



City of Meniffee
Ethanac Business Park
Initial Study/Mitigated Negative Declaration

September 2024

Prepared By:

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1.0 INTRODUCTION & PURPOSE

1.1 Purpose and Scope of the Initial Study

In accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.) and its Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.), this Initial Study (IS) was prepared by Kimley-Horn and Associates for the City of Menifee (City) to evaluate the potential environmental effects associated with the development of the Ethanac Business Park (Project). Pursuant to Section 15367 of the State CEQA Guidelines, the City is the lead agency for the Project. The City, as the lead agency, has the principal responsibility for approving the Project.

As noted in State CEQA Guidelines Section 10570, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study has identified potentially significant environmental impacts but revisions have been made to a project, prior to public review of the Initial Study, that would avoid or mitigate the impacts to a level considered less than significant, and there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

1.2 Summary of Findings

Section 3.0, Initial Checklist, of this IS/MND contains the Environmental Checklist Form that was prepared for the Project pursuant to CEQA requirements. The Environmental Checklist Form indicates that the Project would not result in significant impacts with the implementation of mitigation measures, as identified where applicable throughout this document.

1.3 Initial Study Public Review Process

The IS and a Notice of Intent to adopt an MND will be distributed to responsible and trustee agencies, other affected agencies, and other interested parties for a 20-day public review period. Written comments regarding this MND should be addressed to:

Fernando Herrera, Associate Planner
Community Development, Planning Division
29844 Haun Road
Menifee, CA 92586
fherrera@cityofmenifee.us

After the 20-day public review period, any comments submitted during the public review period will be considered and addressed prior to adoption of the MND by the City.

1.4 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Project Description. This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Evaluation. This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Project Location, Setting, and Existing Conditions

Project Location

The Project site is located along Sherman Road, in the City of Menifee (City), County of Riverside, California, on Assessor Parcel Numbers (APNs) 331-110-023, -038, and -039. The Project is generally located in the northeastern portion of the City, approximately 0.37 miles to the east of Interstate 215 (I-215), east of Trumble Road, south of Ethanac Road, west of Sherman Road and north of McLaughlin Road. Refer to **Exhibit 1, Regional Location Map**. Regional access would be provided via I-215. Local access would be provided via Sherman Road which is located along the east portion of the Project site. Refer to **Exhibit 2, Local Vicinity Map**.

Project Setting, Land Use, and Zoning Designation

The Project site is an 11.47-acre site composed of three parcels. The Project site is developed with a sand and gravel supply company, which includes an office building, located in the northeastern corner of the site. The Project is in an infill area, bounded to the north by a heavy equipment rental agency, to the west by legal non-conforming single-family residences and vacant lots with Trumble Road beyond, to the south by a vacant lot, and to the east by Sherman Road.

The Project site's existing zoning is "Menifee North Specific Plan (SP)" at APNs 331-110-038 and -039 and Heavy Industrial/Manufacturing (HI) at APN 331-110-023. Refer to **Exhibit 3, Existing Zoning**. The Project site's existing general plan land use designation is "Menifee North Specific Plan" at APNs 331-110-038 and -039 and Heavy Industrial (HI) at APN 331-110-023. Refer to **Exhibit 4, Existing General Plan Land Use Designations**. As shown in **Exhibit 5, Menifee North Specific Plan**, the Project would be partially located within Planning Area (PA) 2 of the Menifee North SP which is an area designated as "Industrial."

Table 1, Existing Land Uses and Zoning Designations, summarizes the on-site and surrounding areas land use and zoning designations congruent with the City of Menifee General Plan (Menifee GP) and Municipal Code (Menifee MC).

Table 1: Existing Land Uses and Zoning Designations

Location	Existing Zoning ¹	Existing General Plan Land Use ²
Project Site	Menifee North Specific Plan (Menifee North SP) Heavy Industrial/Manufacturing (HI)	Menifee North Specific Plan (Menifee North SP) Heavy Industrial (HI)
North	Menifee North SP	Menifee North SP
South	Menifee North SP	Menifee North SP
West	Menifee North SP Heavy Industrial/Manufacturing (HI)	Menifee North SP Heavy Industrial (HI)
East	Menifee North SP	Menifee North SP
Source: (1) City of Menifee. (2023). <i>General Plan – Land Use Map</i> . Retrieved from: https://cityofmenifee.us/DocumentCenter/View/11043/General-Plan--Land-Use-Map---March-2023 (accessed January 2024). (2) City of Menifee. (2023). <i>Zoning Map</i> . Retrieved from: https://cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---March-2023 (accessed January 2024)		

The Menifee North SP (industrial), and Heavy Industrial (HI) designations would allow for the development of warehousing-related uses which the Project is consistent with.

