GHG Emissions (MT / Year)				
	CO_2	CH_4	N_2O	Refrigerant GHGs	CO_2e
Proposed Project (A)	10,028.0	6.6	0.7	26.4	10,419.5
Threshold of Significance					3,000
SCAQMD Interim Threshold or Project-specific Goal Exceeded?					Yes
Alternative 1 – Less Intense Development	9,607.0	5.0	0.7	22.8	9,949
Threshold of Significance					3,000
SCAQMD Interim Threshold or Project-specific Goal Exceeded?					Yes

Source: Table 4.8-5, MIG 2024
(A) Includes amortized construction emissions

i. Hazards and Hazardous Materials. This alternative would have similar potential impacts to hazardous materials as those identified for the proposed project (i.e., less than significant with Mitigation Measures HAZ-1, which requires pre-demolition surveys for asbestos-containing materials and lead-based paint, and HAZ-2, which outlines what to do if buried hazardous materials are found during grading. Development under this alternative would implement similar mitigation so its impacts relative to hazardous materials would also be less than significant with mitigation.

The project site is not included on any Cortese List of governmental databases as having incidents involving hazardous materials nor is it within a quarter mile of a school site. Therefore, impacts of this alternative would be similar in these regards to those of the proposed project (i.e., less than significant). The project site is not proximate to an airport or private airstrip so there would be no impacts in this regard to this alternative or the proposed project. The site has adequate emergency access which would apply to either this alternative or the proposed project. Impacts would be less than significant with no mitigation.

j. Hydrology and Water Quality. Development under this alternative would have similar construction impacts compared to the proposed project since they both would develop the entire project site. This alternative and the proposed project would both require a Storm Water Pollution Prevention Plan (SWPPP) for construction so short-term water quality impacts would be equivalent between this alternative and the project.

Operation of this alternative would require long-term improvements to the site similar to those for the proposed project. These improvements include a modular wetland system with drainage control. These improvements are needed since almost the entire site would be covered with impervious surfaces except for landscaped areas. With similar improvements, this alternative

would have similar hydrology and water quality impacts compared to the proposed project (i.e., less than significant). In addition, both would require implementation of similar standard conditions of approval (SC-HYD-1 for a site drainage plan, SC-HYD-2 for a SWPPP, SC-HYD-3 for a Water Quality Management Plan (WQMP), SC-HYD-4 for water permitting, and SC-HYD-5 for a Final WQMP).

k. Land Use Planning. This alternative would be consistent with the General Plan land use and zoning designations for the site (i.e., Economic Development Corridor – Southern Gateway). However, this alternative would include 15% less development (square footage) when compared to the proposed project. With regulatory compliance (i.e., City General Plan and Development Code), this alternative would have similar land use and planning impacts as the proposed project (i.e., less than significant without mitigation).

l. Mineral Resources. Similar to the proposed project, this alternative would develop the entire site. Therefore, both this alternative and the proposed project would have similar impacts related to mineral resources (i.e., less than significant without mitigation).

m. Noise. Development of the site under this alternative would have similar noise impacts when compared to the proposed project. The entire site would be developed but this alternative would have 25% less square footage so actual building construction noise would be similar but would have a shorter duration compared to the project. Similar to the proposed project, this alternative would have less than significant noise impacts during construction with implementation of Mitigation Measure NOI-1 (same conclusion for project).

Operation of this alternative would reduce vehicular generated noise by approximately 25% compared to the proposed project with implementation of similar regulatory compliance and installation of a solid block wall along the western boundary of the site as with the proposed project. Therefore, operational noise impacts of this alternative would be less than significant, similar to those of the proposed project.

n. Population and Housing. This alternative is a non-residential development which would result in no impacts on housing or population, similar to the conclusions reached for the proposed project (except for the elimination of one existing farmhouse which is not currently occupied).

Long-term occupancy of this alternative would create approximately 25% fewer jobs than under the proposed project (i.e., 415 vs. 533 jobs, respectively). Neither would have any direct impacts on long-term housing or population growth in the city.

o. Public Services. Development under this alternative would have 25% less square footage compared to the proposed project so the alternative would place incrementally less demands on public services like police, fire, or public facilities compared to the project. This alternative and the project are both non-residential so neither would generate new residents who would impact local schools or parks. Overall, impacts of this alternative on public services would be less than significant with regulatory compliance (standard conditions SC-PS-1 through SC-PS-9 which are mainly payment of various impact fees) but no mitigation, similar to those of the proposed project.

p. Recreation. This alternative and the project are both non-residential so neither would generate new residents who would impact local parks or recreation programs. Impacts of this

alternative on parks would be less than significant and no mitigation is required, similar to those of the proposed project.

q. Transportation. This alternative would generate approximately 25% less traffic when compared to the proposed project, as shown in Table 5-4 below. Since the proposed project screened out of having to do a more extensive VMT analysis, this alternative would also screen out as it would produce 25% less traffic than the project. Traffic impacts of this alternative would be equal or less than those of the proposed project as a result of involving 25% less development than the project.

Table 5-4: Alternative 1 – Transportation Impacts

Transportation Condition	Proposed Project	Alternative 1 Less Intense Development
Vehicular Trips		
AM Peak Hour	184	138
PM Peak Hour	175	131
Total	1,751	1,313
Vehicle Miles Traveled (VMT)	19,706,671 VMT	14,780,003 VMT
Detailed VMT Analysis Required?	NO - Screens Out - Low VMT Area Criteria	NO – Screens Out Low VMT Area Criteria

Source: MIG 2024, Ganddini 2024

r. Tribal Cultural Resources. Regardless of the amount of development of this alternative compared to the proposed project, both would have to coordinate and consult with local Native American tribal groups as part of the development review process. Both this alternative and the project would be required to implement City standard conditions SC-CUL-1 through SC-CUL-7 which prescribe having a project archaeologist, allowing tribal monitors, what to do if cultural resources are found during grading including their permanent disposition, and what to do if human remains are found. With implementation of this same regulatory compliance, development under this alternative would result in less than significant impacts to tribal cultural resources and no mitigation is required.

s. Utilities and Service Systems. This alternative would develop the entire project site so any construction-related impacts to utilities would be the same as those of the proposed project. Regarding operation, this alternative would develop 25% less square footage than the project so it would consume 25% less water, generate 25% less wastewater and solid waste, but generate approximately the same amount of runoff to be accommodated in offsite drainage facilities as the proposed project. Since project impacts to utilities were determined to be less than significant, utility impacts of this alternative would be reduced but still similar to those of the proposed project (i.e., less than significant without mitigation).

t. Wildfire. The project site is not located within a State Responsibility Area or an area designated as a High or Very High Fire Hazard Severity Zone. Therefore, with standard regulatory compliance (e.g., Fire Code) both the project and this alternative would not have any significant impacts related to wildfires and no mitigation is required. Impacts would be less than significant.

Attainment of Project Objectives

Table 5-5 compares Alternative 1 to the objectives of the proposed project to determine if or to what degree this alternative meets those objectives. As shown in Table 5-6 below, Alternative 1

would not achieve the objectives of the project to the same degree as the proposed project because it would develop 25% less square footage and produce 25% fewer jobs.

Table 5-5: Alternative 1 – Attaining Project Objectives

Project Objective	Proposed Project	Alternative 1 Less Intense Development
To make efficient use of underutilized property in the City of Menifee by adding to its potential for employment-generating uses.	Yes (+533 employees)	Yes but not to the same degree as the proposed project (400 vs.533 employees)
To attract new business and employment to the City of Menifee and thereby promote economic growth.	Yes (+337,770 square feet)	Yes but not to the same degree as the proposed project (253,330 vs.337,770 square feet)
To reduce the need for members of the local workforce to commute outside the project vicinity to work.	Yes +533 new jobs to help local workers reduce commuting	Yes but not to the same degree as the proposed project (+400 vs. 533 jobs)
The institutional quality development will attract high end users and enhance the aesthetics of the underutilized vacant land.	Yes	Yes assuming alternative is constructed to the same high design standards
Participate in backbone infrastructure that will help facilitate transportation throughout the corridor and increase public safety/traffic flow with new roads, signs, and striping.	Yes	Yes
To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located near freeways and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.	Yes	Yes but less square footage so less property tax and subvention funds for local revenue

Source: MIG 2024

Summary. Alternative 1 has equivalent impacts compared to the proposed project for environmental issues related to development of the entire site such as biological resources, cultural and tribal resources, agriculture, hydrology/water quality, hazards, geology, soils, paleontological resources, mineral resources, and wildfire risks. Other issues like aesthetics, air quality, greenhouse gas emissions, energy, land use, noise, traffic, public services, and public utilities would be incrementally less than those of the proposed project due to this alternative having 25% less square footage and expected employees compared to the proposed project. In addition, the reduced square footage and estimated new jobs means that this alternative would not achieve the project objectives to nearly the same degree as the proposed project. Under this alternative there would be one significant and unavoidable impact (greenhouse gas emissions) similar to the impacts of the proposed project.

5.5 Alternative 2 – EDC Mixed Use (C/LI/MFR)[1]

5.5.1 Principal Characteristics

This alternative would have a mix of uses consistent with the General Plan and zoning (EDC-SG) designations which would develop 75,000 square feet of retail commercial space, 150,000 square feet of light industrial space (total 225,000 square feet of non-residential uses), and 400 Multi-Family Residential (MFR - apartment) units at an approximate density of 20 units per acre for the 20-acre site. The commercial space would be located in one or two one-story buildings adjacent to Zeiders Road. The apartments and light industrial uses would be located in two 3-story buildings in the central portion of the site with the light industrial uses on the ground floor and the apartments located on the 2nd and 3rd floors. The open space improvements and overflow parking for the apartments and light industrial uses would be located on the west side of the property to minimize potential impacts with the existing rural residences (RR2 zoning) to the west. According to SCAG land use and US census household numbers, this alternative would generate approximately 300 new employees from the non-residential uses and 1,256 new residents from the residential uses. By comparison, it is estimated the proposed project will generate 533 new employees and no new residents. The potential impacts associated with this EDC Mixed Use (LI/MFR) alternative are described in the sub-sections below.