2.2 Proposed Project Characteristics

The Project Applicant proposes a Plot Plan for a new 264,710 square foot (sq. ft.) warehouse consisting of 254,710 sq. ft. of warehouse area and 10,000 square feet of office area on a 11.47-acre site. Refer to **Exhibit 6, Conceptual Site Plan**. The warehouse building would have a structural height of approximately 43 feet (see **Exhibit 7, Conceptual Building Elevations**). The Project Applicant proposes 168 automobile parking spaces and 47 truck trailer parking stalls along with approximately 50,128 sq. ft. of landscaping onsite and 10,620 sq. ft. of landscaping offsite. Additionally, the Project Applicant proposes off-site improvements associated with necessary utility and roadway improvements as identified on **Exhibit 9**.

Although the Project's proposed warehouse uses would be consistent with the existing land use and zoning designations, the HI designation differs from the Menifee North SP (industrial) designation. Accordingly, the Project also includes various amendments as noted in **Permits and Approvals** below to consolidate the site's land use and zoning designations to Menifee North SP, thus, providing for a single set of development and design standards to be uniformly applied to the entirety of the Project.

Landscaping

Irrigated landscaped areas for the Project site would be comprised of 50,128 sq. ft. of on-site landscaping. Landscaping would be comprised of a variety of trees, drought-tolerant shrubs and ground cover and shrub masses. Refer to **Exhibit 8, Conceptual Landscape Plan**.

Parking And Site Access

As shown in **Exhibit 6**, the Project would provide 168 standard 9 feet (') by 18 inches (") parking spaces and 47 standard 10' by 55" trailer parking stalls. Vehicular ingress and egress would occur via one proposed 50-foot-wide ingress and egress driveway on Sherman Road, located at the northeastern corner of the Project site. This driveway would be unsignalized.

Internal circulation would be provided via a minimum 26-foot-wide fire lane around the perimeter of the building. Another entry to the Project site is proposed near the southeastern corner of the site via a 48' 5" driveway which connect to APN 331-110-041. Construction of this entryway would be the responsibility of the Project Applicant or others based on first completion of project construction. Lastly, the Project site would provide a total of 32 dock doors, located on the eastern portion of the proposed warehouse building.

Project Grading

The Project Applicant proposes 47,910 cubic yards of cut and 47,947 cubic yards of fill, resulting in 37 cubic yards of import fill.

Off-site Improvements

As shown in **Exhibit 9, Off-Site Improvements**, the following off-site roadway improvements are proposed:

- Sherman Road at the Project's frontage would serve as the north/south major roadway for automobiles and trucks to and from the Project site. Improvements to Sherman Road at the Project frontage would include half street plus one lane interim improvements plus 12 feet. The road would be paved and include curb/gutter, sidewalk, and a landscaped parkway.
- The intersection of Ethanac Road and Sherman Road would be improved to add a westbound left turn lane, eastbound left turn lane, and widening of corners to allow the safe turning of trucks onto Sherman Road and Ethanac Road.

Additionally, the following off-site utility improvements are proposed.

- New sewer main would be installed along Sherman Road from Ethanac Road towards McLaughlin Road. The proposed sewer line would be extended into the Project site near the Project's southeastern boundary.
- New electrical and communication lines would be installed to service the Project along Sherman Road between Ethanac Road and McLaughlin Road.
- New off-site storm drain system would extend towards Trumble Road towards the west. The off-site storm drain would be installed from along Trumble Road towards McLaughlin Road.

The environmental impacts associated with all of these off-site improvements are analyzed throughout this IS/MND.

Construction Schedule

The Project is anticipated to be developed in one phase. If the Project receives approval, construction activities would commence and end in 2025. Additionally, the Project is expected to use tractors, graders, dozers, and scrapers during the grading construction phase; refer to **Exhibit 10, Conceptual Grading Plan**. As shown in **Exhibit 10**, the Project would have a raw cut of 20,274 cubic yards (C.Y.) and raw fill of 16,998 C.Y. for a raw net import of 47,947 C.Y.