5.5.2 Analysis of Alternative 2 – EDC Mixed Use (C/LI/MFR)

a. Aesthetics. This alternative would have several larger buildings rather than the 11 smaller buildings of the proposed project. The commercial uses could be in one or two buildings with one or two stories adjacent to Zeiders Road. Building heights may be higher than those under the proposed project with the two central buildings up to 3 stories tall but would still have to comply with the Development Code. This alternative would have impacts on views and scenic resources similar to those of the project and views from surrounding uses of the site would be similar to the project depending on the actual floor plan of this alternative. Overall, impacts relative to visual resources, scenic views, and light and glare would be less than significant with no mitigation which is similar to the conclusions about the proposed project.

b. Agriculture and Forestry Resources. The entire site would be developed under this alternative which would cause agricultural and forestry resource impacts to be similar to those of the proposed project (i.e., less than significant impacts for agricultural resources and no impact for forest resources).

c. Air Quality. Construction of this alternative would develop the entire project site which would result in similar short-term air pollutant emissions compared to construction of the proposed project. Emissions of this alternative would be less than the SCAQMD daily thresholds with Mitigation Measure AQ-1 to control VOC emissions so it would have less than significant impacts per EIR Table 4.3-7, Mitigated Construction Emissions Estimates.

Operation of this alternative would have a mix of uses retail commercial which generates more traffic and thus more air pollutants that other non-residential uses like warehousing. This mix of uses generates greater emissions, especially VOCs, compared to the proposed project. Therefore, operational air quality impacts of this alternative would be greater than those of the project including significant VOC emissions (almost 3 times the SCAQMD threshold), With this impact, mitigation would be required for these uses. However, it is not known if mitigation can reduce these potential impacts to less than significant levels, as shown in Table 5-6 below.

[1] This is considered a type of No Project (general plan consistent) Alternative

Overall air quality impacts of this alternative would therefore, be considered significant compared to the less than significant impacts of the proposed project (i.e., less than significant).

Table 5-6: Alternative 2 - Unmitigated Operational Emissions Estimates						
Source vs. Threshold	**Maximum Daily Pollutant Emissions (Pounds Per Day)[(A)]**					
	VOC	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project	19.2	30.2	167.0	0.5	39.5	10.5
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Alternative 2 - EDR Mixed Use (C/LI/MRF)	148.00	36.0	388.0	1.1	76.5	40.1
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	**Yes**	No	No	No	No	No
Source: Table 4.3-7, MIG 2024 (A) Estimated for 2026						

d. Biological Resources. This alternative would develop the entire site so its impacts would be similar to those of the proposed project (i.e., less than significant with mitigation). Both this Alternative and the project would be required to implement Mitigation Measures BIO-1 (nesting bird survey), BIO-2 (burrowing owl survey), and BIO-3 (regulatory permitting) for loss of resources under the jurisdiction of the California Department of Fish and Wildlife. Both would also have to comply with the City's Tree Preservation Ordinance.

e. Cultural Resources. This alternative would develop the entire site so its impacts to historical and archaeological resources would be similar to those of the proposed project (i.e., less than significant with implementation of City standard conditions SC-CUL-1 through SC-CUL-7 which require retention of a certified archaeologist and tribal monitors during ground-disturbing activities, and prescribe procedures for treatment of previously undiscovered archaeological resources and/or human remains). With implementation of this same regulatory compliance, this alternative would result in less than significant impacts to cultural resources and no mitigation would be required.

f. Energy. Construction of this alternative would develop the entire project site which would result in energy consumption during construction roughly equivalent to those of the proposed project (i.e., less than significant).

Operation of this alternative would have a mix of uses with less total square footage of non-residential uses but would add residential units compared to the proposed project. Therefore, its energy use or impacts would be approximately 4% greater than those estimated for the proposed project, as shown in Table 5-7 below. Therefore, operational energy impacts of this alternative would be less than significant and no mitigation would be required, similar to the proposed project.

Table 5-7: Alternative 2 - Operational Energy Consumption Impacts		
Energy Consumption	**Proposed Project**	**Alternative 2 EDR Mixed Use (C/LI/MRF)**
Electricity (kilowatt-hours or kWh)	6,385,552 kWh/Year	6,179,438 kWh/Year
Natural Gas (kilo-British Thermal Units (kBTU)	9,317,994 kBTU	9,739,286 kBTU
Vehicle Miles Traveled (VMT)	19,706,671 VMT	20,566,303 VMT
Vehicle Fuels Gasoline (gallons)	694,603 gallons	724,903 gallons [(A)]

Diesel (gallons)	272,151 gallons	284,022 gallons (A)

Source: MIG 2024 (A) pro-rated from proposed project based on VMT

g. Geology and Soils. This alternative would develop the entire site similar to development under the proposed project. The difference is this alternative would introduce a mix of land uses which would result in 1,556 new employees and residents to the site compared to 533 employees and no new residents with the proposed project. Under this alternative more persons (employees and residents) would be subject to expected seismic groundshaking impacts and soil-related conditions. However, these were determined to be less than significant for the proposed project with regulatory compliance. Therefore, introducing more persons to the site would incrementally increase potential impacts related to geologic, seismic, and soil constraints. However, with regulatory compliance (e.g., CBC), impacts under this alternative would be less than significant without mitigation, similar to the impacts of the proposed project.

h. Greenhouse Gas Emissions. Construction of this alternative would develop the entire project site and so would have similar short-term GHG emissions compared to construction of the proposed project (i.e., 1,069.2 Metric Tons of carbon dioxide (CO_2) equivalents ($MTCO_2e$) which is below the SCAQMD annual significance threshold of 3,000 $MTCO_2e$.

Operation of this alternative would have a mix of land uses with less square footage but adding residences compared to the proposed project. Therefore, its long-term or cumulative GHG emissions or impacts would be approximately 10% compared to those estimated for the proposed project, as shown in Table 5-8 below. Therefore, operational GHG impacts of this alternative would be less than those if the proposed project even with implementation of Mitigation Measure GHG-1 (Traffic Demand Management or TDM) for both this alternative or the proposed project.

Table 5-8: Alternative 2 - Project Operational GHG Emissions

Emission Source	GHG Emissions (MT / Year)				
	CO_2	CH_4	N_2O	Refrigerant GHGs	CO_2e
Proposed Project (A)	10,028.0	6.6	0.7	26.4	10,419.5
Threshold of Significance					3,000
SCAQMD Interim Threshold or Project-specific Goal Exceeded?					Yes
Alternative 2 – EDR Mixed Use (C/LI/MRF)	9,114.0	7.4	0.4	18.6	9,442.0
Threshold of Significance					3,000
SCAQMD Interim Threshold or Project-specific Goal Exceeded?					Yes

Source: Table 4.8-5, MIG 2024
(A) Includes amortized construction emissions

i. Hazards and Hazardous Materials. This alternative would have similar potential impacts to hazardous materials as those identified for the proposed project (i.e., less than significant with Mitigation Measures HAZ-1 to do pre-demolition surveys for asbestos-containing materials and lead-based paint and HAZ-2 which outlines what to do in buried hazardous materials are found during grading. Development under this alternative would implement similar mitigation so its impacts relative to hazardous materials would also be less than significant with mitigation.

The project site is not included on any Cortese List of governmental databases as having incidents involving hazardous materials nor is it within a quarter mile of a school site. Therefore, impacts of this alternative would be similar in these regards to those of the proposed project

((i.e., less than significant). The project site is not proximate to airport or private airstrip so there would be no impacts in this regard to this alternative or the proposed project. The site has adequate emergency access which would apply to either this alternative or the proposed project. Impacts would be less than significant with no mitigation.

j. Hydrology and Water Quality. Development under this alternative would have similar construction impacts compared to the proposed project since either would develop the entire project site. This alternative and proposed project would both require a Storm Water Pollution Prevention Plan (SWPPP) for construction so short-term water quality impacts would be equivalent between this alternative and the project.

Operation of this alternative would introduce more uses onto the site but would still require long-term improvements to the site similar to those of the proposed project (i.e., modular wetland system) with drainage control since almost the entire site would be covered with impervious surfaces except for landscaped areas. With similar improvements, this alternative would have similar impacts to hydrology and water quality compared to the proposed project (i.e., less than significant). In addition, both would require implementation of similar standard conditions of approval (SC-HYD-1 for a site drainage plan, SC-HYD-2 for a SWPPP, SC-HYD-3 for a Water Quality Management Plan (WQMP), SC-HYD-4 for water permitting, and SC-HYD-5 for a Final WQMP.

k. Land Use Planning. This alternative would be consistent with the General Plan and zoning designations for the site (i.e., Economic Development Corridor – Southern Gateway) but would introduce a mixture of retail commercial, light industrial, and residential uses onto the site compared to the proposed project (80% light industrial and 20% manufacturing). Although the residential uses under this alternative would be set back from the exiting rural residences to the west, the density of the apartments would be higher and not generally consistent with the existing rural residences. However, with regulatory compliance, this alternative would have similar land use and planning impacts compared to the proposed project (i.e., less than significant without mitigation).

l. Mineral Resources. This alternative would develop the entire site similar to the proposed project, so both would have similar impacts related to mineral resources (less than significant without mitigation).

m. Noise. Development of the site under this alternative would have similar noise impacts compared to the proposed project since the entire site would be developed, although this alternative would have a mix of land uses with less square footage of non-residential buildings but added residences so actual building construction noise would be similar as under the project. Similar to the proposed project, this alternative would have less than significant noise impacts during construction with implementation of Mitigation Measure NOI-1 (same conclusion for project).

Operation of this alternative would substantially increase vehicle-generated noise by more than tripling the expected project-related traffic (5,912 v. 1,751 ADT, see Table 5-11). However, it would not double existing traffic volumes along Zeiders Road so vehicular noise would not increase by more than 3 dBA and therefore the change would not be noticeable (i.e., 3 dBA is the threshold for the human ear to detect an increase in noise levels). With implementation of similar regulatory compliance and installation of a solid block wall along the western boundary of the site, operational noise impacts of this alternative would be less than significant, similar to those of the proposed project.

n. Population and Housing. This alternative has a residential component (400 apartments) which could generate 1,256 additional residents (based on 3.14 persons/household). This alternative would therefore have impacts on housing or population over those of the proposed project and would also eliminate one existing farmhouse which is not currently occupied.

Long-term occupancy of this alternative would create 300 additional jobs compared to the proposed project of 533 new jobs. It would also generate 400 additional residential units and 1,256 additional population to the City. This alternative would have an incremental direct impact on long-term housing and population growth in the city compared to the project which would only add jobs/employees to city growth.

o. Public Services. Development under this alternative would have a mix of land uses compared to the proposed project so it could place increased demands on public services including police, fire, and public facilities compared to the project. This alternative has a residential component while the proposed project has only non-residential uses. Therefore, this alternative would generate new 1,256 residents who could impact local schools or parks compared to the project which would not impact these services. Overall, impacts of this alternative on public services would be increased but still less than significant with regulatory compliance (standard conditions SC-PS-1 through SC-PS-9) and no mitigation would be required, similar to those of the proposed project.

p. Recreation. This alternative has a residential component while the project has only non-residential uses, so this alternative would generate 1,256 new residents who could impact local parks or recreation programs. Impacts of this alternative on parks would be less than significant with payment of DIF fees and providing onsite recreational and open space which is different than the proposed project as it has no residences.

q. Transportation. This alternative would generate considerably more traffic compared to the proposed project, as shown in Table 5-9 below. Since the proposed project screened out of having to do more extensive VMT analysis, this alternative would also screen out as it has a mix of residential and non-residential uses compared to the project. Traffic impacts of this alternative would be greater than those estimated for the proposed project as a result of having less non-residential development but more residential development.

Table 5-9: Alternative 2 – Transportation Impacts

Transportation Condition	Proposed Project	Alternative 2 Mixed Use (C/LI/MFR)
Vehicular Trips		
AM Peak Hour	184	602
PM Peak Hour	175	591
Total	1,751	5,912
Vehicle Miles Traveled (VMT)	19,706,671 VMT	20,566,303 VMT
Detailed VMT Analysis Required?	NO - Screens Out - Low VMT Area Criteria	NO – Screens Out – Mixed Use

Source: MIG 2024, Ganddini 2024

r. Tribal Cultural Resources. Regardless of the amount or type of development of this alternative compared to the proposed project, both would have to coordinate and consult with local Native American tribal groups as part of the development review process. Both this alternative and the project would be required to implement City standard conditions SC-CUL-1 through SC-CUL-7 which prescribe having a project archaeologist, allowing tribal monitors, what

to do if cultural resources are found during grading including their permanent disposition, and what to do if human remains are found. With implementation of this same regulatory compliance, development under this alternative would result in less than significant impacts to tribal cultural resources and no mitigation is required.

s. Utilities and Service Systems. This alternative would develop the entire project site so any construction-related impacts to utilities would be the same as those of the proposed project. Regarding operation, this alternative would develop less non-residential square footage but add 400 apartments compared than the project. This alternative would have 1,556 new employees and residents so it would consume considerably more water, generate more wastewater and solid waste, but generate approximately the same amount of runoff to be accommodated in offsite drainage facilities as the proposed project. Since project impacts to utilities were determined to be less than significant, utility impacts of this alternative would be reduced but still similar to those of the proposed project (i.e., less than significant without mitigation).

t. Wildfire. The project site is not located in a High or Very High Fire Hazard Zone and is not within a State or Local Responsibility Area. Therefore, both the project and this alternative will not have any significant impacts related to wildfires with standard regulatory compliance (e.g., Fire Code) and no mitigation is required. Impacts of this alternative will be less than significant.

Attainment of Project Objectives

Table 5-10 below compares this alternative to the objectives of the proposed project to determine if or to what degree this alternative meets those objectives. As shown in Table 5-10, Alternative 2 would not achieve the objectives of the project to the same degree as the proposed project because it would generate fewer employees and have less non-residential development but add 400 residential units with 1,256 additional residents compared to the proposed project.

Table 5-10: Alternative 2 – Attaining Project Objectives

Project Objective	Proposed Project	Alternative 2 EDC Mixed Use (C/LI/MFR)
To make efficient use of underutilized property in the City of Menifee by adding to its potential for employment-generating uses.	Yes (+533 employees)	Yes but not to the same degree as the proposed project (300 vs.533 employees plus 1.256 new residents)
To attract new business and employment to the City of Menifee and thereby promote economic growth.	Yes (+337,770 square feet)	Yes but not to the same degree as the proposed project (225,000 vs.337,770 square feet)
To reduce the need for members of the local workforce to commute outside the project vicinity to work.	Yes +533 new jobs to help local workers reduce commuting	Yes but not to the same degree as the proposed project (+300 vs. 533 jobs)
The institutional quality development will attract high end users and enhance the aesthetics of the underutilized vacant land.	Yes	Yes assuming alternative is constructed to the same high design standards
Participate in backbone infrastructure that will help facilitate transportation throughout the corridor and increase public safety/traffic flow with new roads, signs, and striping.	Yes	Yes
To develop an underutilized property consistent with the current General Plan and	Yes	Yes but less square footage so less property tax and

zoning that is conveniently located near freeways and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.		subvention funds for local revenue. Would also add residential units which typically have a negative cost/benefit ratio relative to municipal services

Source: MIG 2024

Summary. Alternative 2 has equivalent impacts compared to the proposed project for environmental issues related to development of the entire site such as biological resources, cultural and tribal resources, agriculture, hydrology/water quality, hazards, geology, soils, paleontological resources, mineral resources, and wildfire risks. Other issues like aesthetics, air quality, greenhouse gas emissions, energy, land use, noise, traffic, public services, and public utilities would be higher than those of the proposed project due to this alternative having a mix of land uses consistent with the General Plan and zoning that generate more vehicular traffic compared to the proposed project. In addition, the reduced square footage but the addition of a residential use (apartments) introduces residents to the site in addition to new jobs (although the number of jobs is less than under the proposed project). In addition, this alternative would not achieve the project objectives to nearly the same degree as the proposed project by reducing the amount of non-residential square footage and introducing high density residential uses to the site. Under this alternative development would have two significant impacts (air quality and greenhouse gas emissions) compared to one significant impact for the proposed project (greenhouse gas emissions).

5.6 Alternative 3 – EDC Mixed Use (O/BP/MFR)[2]

5.6.1 Principal Characteristics

This alternative would have a mix of uses consistent with the General Plan and zoning (EDC-SG) designations which would develop 100,000 square feet of business park space, 100,000 square feet of office space (total 200,000 square feet of non-residential uses), and 300 condominiums for private ownership. These Multi-Family Residential (MFR - condominium) units would be at an approximate density of 15 units per acre for the 20-acre site. The business park space would be located in one or two one-story buildings adjacent to Zeiders Road. The condominiums and office uses would be located in two 3-story buildings in the central portion of the site with the offices on the ground floor and the condominiums on the 2nd and 3rd floors. The open space improvements and overflow parking for the condominiums and offices would be located on the west side of the property to minimize potential impacts with the existing rural residences (RR2 zoning) to the west. According to SCAG land use and US census household numbers, this alternative would generate approximately 800 new employees from the non-residential uses and 675 new residents from the residential uses. By comparison, it is estimated the proposed project will generate 533 new employees and no new residents. The potential impacts associated with this EDC Mixed Use (O/BP/MFR) alternative are described in the sub-sections below.

5.6.2 Analysis of Alternative

a. Aesthetics. This alternative would have a several larger buildings rather than the 11 smaller buildings of the project. The business park uses could be in one or two buildings with one or two stories adjacent to Zeiders Road. Building heights may be higher than those under the proposed project with the two central buildings up to 3 stories tall but would still have to comply with the Development Code. This alternative would have impacts on views and scenic resources similar to those of the project and views from surrounding uses of the site would be similar to the project depending on the actual floor plan of this alternative. Overall, impacts relative to visual resources, scenic views, and light and glare would be less than significant with no mitigation which is similar to the conclusions about the proposed project.

b. Agriculture and Forestry Resources. The entire site would be developed under this alternative so it would have impacts to agricultural and forestry resources similar to those of the proposed project (i.e., less than significant impacts without mitigation for agricultural resources and no impact for forest resources).

c. Air Quality. Construction of this alternative would develop the entire project site and so would have similar short-term air pollutant emissions compared to construction of the proposed project (i.e., less than SCAQMD daily thresholds with Mitigation Measure AQ-1 (to control VOC emissions) so less than significant per EIR Table 4.3-7, Mitigated Construction Emissions Estimates.

Operation of this alternative would have a mix of uses which generates more traffic and thus more air pollutants that other non-residential uses like warehousing. This mix of uses generates almost double the VOC air pollutant emissions compared to the proposed project as shown in Table 5-11 below. Therefore, operational air quality impacts of this alternative would be greater than those of the project and significant so mitigation would be required. It is not known if all

[2] This is considered a type of No Project (general plan consistent) Alternative

feasible mitigation could reduce estimated VOC emissions to less than significant levels. This conclusion is different than that reached for the impacts identified for the proposed project.