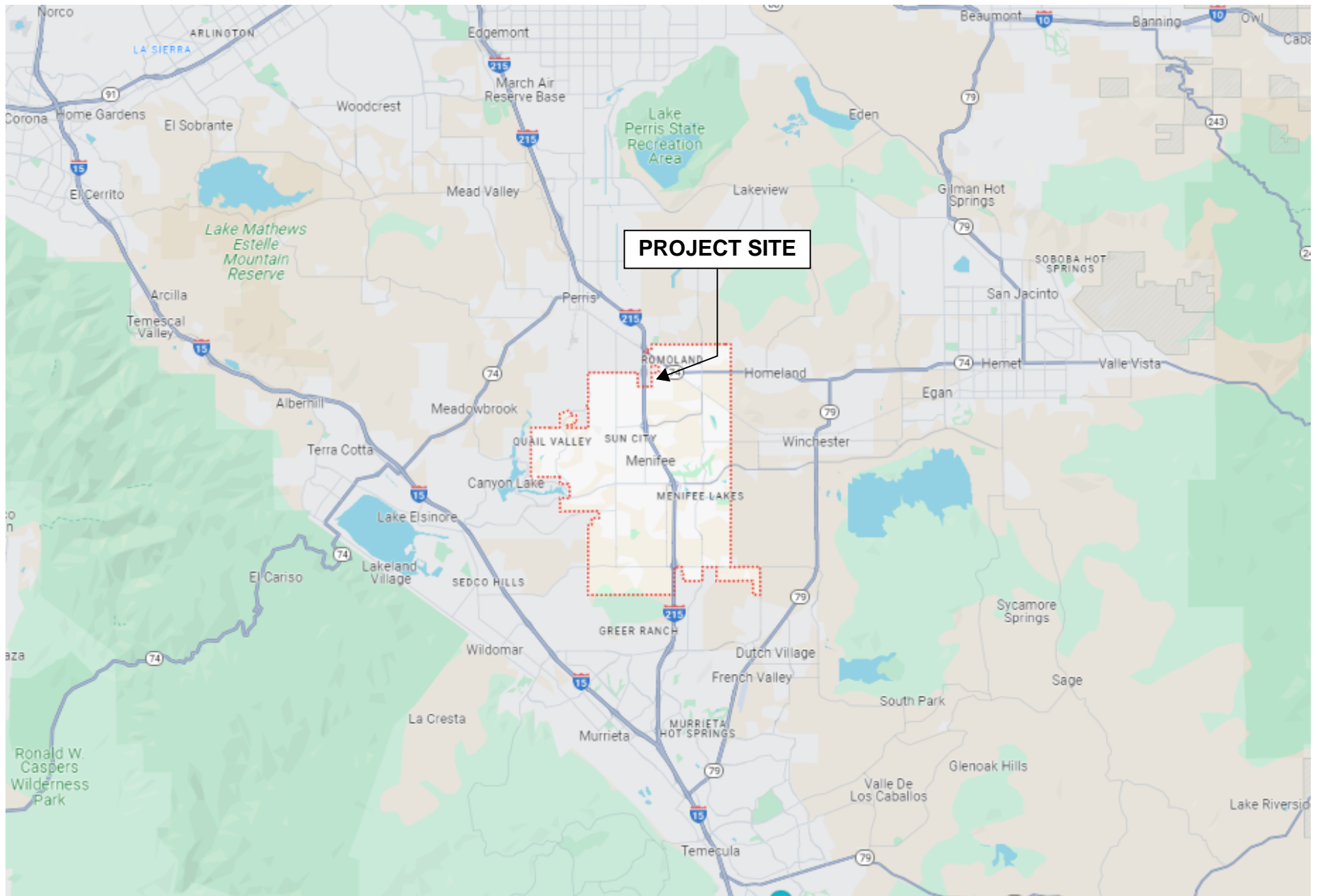
Permits and Approvals

The City is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the IS/MND for the Project. It is expected that the City, at a minimum, would consider the data and analyses contained in this IS/MND when making their permit determinations. Prior to development of the Project, discretionary permits and approvals must be obtained from local, state and federal agencies, as listed below:

- **Planning Application No. PLN23-0173 (General Plan Amendment)** proposes to change APN 331-110-023 (1.16 acres) from Heavy Industrial (HI) to Menifee North SP. Refer to **Exhibit 11, Proposed General Plan Land Use Designations**.

- **Planning Application No. PLN23-0175 (Specific Plan Amendment)** proposes to change the boundary of the Menifee North Specific Plan by adding APN 331-110-023 (1.16 acres) and designating it as Planning Area 2 – Industrial.
- **Planning Application No. PLN23-0174 (Change of Zone)** proposes to change APN 331-110-023 (1.16 acres) from Heavy Industrial/Manufacturing (HI) to Menifee North Specific Plan. Refer to **Exhibit 12, Proposed Zoning**.
- **Planning Application No. PLN23-0171 (Plot Plan)** proposes to construct a new approximately 264,710 square foot warehouse consisting of 254,710 square feet of warehouse area and 10,000 square feet of office area on a 11.47-acre site. The Project proposes approximately 168 automobile parking spaces and 47 truck trailer parking stalls along with approximately 58,864 square feet of landscaping.