Table 5-11: Alternative 3 - Mitigated Operational Emissions Estimates

Source vs. Threshold	Maximum Daily Pollutant Emissions (Pounds Per Day)[(A)]					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Proposed Project	19.2	30.2	167.0	0.5	39.5	10.5
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Alternative 3 - EDR Mixed Use (O/BP/MRF)	106.0	24.6	321.0	0.8	54.0	29.6
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	**Yes**	No	No	No	No	No

Source: Table 4.3-7, MIG 2024
(A) Estimated for 2026

d. Biological Resources. The entire site would be developed under this alternative so it would have impacts to biological resources similar to those of the proposed project (i.e., less than significant with mitigation) including BIO-1 (nesting bird survey), BIO-2 (burrowing owl survey), and BIO-3 (regulatory permitting) for loss of resources under the jurisdiction of the California Department of Fish and Wildlife and compliance with the City's Tree Preservation Ordinance.

e. Cultural Resources. This alternative would develop the entire site so it would have similar historical and archaeological resources impacts to those of the proposed project (i.e., less than significant). Both the project and this alternative will need to implement City standard conditions SC-CUL-1 through SC-CUL-7 which prescribe having a project archaeologist, allowing tribal monitors, what to do if cultural resources are found during grading including their permanent disposition, and what to do if human remains are found. With implementation of this same regulatory compliance, development under this alternative would result in less than significant impacts to cultural resources and no mitigation is required.

f. Energy. Construction of this alternative would develop the entire project site and so would have similar energy consumption impacts compared to construction of the proposed project (i.e., less than significant).

Operation of this alternative would have a mix of uses with less total square footage of non-residential uses but would add 300 residential units compared to the proposed project. Therefore, its energy use or impacts would be approximately 28% compared to those estimated for the proposed project, as shown in Table 5-12 below. Therefore, operational energy impacts of this alternative would be less than significant and no mitigation would be required, similar to the proposed project.

Table 5-12: Alternative 3 - Operational Energy Consumption Impacts

Energy Consumption	Proposed Project	Alternative 3 EDR Mixed Use (O/BP/MRF)
Electricity (kilowatt-hours or kWh)	6,385,552 kWh/Year	5,732,049 kWh/Year
Natural Gas (kilo-British Thermal Units (kBTU)	9,317,994 kBTU	9,385,174 kBTU
Vehicle Miles Traveled (VMT)	19,706,671 VMT	14,265,640 VMT
Vehicle Fuels		
Gasoline (gallons)	694,603 gallons	502,893 gallons[(A)]

Diesel (gallons)	272,151 gallons	197,037 gallons[(A)]

Source: MIG 2024 (A) pro-rated from proposed project based on VMT

g. Geology and Soils. This alternative would develop the entire site similar to development under the proposed project. The only difference is this alternative would introduce a mix of land uses which would result in 1,475 new employees and residents to the site compared to 553 new employees and no new residents under the proposed project. More people may be subject to expected seismic groundshaking impacts and soil-related conditions. However, these impacts were determined to be less than significant for the proposed project with regulatory compliance. Therefore, introducing larger structures and more people to the site would incrementally increase potential impacts related to geologic, seismic, and soil constraints. However, with regulatory compliance (e.g., CBC), impacts under this alternative would be less than significant without mitigation, similar to the impacts identified for the proposed project.

h. Greenhouse Gas Emissions. Construction of this alternative would develop the entire project site and so would have similar short-term GHG emissions compared to construction of the proposed project (i.e., 1,069.2 Metric Tons of carbon dioxide (CO_2) equivalents ($MTCO_2e$) which is below the SCAQMD annual significance threshold of 3,000 $MTCO_2e$.

Operation of this alternative would have a mix of land uses with less square footage but adding residences compared to the proposed project. Therefore, its long-term or cumulative GHG emissions or impacts would be approximately 6,938 MTCO2e compared to those estimated for the proposed project (10,419.5 MTCO2e), as shown in Table 5-13 below. Therefore, operational GHG impacts of this alternative would be substantially less than those of the proposed project but still exceeding the SCAQMD significance threshold of 3,000 MTCO2e. even with implementation of Mitigation Measure GHG-1 (Traffic Demand Management or TDM) for both this alternative or the proposed project.

Table 5-13: Alternative 3 - Project Operational GHG Emissions

Emission Source	**GHG Emissions (MT / Year)**				
	CO_2	**CH_4**	**N_2O**	**Refrigerant GHGs**	**CO_2e**
Proposed Project [(A)]	10,028.0	6.6	0.7	26.4	10,419.5
Threshold of Significance					3,000
SCAQMD Interim Threshold or Project-specific Goal Exceeded?					Yes
Alternative 3 – EDR Mixed Use (O/BP/MFR)	6,688.0	6.1	0.3	12.8	6,938.0
Threshold of Significance					3,000
SCAQMD Interim Threshold or Project-specific Goal Exceeded?					Yes

Source: Table 4.8-5, MIG 2024
(A) Includes amortized construction emissions

i. Hazards and Hazardous Materials. This alternative would have similar potential impacts to hazardous materials as those identified for the proposed project. Similar to the project, this alternative would have less than significant impacts with implementation of Mitigation Measures HAZ-1 to do pre-demolition surveys for asbestos-containing materials and lead-based paint and HAZ-2 which outlines what to do in buried hazardous materials are found during grading. Development under this alternative would implement similar mitigation so its impacts relative to hazardous materials would also be less than significant with mitigation.

The project site is not included on any Cortese List of governmental databases as having incidents involving hazardous materials nor is it within a quarter mile of a school site. Therefore, impacts of this alternative would be similar in these regards to those of the proposed project ((i.e., less than significant). The project site is not proximate to airport or private airstrip so there would be no impacts in this regard to this alternative or the proposed project. The site has adequate emergency access which would apply to either this alternative or the proposed project. Impacts would be less than significant with no mitigation.

j. Hydrology and Water Quality. Development under this alternative would have similar construction impacts compared to the proposed project since either would develop the entire project site. This alternative and proposed project would both require a Storm Water Pollution Prevention Plan (SWPPP) for construction so short-term water quality impacts would be equivalent between this Alternative and the project.

Operation of this alternative would introduce more uses onto the site but would still require long-term improvements to the site similar to those of the proposed project (i.e., modular wetland system and drainage control). Under the project or this alternative, almost the entire site would be covered with impervious surfaces except for landscaped areas. With similar improvements, this alternative would have similar hydrology and water quality impacts compared to those of the proposed project (i.e., less than significant). In addition, both the project and this alternative would require implementation of similar standard conditions of approval (SC-HYD-1 for a site drainage plan, SC-HYD-2 for a SWPPP, SC-HYD-3 for a Water Quality Management Plan (WQMP), SC-HYD-4 for water permitting, and SC-HYD-5 for a Final WQMP.

k. Land Use Planning. This alternative would be consistent with the General Plan and zoning designations for the site (i.e., Economic Development Corridor – Southern Gateway) but would introduce a mixture of office, business park, and residential (condo ownership) uses onto the site compared to the proposed project (80% light industrial and 20% manufacturing). With regulatory compliance, this alternative would have similar land use and planning impacts compared to the proposed project (i.e., less than significant without mitigation).

l. Mineral Resources. This alternative would develop the entire site similar to the proposed project, so both would have similar impacts related to mineral resources (less than significant without mitigation).

m. Noise. Development of the site under this alternative would have similar noise impacts compared to the proposed project since the entire site would be developed, although this alternative would have a mix of land uses with less square footage of non-residential buildings but added residences so actual building construction noise would be similar as under the project. Noise impacts for construction of this alternative would be similar to those of the proposed project (i.e., less than significant with implementation of Mitigation Measure NOI-1).

Operation of this alternative would increase vehicular generated noise as a result of more than doubling of traffic generated by onsite uses (3,725 v. 1,751 ADT, see Table 5-16 below). However, with implementation of similar regulatory compliance, operational noise impacts of this alternative would be less than significant, similar to those of the proposed project.

n. Population and Housing. This alternative has a residential component (300 condominiums) which could generate 675 additional residents based on 2.25 persons/household. This alternative would therefore have impacts on housing or population

over those of the proposed project and would also eliminate one existing farmhouse which is not currently occupied.

Long-term occupancy of this alternative would create 800 additional jobs compared to the proposed project with 533 new jobs and 675 added residents. The alternative would have an incremental direct impact on long-term housing and population growth in the city compared to the project which would only add jobs/employees to city growth.

o. Public Services. Development under this alternative would have a mix of land uses compared to the proposed project so it could place incrementally more or different demands on public services including police, fire, and public facilities compared to the project. This alternative has a residential component while the proposed project has only non-residential uses. Therefore, this alternative would generate new residents who could impact local schools or parks compared to the project which would not impact these services. Overall, impacts of this alternative on public services would be increased but still less than significant with regulatory compliance (standard conditions SC-PS-1 through SC-PS-9) and no mitigation would be required, similar to those of the proposed project.

p. Recreation. This alternative has a residential component while the project has only non-residential uses, so this alternative would generate new residents who could impact local parks or recreation programs. Impacts of this Alternative on parks would be less than significant with payment of DIF fees which is different than the proposed project as it has no residences.

q. Transportation. This alternative would generate over double the amount of traffic compared to the proposed project, as shown in Table 5-14 below. The proposed project screened out of having to do more extensive VMT analysis, and this alternative would also screen out even though it would produce double the traffic compared to the project because it would have a mixture of residential and non-residential uses. Traffic impacts of this alternative would be equal or greater than those of the proposed project as a result of involving less non-residential development but residential development which is not included in the proposed project.

Table 5-14: Alternative 3 – Transportation Impacts

Transportation Condition	Proposed Project	Alternative 3 Mixed Use (O/BP/MFR)
Vehicular Trips		
AM Peak Hour	184	384
PM Peak Hour	175	372
Total	1,751	3,725
Vehicle Miles Traveled (VMT)	19,706,671 VMT	14,265,640 VMT
Detailed VMT Analysis Required?	NO - Screens Out - Low VMT Area Criteria	NO – Screens Out – Mixed Uses

Source: MIG 2024, Ganddini 2024

r. Tribal Cultural Resources. Regardless of the amount or type of development of this alternative compared to the proposed project, both would have to coordinate and consult with local Native American tribal groups as part of the development review process. Both this alternative and the project would be required to implement City standard conditions SC-CUL-1 through SC-CUL-7 which prescribe having a project archaeologist, allowing tribal monitors, what to do if cultural resources are found during grading including their permanent disposition, and what to do if human remains are found. With implementation of this same regulatory

compliance, development under this alternative would result in less than significant impacts to tribal cultural resources and no mitigation is required.

s. Utilities and Service Systems. This alternative would develop the entire project site so any construction-related impacts to utilities would be the same as those of the proposed project. Regarding operation, this alternative would develop less square footage but add 300 condominiums compared than the project. This alternative would introduce 800 new employees vs. 533 for the proposed project but would also introduce 675 residents to the site. Due to this mix of uses, this alternative would consume considerably more water, generate more wastewater and solid waste, but generate approximately the same amount of runoff to be accommodated in offsite drainage facilities as the proposed project. Since project impacts to utilities were determined to be less than significant, utility impacts of this alternative would be reduced but still similar to those of the proposed project (i.e., less than significant without mitigation).

t. Wildfire. The project site is not located in a High or Very High Fire Hazard Zone and is not within a State or Local Responsibility Area. Therefore, both the project and this alternative will not have any significant impacts related to wildfires with standard regulatory compliance (e.g., Fire Code) and no mitigation is required. Impacts will be less than significant.

Attainment of Project Objectives

Table 5-15 compares this Alternative 3 to the objectives of the proposed project to determine if or to what degree this alternative meets those objectives. As shown in Table 5-15, Alternative 3 would not achieve the objectives of the project to the same degree as the proposed project because it would develop less square footage of non-residential development but add 300 residential units which are not included in the proposed project.

Table 5-15: Alternative 3 – Attaining Project Objectives

Project Objective	Proposed Project	Alternative 3 EDC Mixed Use (O/BP/MFR)
To make efficient use of underutilized property in the City of Menifee by adding to its potential for employment-generating uses.	Yes (+533 employees)	Yes but not to the same degree as the proposed project (800 vs.533 employees but also 675 additional residents)
To attract new business and employment to the City of Menifee and thereby promote economic growth.	Yes (+337,770 square feet)	Yes but not to the same degree as the proposed project (200,000 vs.337,770 square feet of non-residential development but also 300 residential units)
To reduce the need for members of the local workforce to commute outside the project vicinity to work.	Yes +533 new jobs to help local workers reduce commuting	Yes but not to the same degree as the proposed project (+800 vs. 533 jobs but 675 new residents many of whom would have to commute out of the City)
The institutional quality development will attract high end users and enhance the aesthetics of the underutilized vacant land.	Yes	Yes assuming alternative is constructed to the same high design standards
Participate in backbone infrastructure that will help facilitate transportation throughout	Yes	Yes

the corridor and increase public safety/traffic flow with new roads, signs, and striping.		
To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located near freeways and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.	Yes	Yes but less square footage so less property tax and subvention funds for local revenue. Would also add residential units which typically have a negative cost/benefit ratio relative to municipal services

Source: MIG 2024

Summary. Alternative 3 has equivalent impacts compared to the proposed project for environmental issues related to development of the entire site such as biological resources, cultural and tribal resources, agriculture, hydrology/water quality, hazards, geology, soils, paleontological resources, mineral resources, and wildfire risks. Other issues like aesthetics, air quality, greenhouse gas emissions, energy, land use, noise, traffic, public services, and public utilities would be higher than those of the proposed project due to this alternative having a mix of land uses consistent with the General Plan and zoning that generate more vehicular traffic compared to the proposed project. In addition, the reduced square footage but the addition of a residential use (condominiums) introduces residents to the site in addition to new jobs (although the number of jobs is less than under the proposed project). In addition, this alternative would not achieve the project objectives to nearly the same degree as the proposed project by reducing the amount of non-residential square footage and introducing high density residential uses to the site. Under this alternative development would have two significant impacts (air quality and greenhouse gas emissions) compared to one significant impact for the proposed project (greenhouse gas emissions).

5.7 Summary of Environmental Impacts

Table 5-16 compares the potential environmental impacts of the No Project (no development) and the three selected development alternatives to those of the proposed project. The following discussion summarizes the results of the analysis in Section 5.1 through 5.4 regarding alternatives:

The No Project (no development) Alternative would result in no impacts to the project related to construction and operation of one or more new land uses on the project site. However, the site would remain vacant with one unoccupied farmhouse and related buildings. This alternative would not have any significant environmental impacts but would also not achieve any of the project objectives.

Alternative 1 has equivalent impacts compared to the proposed project for environmental issues related to development of the entire site such as biological resources, cultural and tribal resources, agriculture, hydrology/water quality, hazards, geology, soils, paleontological resources, mineral resources, and wildfire risks. Other issues like aesthetics, air quality, greenhouse gas emissions, energy, land use, noise, traffic, public services, and public utilities would be incrementally less than those of the proposed project due to this alternative having 25% less square footage and expected employees compared to the proposed project. In

addition, the reduced square footage and estimated new jobs means that this alternative would not achieve the project objectives to nearly the same degree as the proposed project. Under this alternative there would be one significant and unavoidable impact (greenhouse gas emissions) similar to the impacts of the proposed project.

Alternative 2 has equivalent impacts compared to the proposed project for environmental issues related to development of the entire site such as biological resources, cultural and tribal resources, agriculture, hydrology/water quality, hazards, geology, soils, paleontological resources, mineral resources, and wildfire risks. Other issues like aesthetics, air quality, greenhouse gas emissions, energy, land use, noise, traffic, public services, and public utilities would be higher than those of the proposed project due to this alternative having a mix of land uses consistent with the General Plan and zoning that generate more vehicular traffic compared to the proposed project. In addition, the reduced square footage but the addition of a residential use (apartments) introduces residents to the site in addition to new jobs (although the number of jobs is less than under the proposed project). In addition, this alternative would not achieve the project objectives to nearly the same degree as the proposed project by reducing the amount of non-residential square footage and introducing high density residential uses to the site. Under this alternative development would have two significant impacts (air quality and greenhouse gas emissions) compared to one significant impact for the proposed project (greenhouse gas emissions).

Alternative 3 has equivalent impacts compared to the proposed project for environmental issues related to development of the entire site such as biological resources, cultural and tribal resources, agriculture, hydrology/water quality, hazards, geology, soils, paleontological resources, mineral resources, and wildfire risks. Other issues like aesthetics, air quality, greenhouse gas emissions, energy, land use, noise, traffic, public services, and public utilities would be higher than those of the proposed project due to this alternative having a mix of land uses consistent with the General Plan and zoning that generate more vehicular traffic compared to the proposed project. In addition, the reduced square footage but the addition of a residential use (condominiums) introduces residents to the site in addition to new jobs (although the number of jobs is less than under the proposed project). In addition, this alternative would not achieve the project objectives to nearly the same degree as the proposed project by reducing the amount of non-residential square footage and introducing high density residential uses to the site. Under this alternative development would have two significant impacts (air quality and greenhouse gas emissions) compared to one significant impact for the proposed project (greenhouse gas emissions).

5.8 Environmentally Superior Alternative

The CEQA Guidelines (section 15126[e][2]) stipulate, "If the environmentally superior alternative is the “No Project (no development)” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Both Alternative 2 and Alternative 3 would result in increased air quality impacts compared to the proposed project, while Alternative 1 would result in reduced or similar less than significant air quality impacts compared to the project. All three of the alternatives would have significant impacts related to greenhouse gases even with the implementation of all feasible TDM measures identified for the proposed project (MM-GHG-1).

Even though Alternative 1 still has the same significant impact as the proposed project (greenhouse gas emissions), it would result in reduced environmental impacts compared to the project and would therefore be the “environmentally superior alternative.” This conclusion is based on the comparative impact conclusions in Table 5-16 and the analysis within this section. However, this alternative would not meet the project objectives to nearly the same degree as the proposed project.

Table 5-16: Impact of Alternatives Compared to Project Impacts

Impact/Resource	Proposed Project	Alternative 1 Less Intense Development	Alternative 2 EDC Mixed Use (C/LI/MFR)	Alternative 3 EDC Mixed Use (O/BP/MFR)
Aesthetics	LTS	Reduced LTS	Increased LTS	Increased LTS
Agriculture and Forestry Resources	LTS	Similar LTS	Similar LTS	Similar LTS
Air Quality	LTS	Reduced SU	**Increased SAU+M**	**Increased SAU+M**
Biological Resources	LTS+M	Similar LTS	Similar LTS	Similar LTS
Cultural Resources	LTS	Similar LTS	Similar LTS	Similar LTS
Energy	LTS	Reduced LTS	Reduced LTS	Reduced LTS
Geology and Soils	LTS	Similar LTS	Similar LTS	Similar LTS
Greenhouse Gas Emissions	**SAU+M**	Reduced **SAU+M**	**Increased SAU+M**	**Increased SAU+M**
Hazards and Hazardous Materials	LTS+M	Similar LTS	Similar LTS	Similar LTS
Hydrology and Water Quality	LTS	Similar LTS	Similar LTS	Similar LTS
Land Use	LTS	Similar LTS	Similar LTS	Similar LTS
Mineral Resources	LTS	Similar LTS	Similar LTS	Similar LTS
Noise	LTS+M	Reduced LTS	Increased LTS	Increased LTS
Population and Housing	LTS	Reduced LTS	Increased LTS	Increased LTS
Public Services	LTS	Reduced LTS	Increased LTS	Increased LTS
Recreation	LTS	Reduced LTS	Increased LTS	Increased LTS
Transportation	LTS	Reduced LTS	Increased LTS	Increased LTS
Tribal Cultural Resources	LTS	Similar LTS	Similar LTS	Similar LTS
Utilities and Service Systems	LTS	Reduced LTS	Increased LTS	Increased LTS
Wildfire	LTS	Similar LTS	Similar LTS	Similar LTS
Significant Impacts?	One	One	Two	Two

Source: MIG, 2024

LTS= Less than Significant Impact (includes regulatory compliance)
LTS+M = Less than Significant with Mitigation
SAU+M= Significant and Unavoidable Impact with Mitigation

6.0 MANDATED CEQA SECTIONS

6.1 CUMULATIVE IMPACTS

Section 15130(a) of the CEQA Guidelines requires that the EIR "discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable...." The CEQA Guidelines (Section 15355) define "cumulative impacts" as "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

The analyses of quantitative cumulative impacts in this EIR are based on a combination of the “list of projects” and the “summary of projections” methods, depending on the impact being evaluated, as authorized by section 15130(b)(1)(B) of the CEQA Guidelines.