Other permits required for the Project may include, but are not limited to, the following: issuance of encroachment permits for driveways, sidewalks, and utilities; security and parking area lighting; demolition permits; building permits; grading permits; tenant improvement permits; and permits for new utility connections.



Source: Google Earth Pro

Exhibit 1: Regional Location Map
City of Menifee
Ethanac Business Park



Not to Scale

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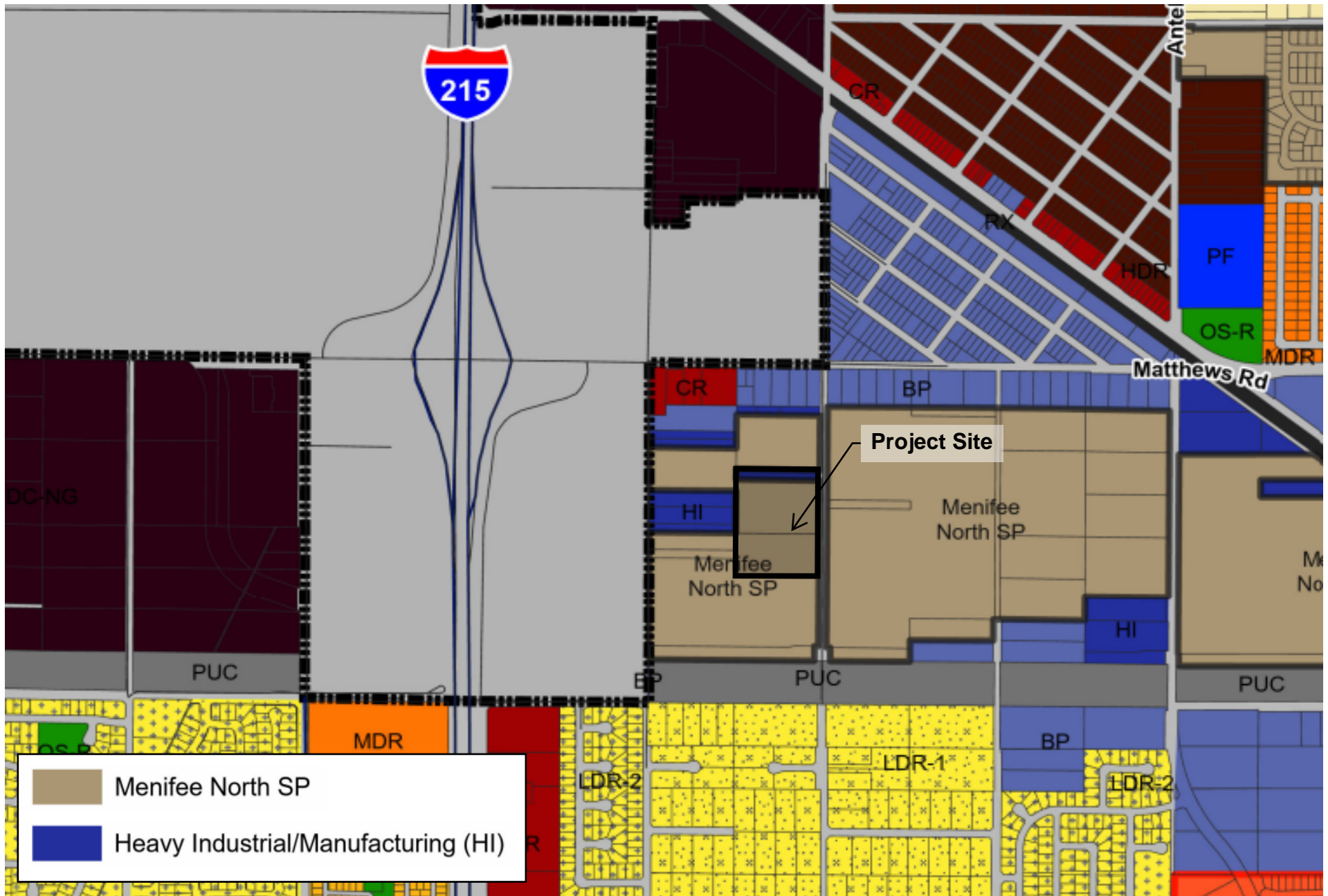
Source: Google Earth Pro