It should be noted that the list of cumulative projects and their locations are discussed in Section 4.0, Environmental Impact Analysis, and that the following discussion of cumulative impacts comes from each of the environmental analysis sections 4.1 through 4.20.

6.1.1 Cumulative Aesthetic and Visual Resource Impacts

The proposed project represents 21.4 percent of the non-residential development identified on the cumulative projects list (i.e., planned for the project area) but is not expected to contribute to a cumulatively considerable level of aesthetic impacts for this portion of the City as it will not have significant project-level visual or lighting impacts.

Scenic Vistas. A cumulative impact to scenic vistas would occur if the combined visual changes from future development from the proposed project resulted in the substantial degradation of quality or obstruction of particularly scenic views available from a recognized scenic vista. project-specific impacts with respect to scenic vistas were determined to be less than significant. The project site is located in an area that has limited visibility to scenic vistas that are prioritized by the City. Buildout would be required to comply with the policies related to scenic vistas as outlined in the City’s General Plan. Given the project’s location away from the City’s scenic locations, implementation of the proposed project would not result in cumulative impacts with respect to scenic vistas. Potential cumulative impacts of the project related to scenic vistas would be less than significant.

Scenic Highways. There are no scenic highways within, adjacent to, or visible from the project site. Any development within the area would not result in impacts to scenic resources within a state scenic highway. Therefore, the proposed project would not contribute to a potential cumulative significant impact to a scenic highway. Potential impacts from the project related to scenic highways would be less than significant.

Degrade Visual Character. Construction and operation of the proposed project was determined to result in less than significant impacts to the existing visual character and quality of the project site and surrounding area. The project is zoned for EDC-SG; a designation that encourages a specific vision for development of the site and surrounding area. Construction of the site would result in a visual change that would temporarily degrade the visual quality of the area. However, the proposed future development would not result in significant adverse visual changes such

that the existing visual character or quality of the area and its surroundings would be substantially degraded. Therefore, potential cumulative impacts of the proposed project related to visual character would be less than significant.

Light and Glare. project-related impacts with respect to light and glare were determined to be less than significant. Lighting and building materials associated with the development would be subject to review and approval by the City of Menifee. Other cumulative development identified within the City of Menifee or the City of Murrieta would be subject to similar restrictions and requirements regarding night lighting and glare. Therefore, potential cumulative impacts of the project related to lighting and glare would be less than significant.

6.1.2 Cumulative Agriculture and Forestry Resources

The proposed project would not result in impacts related to agricultural resources, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, Williamson Act contracts, forest lands, timberland, or Timberland Production areas. Therefore, the project would not contribute to a cumulatively significant impact related to agriculture and forestry resources.

6.1.3 Cumulative Regional and Localized Air Quality

In developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003; page D-3). The proposed project's construction and operational emissions would be below applicable SCAQMD regional thresholds for criteria air pollutants after the incorporation of recommended Mitigation Measure AQ-1. Therefore, the proposed project would not result in a cumulatively considerable increase in criteria air pollutants.

6.1.4 Cumulative Biological Resource Impacts

Cumulative projects in the surrounding area include 1,845 residential units and almost 1.6 million square feet of non-residential development, although only four of these projects are located within the immediate project area (west of I-215 between Scott Road and Keller Road).

There are naturally vegetated hills 0.5 miles southwest of the project site as part of the dedicated open space of the Greer Ranch development in the City of Murrieta to the south. However, the project site is not located inside or immediately adjacent to any Criteria Area, Criteria Cell, Public/Quasi-Public Conserved Lands, or Conservation Area identified for conservation potential by the MSHCP.

As outlined in Impact BIO-1, there were no special-status plant or animal species observed on the project site and the presence of such species on the site is unlikely due to its level of disturbance. Implementation of Mitigation Measures BIO-1 and BIO-2 would avoid potential impacts to burrowing owls and nesting bird species that have a low potential to occur on or adjacent to the project site. In addition, Mitigation Measure BIO-3 outlined in Impact BIO-2, will offset impacts (i.e., loss) to potential jurisdictional waters of the State on the site. Therefore, all impacts related to biological resources would be less than significant with the implementation of these mitigation measures and through compliance with existing laws, ordinances, regulations, and standards, including the MSHCP. Similarly, potential contributions to any cumulative impacts from projects in the surrounding area would be required to implement similar mitigation measures and comply with mandatory federal, State, and local laws and regulations, including the MSHCP. As a result, the project, in conjunction with all past, present, and reasonably

foreseeable projects, would not result in a cumulatively considerable impact on biological resources.

6.1.5 Cumulative Cultural Resources

A very low potential exists for undiscovered historical and archaeological resources to be adversely impacted during project construction. With compliance with COA CUL-1 through COA CUL-7, the project would not cause an adverse change in the significance of a historical resource pursuant to State CEQA Guidelines § 15064.5 or archaeological/tribal resource or human remains.

In conjunction with the project, all cumulative development would undergo environmental and design review on a project-by-project basis pursuant to CEQA to evaluate potential impact to cultural resources. This would include studies of historical and archaeological cultural resources that are present or could be present within other development sites. Cumulative development would also be subject to compliance with the established federal, state, and local regulatory framework concerning the protection of cultural resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. The project's cumulative impacts to historical or archaeological cultural resources would be less than significant given compliance with the established regulatory framework and standard conditions of approval.

Previously undiscovered human remains could be encountered during project construction activities. However, a less than significant impact would occur in this regard following compliance with the established state regulatory framework and conditions of approval. Cumulative development could impact previously undiscovered human remains during construction. However, all cumulative development would undergo environmental review on a project-by-project basis to evaluate the site-specific archaeological sensitivity. Additionally, cumulative development would be subject to compliance with the established state regulatory framework concerning the discovery of human remains on a project-by-project basis. The project's cumulative impacts concerning the potential to disturb human remains would be less than significant given compliance with the established regulatory framework would be required.

6.1.6 Cumulative Energy Resources

The proposed project would not result in the unnecessary, inefficient, or wasteful use of energy resources nor would it conflict with or obstruct a state or local plan for increasing renewable energy or energy efficiency.

The proposed project would not result in a substantial adverse cumulative impact with respect to energy. This impact would be less than significant.

6.1.7 Cumulative Geology, Soils, and Paleontology

Geology and soil-related impacts are generally site-specific and are determined by a particular site's soil characteristics, topography, and proposed land uses. Development projects are analyzed on an individual basis and must comply with established requirements of the applicable jurisdiction's development requirements and the California Building Standards Commission as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

Cumulative effects related to geology resulting from the implementation of future development of the project site, as well as surrounding areas, could expose more persons and property to potential impacts due to seismic activity. Long-term impacts related to geology include the exposure of people to the potential for seismically induced ground shaking. Implementation of other cumulative projects would incrementally increase the number of people and structures subject to a seismic event. Seismic and geologic significance is considered on a project-by-project basis through the preparation of design-level geotechnical studies. The potential for any project to be affected by or any project to exacerbate an existing geotechnical hazard would be minimized or not occur through strict engineering guidelines as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

Development of the project site, as well as all past, present, and future projects would be required to be constructed in accordance with the latest edition of the CBC and to adhere to all current earthquake construction standards, including those relating to soil characteristics. Therefore, no elements of this project would contribute to any cumulatively considerable geologic and/or soils impacts. Therefore, cumulative effects of increased seismic risk would be less than significant.

6.1.8 Greenhouse Gas Emissions

Global climate change is the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable. As described under Impacts GHG-1, the proposed Project would generate GHG emissions that exceed the significance thresholds applied in this EIR. This impact would be significant and unavoidable even after mitigation.

6.1.9 Cumulative Hazards and Hazardous Materials

The area considered for cumulative impacts is the City, although impacts related to hazards and hazardous materials are typically unique to each site and do not usually contribute to cumulative impacts. Individual projects on the cumulative development projects list would each be required to assess potential hazardous materials impacts on the development site and immediate surrounding area prior to grading. The project and other cumulative projects would be required to comply with laws and regulations governing hazardous materials and hazardous wastes used and generated. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant after regulatory compliance.

The project site is not within any airport influence areas so it would not make any cumulative impact contributions to airports in the surrounding region (i.e., French Valley Airport, March Air Reserve Base/Inland Port, and Perris Valley Airport). projects proposed within safety compatibility zones would be required to comply with each safety zone's respective land use regulations set forth by the affected agencies. After regulatory compliance, cumulative impacts would be less than significant.

6.1.10 Cumulative Hydrology and Water Quality

Cumulative impacts concerning hydrology and water quality could occur as existing uses, new development or redevelopment occurs within a specific watershed. This includes the project, and other past, present, and future projects. Growth would consist of a mix of residential and

non-residential development, consistent with past and present growth trends. Cumulative development in conjunction with the project would result in the increase of impervious surfaces, and thus could generate increased run-off from the affected site. Thus, cumulative development, including the project, are required to develop SWPPPs and site specific WQMP with BMPs to control erosions and stormwater run-off in accordance with all required water quality permits and the Santa Ana River Basin Plan or the West San Jacinto Groundwater Management Plan. The location of the project requires the creation of specific BMPs to minimize impact to stormwater systems and conveyance. As needed, cumulative projects would implement BMPs, including LID BMPs to minimize run-off, erosion, and storm water pollution. As part of these requirements, projects would be required to implement and maintain source controls, and treatment measures to minimize polluted discharge and prevent increases in run-off flows that could substantially decrease water quality. Conformance with these measures would aid in minimizing runoff and stormwater pollutants. Therefore, related projects are not expected to cause substantial increases in storm water pollution. With compliance with State and local mandates, cumulative impacts would be less than significant. As concluded above, the project would implement BMPS and efficient design measures in accordance with applicable federal, state, and local regulations. Therefore, the project's impacts would not be cumulatively considerable.

6.1.11 Cumulative Land Use and Planning

The proposed project would not physically divide an established community as access to the neighboring rural residential uses could continue around the perimeter of the project to the north, west, and south.

The project would not cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation. In addition, the project is compliant with the growth expectations of the region as estimated in the 2020-2045 RTP/SCS and is consistent with the City's current General Plan and Municipal Code. Implementation of the project will therefore not cause substantial adverse cumulative impacts with respect to land use and planning.

For purposes of cumulative land use and planning impact analysis, cumulative impacts are considered for cumulative development according to the related projects; see Table 4-1: List of Cumulative projects in Section 4.0: Basis of Cumulative Analysis of this Draft EIR. The projects described in Table 4-1 represent past, present, and potential future projects that could lead to cumulative impacts once combined with this project. The geographic context for the land use and planning cumulative impact analysis includes the jurisdiction of local and regional agencies including the City of Menifee, City of Perris, Riverside County, and SCAG.

Implementation of the project, when considered in conjunction with other existing and planned developments listed in Table 4-1, would result in the development of a warehouse use and associated infrastructure and off-site improvements. The project would be compatible with existing land use and zoning designations and would not conflict with applicable plans or policies. Future cumulative development, like the project, would be required to be reviewed for consistency with adopted planning documents and policies associated with the previously listed agencies, in accordance with the requirements of CEQA, the California Zoning and Planning Law, and the California Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Overall, the cumulative impact of the project with respect to future development would not be cumulatively considerable and is therefore less than significant.

6.1.12 Cumulative Mineral Resources

The proposed project would not result in any impacts related to mineral resources. It has been determined that there are no mineral resources of significance located within the project area or within the cumulative projects area (approximately one mile radius around the project site). The City General Plan also does not identify any significant long-term mineral resources in the central or southern portions of the City. Furthermore, mining operations would be incompatible with the allowable land use of the site and surrounding area. Development of the proposed project would not impact mineral resources, and as such, there would also be no cumulative impacts with respect to mineral resources.

6.1.13 Cumulative Noise

For purposes of this analysis, the geographic context is limited to the extent the potential noise impacts caused by the proposed project that could combine with other relevant cumulative developments. Although construction and operational noise may, theoretically, be audible far from the source, in practice ambient noise from wind, vehicle traffic, and other land uses is substantially louder than construction equipment operating ¼ mile away (1,320 feet) or further. Therefore, the geographic context is limited to the area within ¼ mile of the proposed project site. There are two small warehouse projects proposed within ¼ mile of the proposed project site: a 19,603 square foot warehouse approximately 900 feet north of the project site (Development #10) and a 157,147 square foot warehouse approximately 1,000 feet east of the project site (Development #11). Additionally, a proposed 18,690 square foot auto repair development (Development #9) is proposed approximately 1,500 feet north of the project site. The project site, it would be within ¼ mile of the closest modeled residential receptor to the project site, Receptor 1, shown as R1 in Exhibit 4.13-2. Receptor 1 would be located approximately 1,300 feet south from Development #9, approximately 880 feet southwest from Development #10 and approximately 1,500 feet west from Development #11. See #9, #10 and #11 in Table 4-1 for more details about the cumulative projects.

The proposed project would result in potentially significant construction noise impacts for adjacent residential receptors that would require mitigation (Impact NOISE-1). Nearby proposed developments could potentially combine with noise generated by the proposed project, as there is potential for construction schedules to overlap, resulting in residential receptors being exposed to construction noise from the proposed project as well as from nearby proposed developments. However, the magnitude of any potential combined noise levels at nearby receptors is unlikely to be substantially different than estimated for the project (71.8 dBA at worst case) because the construction noise levels for the proposed development would attenuate with distance (approximately 880 feet at the closest point between a proposed development project and receptor, Development #10 to Receptor 1). Therefore, construction noise levels would be driven by the construction associated with the proposed project. The cumulative impact of construction noise would be less than significant.

As discussed under Impact NOISE-2 above, the proposed project's operations would not result in a substantial permanent increase in noise levels at sensitive noise receptors. Similar to construction noise, operational noise from the proposed developments would attenuate with distance. The project site would be the main source of operational noise experienced by receptors, and noise levels would not be expected to substantially increase from the operation of the nearby proposed developments. Therefore, the cumulative impact of combined operational noise would be less than significant.

As described in the Project Operation (Off-Site Vehicle Trip Noise) section above, the proposed project would not result in a significant increase in traffic noise levels because it would not result in a doubling of traffic. The proposed nearby developments would produce off-site traffic noise on Zeiders Road that would combine with traffic noise from the proposed project, with proposed nearby developments on Zeiders Road (i.e., Developments #9, #10, and #11) expected to add approximately 1,001 average daily trips (Ganddini Group, 2024). Combined with the traffic expected to be generated by the proposed project, approximately 2,752 total daily vehicles would be added to Zeiders Road, which would not result in a doubling of traffic from the existing 4,926 daily vehicles. This impact is considered less than significant.

As described in Impact NOISE-3 above, the proposed project would not generate substantial operational vibrations, and construction vibrations would be less than significant. Vibration impacts are primarily localized impacts, and vibration generated from the construction or operation of proposed developments several hundred feet away would not be perceptible by receptors. Therefore, the cumulative impact from vibration would be less than significant.

6.1.14 Cumulative Population and Housing

Cumulative impacts concerning substantial unplanned population growth and displacement of people and housing could occur as existing uses, new development or redevelopment occurs within the City. This includes the project, and other past, present, and future projects. Due to the urbanized nature of portions of the City, growth would consist of a mix of residential and non-residential development, consistently with past and present growth trends. Individual projects would be required to analyze growth and displacement. Therefore, related projects are not expected to cause substantial increases in unplanned population or housing in the surrounding area. With compliance with State and local laws and land use regulations, cumulative impacts related to population and housing would be less than significant.

6.1.15 Cumulative Public Services

The project is not anticipated to substantially increase the need for public services in the City. The project would not result in an overall net increase in City population. Anticipated increase demand for public services within the City was accounted for in the General Plan and analyzed in the General Plan Final EIR, which accounts for cumulative growth in the City. Since this project does not involve an amendment to the General Plan or zoning, potential impacts would have been taken into account when the latest General Plan was adopted. In addition, the project applicant would pay the required “general government” development impact fee ($0.27) that would be appropriately allocated for government services in general.

Similar to the project, other cumulative projects would be required to demonstrate their level of impact on public services including paying the appropriate development fees; therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

6.1.16 Cumulative Recreation

The proposed project does not include the development of recreational facilities, nor would development of the project result in the physical deterioration of existing facilities so much so that that they would require physical alterations. The project does not propose new housing and is not anticipated to lead to an increase in population that would substantially increase the use of any existing park or recreational facilities within the City. Therefore, the project will not make

a significant contribution to any cumulatively considerable impacts to regional recreation, parks, and trails.

6.1.17 Transportation

Transportation-related impacts associated with the project and nearby cumulative projects may overlap and result in temporary traffic impacts to local roadways. However, as discussed above the project would not result in significant traffic related impacts resulting from conflicts with regional and local transportation plans or policies. As concluded above, the project would be consistent with applicable regional and local plans or policies such as mitigating traffic impacts and achieving acceptable LOS and minimizing idling times and VMT to conserve resources, protect air quality, and limit GHG emissions. With implementation of the recommended improvements (i.e., design features, fee programs, and fair share payments), all study intersections/segments are expected to operate at or above the minimum acceptable LOS standard. It was determined the project Employee-Based VMT does not exceed the threshold under any project scenario, and therefore, the project would have a less than significant impact. Cumulative development projects would also be required to reduce transportation-related impacts on the local circulation system and implement any required mitigation measures that may be prescribed by the City. Therefore, the project contribution to impacts in these regards would be less than significant.

The project is adjacent to a major roadway with a straight alignment so the project will not make any contributions to regional impacts from traffic hazards. The areas north and south of the site are still relatively rural and used for farming so there is some potential for conflicts with farming vehicles. In addition, the area west of the site supports rural residences although traffic from these areas typically consists of passenger vehicles and pickup trucks. The project will not make any significant contributions to regional impacts from incompatible traffic. Therefore, the project would have no cumulative impacts in this regard.

During construction the project may have incremental impacts on the adjacent Zeiders Road in terms of access for emergency vehicles, but this impact will be temporary and localized and not affect traffic on a regional basis. Therefore, the project will not make a significant contribution to cumulative traffic impacts related to emergency access.

6.1.18 Cumulative Tribal Cultural Resources

A low potential exists for undiscovered cultural resources to be adversely impacted during project construction. With compliance with Standard Conditions SC-CUL-1 through SC-CUL-7, the project would not cause an adverse change in the significance of an acknowledged historical resource pursuant to State CEQA Guidelines § 15064.5 or to any potential tribal cultural resources that may exist within the project site as well.