Exhibit 2: Local Vicinity Map
City of Menifee
Ethanac Business Park



Not to Scale

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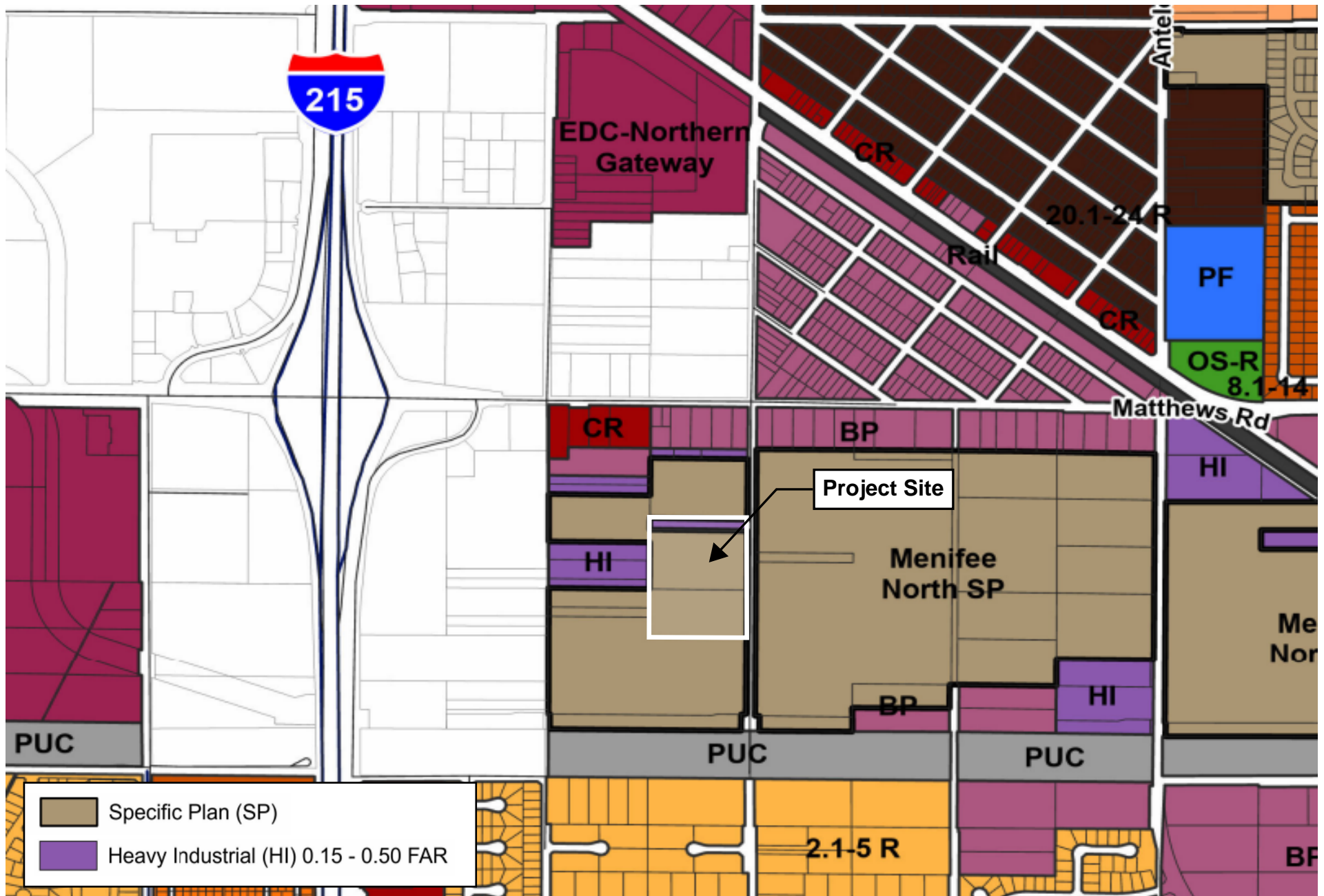
Source: City of Menifee. (2023). Zoning Map

Exhibit 3: Existing Zoning
 City of Menifee
 Ethanac Business Park



Not to Scale

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Source: City of Menifee. (2023). General Plan - Land Use Map

Exhibit 4: Existing General Plan Land Use Designations

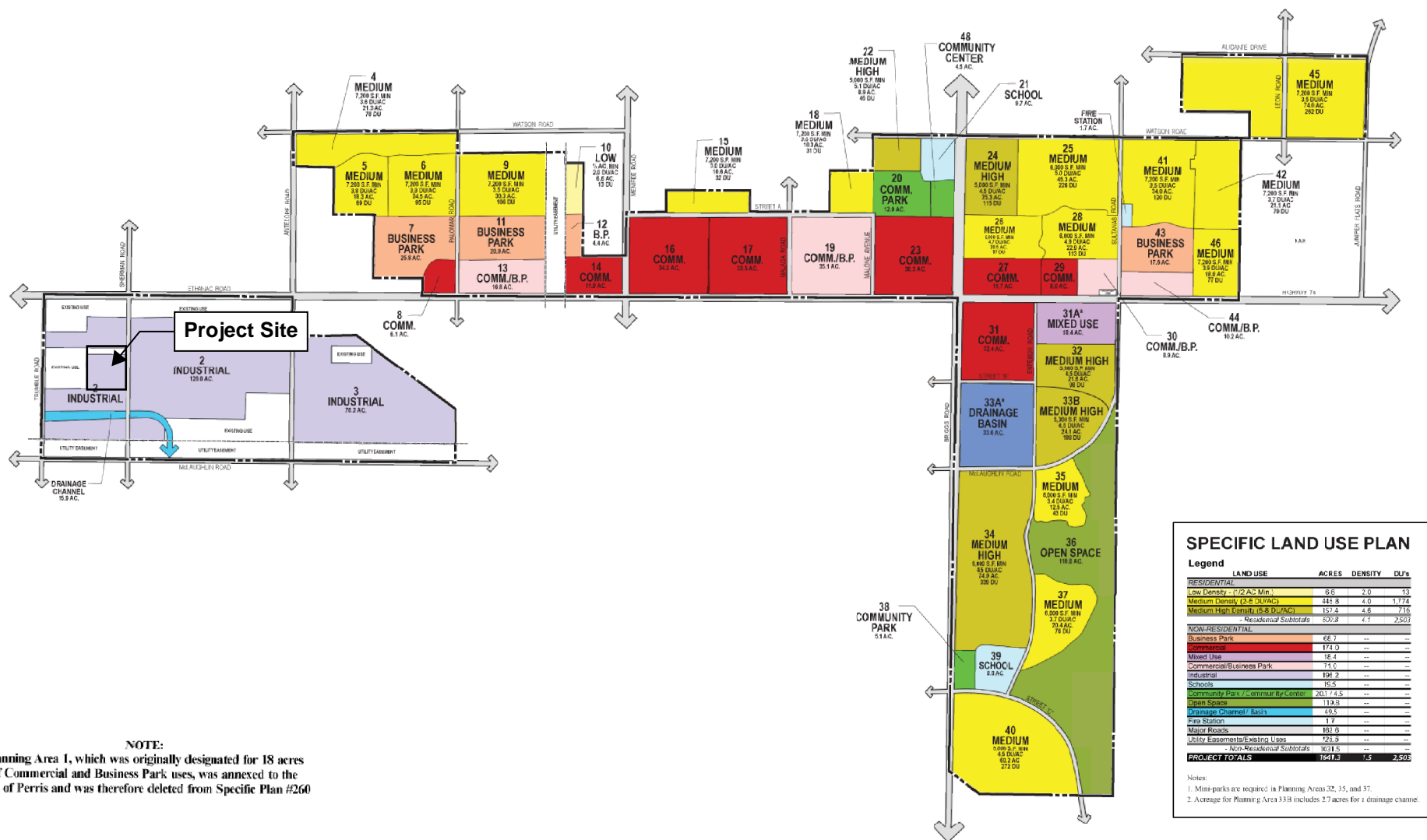
City of Menifee

Ethanac Business Park



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Kimley»Horn



Source: City of Menifee. 2007

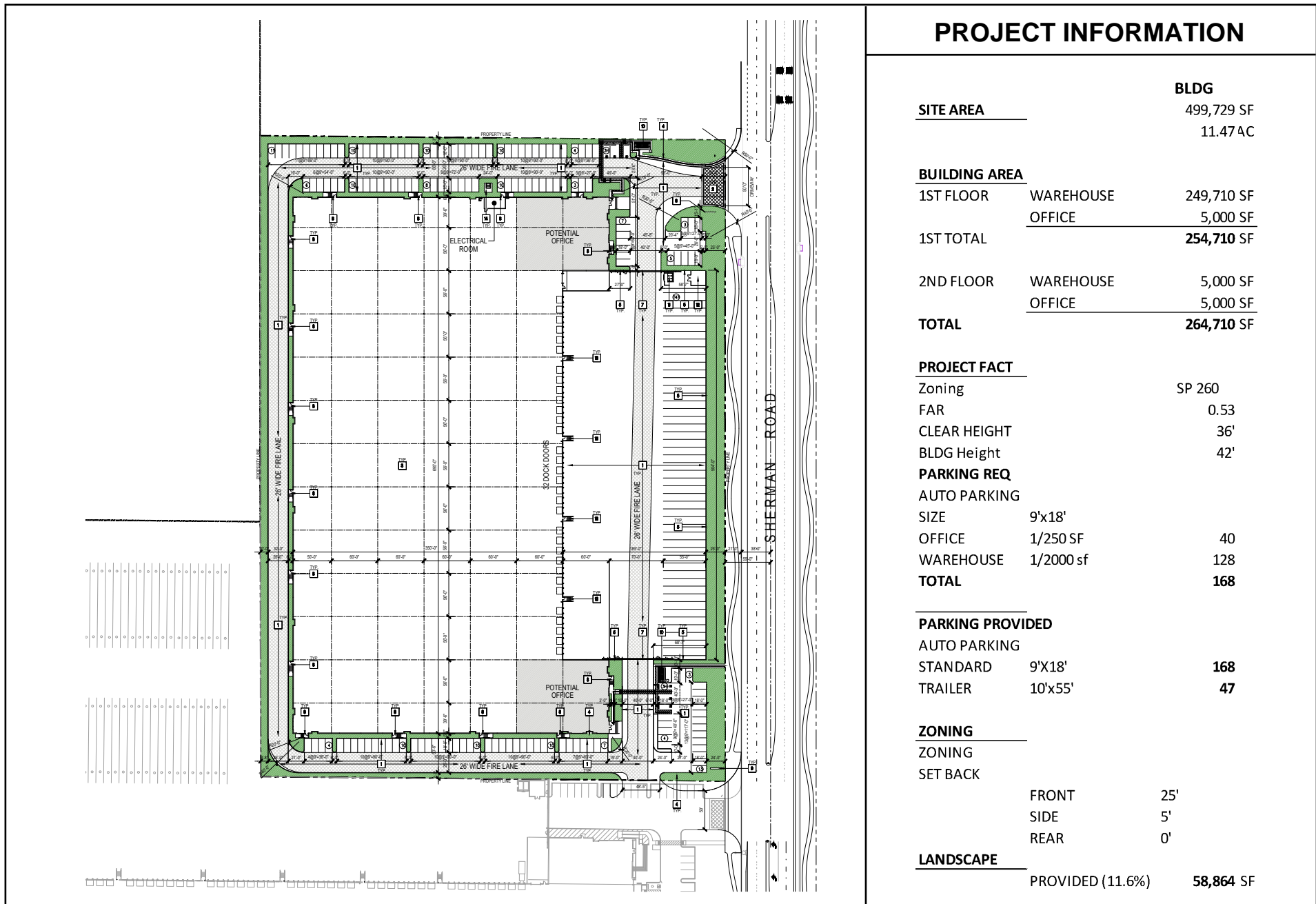
Exhibit 5: Menifee North Specific Plan

City of Menifee
Ethanac Business Park



Not to Scale

Kimley»Horn



Source: SKH. (2024). Overall Site Plan

Exhibit 6: Conceptual Site Plan
 City of Menifee
 Ethanac Business Park



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NORTH ELEVATION



WEST ELEVATION












SOUTH ELEVATION

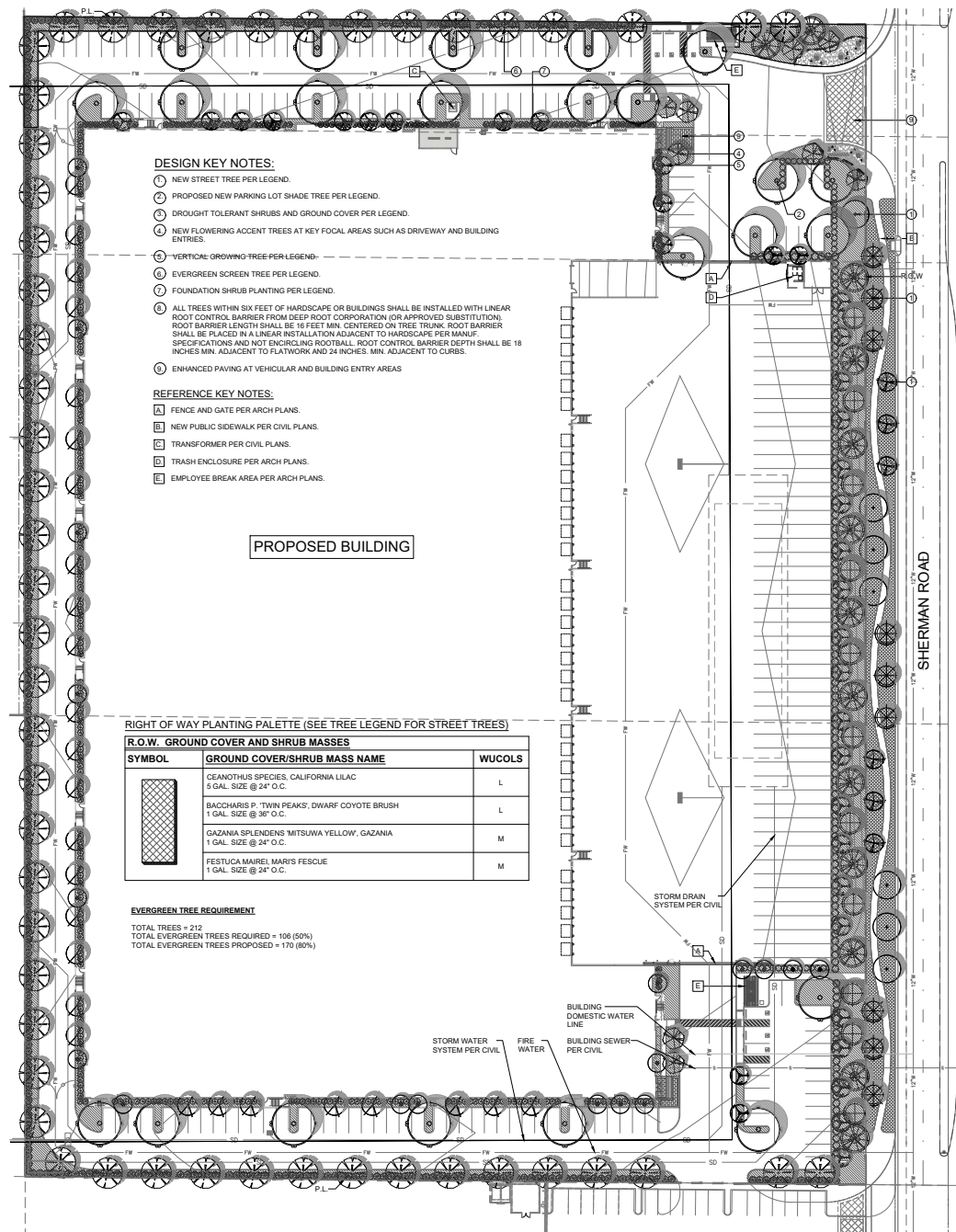


EAST ELEVATION

Source: SKH. (2024). Colored Elevation Design

Exhibit 7: Conceptual Building Elevations