Additionally, in conjunction with the project, all cumulative development would undergo environmental and design review on a project-by-project basis pursuant to CEQA to evaluate potential impacts to cultural resources. This would include studies of historical and archaeological cultural resources that are present or could be present within a development site. Additionally, cumulative development would be subject to compliance with the established federal, state, and local regulatory framework concerning the protection of cultural resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. The project's cumulative impacts to historical or archaeological cultural resources

would be less than significant given compliance with the established regulatory framework and standard conditions of approval.

In addition, previously undiscovered human remains could be encountered during project construction activities on cumulative projects as well. However, a less than significant impact would occur in this regard following compliance with established state regulatory framework and conditions of approval. Cumulative development could impact previously undiscovered human remains during construction. The project's cumulative impacts concerning the potential to disturb human remains would be less than significant given compliance with the established regulatory framework would be required.

6.1.19 Cumulative Utilities and Service Systems

Future development of the project site 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. Utilities could be potentially impacted by an anticipated increase in population, however, existing facilities within Menifee are anticipated to adequately accommodate future population growth within the community.

Future development such as the proposed project is within anticipated growth forecasts for the region and City. As such, water supplies and water treatment facilities are able to meet this eventual increase in demand. Additionally, new facilities are subject to both the provisions of the Menifee General Plan, Municipal Code, and compliance with CEQA, when required. Typical impacts associated with new facilities include short-term construction activities related to air quality pollutant emissions, temporary traffic detours, changes in traffic distribution, and noise.

It was determined that the region's water supply would be able to accommodate future development associated with the proposed project. Additionally, development as part of the project is not expected to have significant impacts on sewer/wastewater, storm drainage, energy, telecommunications, or solid waste infrastructure and service providers in the region. As such, the proposed project will not have cumulative impacts on regional utility services.

6.1.20 Cumulative Wildfire

Cumulative impacts related to wildfire could occur as new development or redevelopment occurs within the surrounding area. This includes the project, and other past, present, and future projects. Due to the urbanized nature of portions of the City, growth would consist of a mix of residential and non-residential development, consistent with past and present growth trends. Cumulative development in conjunction with the project would result in the increase in fuels that could generate wildfires depending on the project type. Thus, cumulative development, including the project, are required to implement applicable Safety Element policies.

The proposed project would not have a cumulative impact on the ability of local agencies to protect residents, workers and structures from wildfires. Development of the project site could indirectly increase the population and/or activities and ignition sources within the site, that in turn, may increase the number of people and structures exposed to risk of loss, injury, or death from fires. However, the project site is not considered at risk of wildfire impacts. Therefore, the proposed project would not make a significant contribution to any cumulatively considerable wildfire impacts in the surrounding region.

6.2 GROWTH-INDUCING EFFECTS

CEQA Guidelines Section 15126.2(d) requires that the 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."

Potential growth-inducing impacts are examined through analysis of the following questions:

Would the project directly or indirectly foster economic or population growth, or the construction of additional housing? *No*

As discussed in **Section 7.0: Effects Found Not To Be Significant**, the project would have a beneficial effect on the City's employment base by developing a site that is largely vacant with 11 new light industrial and manufacturing buildings. It is reasonable to assume that these jobs would be filled by people living in the City, unincorporated County area, and surrounding cities. Furthermore, the project site would be served by the public roadways, and utility infrastructure would be installed beneath the public rights-of-way that abut the project site. Additionally, the project does not propose housing that could induce population growth. As a result, the project would not significantly foster economic or population growth beyond what is planned for the City and County.

Would the project remove obstacles to population growth? *No*

The project site currently consists of vacant undeveloped land except for one farmhouse and related structures. Project development would not directly induce population growth since the site will be developed with the proposed business park uses and not residential uses. These uses are permitted with the Economic Development Corridor – Southern Gateway designation and therefore, not create or remove an obstacle for growth. Additionally, the development of the project would involve connection to existing utility facilities such as electricity and water connections in conjunction with the planned utility growth in the City. The project would also involve the improvement of existing roadways near the project site which would serve the surrounding community and improve services to these facilities and City connectivity. Roadway improvements to maintain Level of Service (LOS) conditions analyzed in the project's Traffic Study (**Appendix L**) since LOS is no longer a CEQA issue.

Would the project require the construction of new or expanded facilities that could cause significant environmental effects? *No*

The project would include onsite infrastructure improvements and connections pertaining to water, wastewater, and sewer to allow for the efficient use of resources. Improvements to the project-adjacent street would also include underground dry utility facilities (e.g., electric, natural gas, telecommunications, and fiber optics) along the project's frontage street. Additionally, the project would not require the expansion of utility facilities such as water treatment plants or landfills. **Section 4.15: Utilities and Services Systems** determined that there is adequate capacity of those facilities to serve the project site. The environmental impacts associated with the facility improvements associated with the project have been analyzed in **Sections 4.1** through **4.20** of this Draft EIR. Mitigation measures have been proposed which, when implemented, would reduce potential impacts stemming from the proposed project's development to less than significant levels.

Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. *No*

Refer to **Sections 4.1** through **4.20** of this EIR. As discussed above, the project would not result in any activities that would result in significant environmental impacts other than the emission of greenhouse gases as outlined below in Section 6.3. All other impacts of the project are reduced to less than significant levels through regulatory compliance and/or the implementation of recommended mitigation measures.

6.3 SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires that the EIR discuss "significant environmental effects which cannot be avoided if the proposed project is implemented." The impacts listed below are identified as significant and unavoidable for one of four reasons: 1) no potentially feasible mitigation has been identified; 2) potential mitigation has been identified but may be found by the Lead Agency to be infeasible; 3) with implementation of feasible mitigation, the impact still would not, or might not, be reduced to a less-than-significant level; or 4) implementation of the mitigation measure would require approval of another jurisdictional agency, whose approval will be pursued by the Lead Agency but cannot be guaranteed as of the publication of this EIR.

The following impacts have been identified in this EIR as significant and unavoidable:

- Greenhouse Gas Emissions

6.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project. Generally, the section states that a project would result in significant irreversible environmental changes if the following occurs:

- The project would involve a large commitment of nonrenewable resources in a way that would make their nonuse or removal unlikely;
- The primary and secondary impacts would generally commit future generations to similar uses;
- The Project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; and
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The project would involve a large commitment of nonrenewable resources in a way that would make their nonuse or removal unlikely.

The project would not involve the utilization of nonrenewable resources in a manner that would make their nonuse or removal unlikely. Fossil fuels are nonrenewable sources associated with project development. Fossil fuels would act as transportation energy sources for construction vehicles and heavy equipment during the construction phase and by vehicles and equipment used during project operations. The project would endeavor to utilize fossil fuels efficiently; fossil fuel use would be vital for construction and operations activities, making their nonuse unlikely. However, the project would not require the continued use of fossil fuels at the end of its

operational life. Although standard vehicles and equipment used by the project in both construction and operational phases would likely utilize fossil fuels, some construction and operational equipment may be electrified and therefore not rely on fossil fuels. Energy-efficient equipment would comply with all energy policies and regulations and would be utilized according to their availability. Additionally, the project applicant does not propose any fueling stations that would necessitate the storage of fossil fuels on the site. No infrastructure is proposed to store fossil fuels in large amounts or without the ability of removal. Land is another finite resource; once developed and in active use, that land is not able to be used for other uses and developments. Land development associated with the project would not remove the possibility of redevelopment in the future, therefore the nonuse of the land is unlikely.

The primary and secondary impacts would generally commit future generations to similar uses.

The project's development would produce potentially significant impacts as discussed in **Section 6.3** above. However, with implementation of Conditions of Approval (COA), Mitigation Measures, and compliance with applicable laws, ordinances, and regulations, the project would not commit future generations to similar uses throughout the project operations. Additionally, the project would not modify the land in a way that would prevent the possibility of redevelopment in the future. As previously discussed, the proposed light industrial and manufacturing buildings would be able to be removed or redeveloped. Hazardous waste usage during the project's construction and operational phase would comply with federal, state, and local regulations to ensure that the usage and storage of any hazardous materials and waste would be completed in the safest and most efficient manner. Similarly, the project would comply with any federal, state, and local air quality and water quality regulations to further ensure the least amount of environmental impact. The non-residential land uses are unlikely to lead to impacts that would relegate future generations and developments to similar uses. The project would be developed in a portion of the City of Menifee with an existing land use designation of "Economic Development Corridor – Southern Gateway." The project's proposed light industrial and manufacturing uses are consistent with the existing land use designation. The project's proposed industrial uses are also consistent with the existing zoning of "Economic Development Corridor – Southern Gateway." Therefore, the project would not influence future development in that land area as the existing land use and zoning designations would not be changed.

The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

The project is intended to develop 11 concrete tilt up light industrial and manufacturing buildings totaling 337,770 square feet (square feet) on approximately 20 acres of land. The project is not anticipated to release hazardous materials into the environment through the use, transport, or disposal of hazardous materials. Construction and operation of the project would utilize chemical substances common with typical construction and warehousing activities and do not generally pose a significant hazard to the public or environment. However, in the event that hazardous materials are either used or stored on the project site, the project would store hazardous materials in compliance with any applicable federal, state, and local policy.

The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The project would comply with all applicable federal, state, and local laws and regulations regarding the use of resources during both construction and operations. As discussed in

Section 4.6 Energy and **Section 4.19: Utilities and Service Systems**, project development would not significantly impact water, electricity, natural gas, solid waste, and telecommunication resources. Additionally, Eastern Municipal Water District (EMWD) has the ability to meet current and projected water demands through 2045 under normal, historic single-dry, and historic multiple-dry year conditions using a combination of imported water from the Metropolitan Water District of Southern California (MWD) and existing local supply resources. Further, development of the project would include the use of energy-efficient vehicles and equipment in accordance with the most recent federal, state, and local regulations. Therefore, resources used for the project, including energy, would be done in an efficient, justifiable manner.

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