City of Menifee
Ethanac Business Park

PLANTING LEGEND		
TREES		
SYMBOL	TREE NAME	QTY. WUCOLS
	PROPOSED STREET TREE ALONG SHERMAN RD. PLATANUS A. 'COLUMBIA' PLANE TREE QUERCUS VIRGINIANA SOUTHERN LIVE OAK PISTACHIA CHINESE KEATH DAVEY, CHINESE PISTACHE 24" BOX SIZE	9 7 6 M
	SPECIMEN SIZE TREE KOELERUTERIA BIPINNATA, CHINESE FLAME TREE QUERCUS AGRIFFOLIA, COAST LIVE OAK 36" BOX SIZE	13 L
	FLOWERING ACCENT TREE CERCIS OCCIDENTALIS, WESTERN REDBUD CERCIDUM F. 'DESERT MUSEUM', PALO VERDE CHITALPA TASKENTENSIS, CHITALPA TREE 36" BOX SIZE	18 9 L
	PROPERTY LINE SCREEN TREE QUERCUS AGRIFFOLIA, COAST LIVE OAK QUERCUS ILEX, HOLLY OAK 24" BOX SIZE	52 L
	NARROW UPRIGHT GROWING TREES BRACHYCHITON POPULNEUS, BOTTLE TREE GUEIRA PARVIFLORA MELALEUCA CALEPUT, PAPER BARK TREE TRISTANIA CONFERTA, BRISBANE BOX PODOCARPUS GRACILIOR, FERN PINE 24" BOX SIZE	37 27 L
	PROPOSED PARKING LOT SHADE TREE QUERCUS ILEX, HOLLY OAK JULMUS P. 'TRUE GREEN' RHUS LANCEA, AFRICAN SUMAC 24" BOX SIZE	23 L M L
	EVERGREEN SCREEN TREES ALONG STREET FRONTAGE AND ADJACENT TO TRUCK YARD PINUS ELIARICA, AFGHAN PINE QUERCUS AGRIFFOLIA, COAST LIVE OAK 24" BOX SIZE	11 L
SHRUBS - SHRUBS SHALL BE CHOSEN FROM THE FOLLOWING:		
SYMBOL	SHRUB NAME	WUCOLS
	CALLISTEMON LITTLE JOHN, DWARF BOTTLE BRUSH 5 GAL. SIZE	L
	LEUCOPHYLLUM F. 'GREEN CLOUD', TEXAS RANGER 5 GAL. SIZE	L
	LIQUSTRUM 'TEXANUM', JAPANESE PRIVET 5 GAL. SIZE	M
	OLEA 'LITTLE OLLIE', LITTLE OLLIE DWARF OLIVE 5 GAL. SIZE @ 36" O.C.	L
	WESTRINGIA F. 'WYNYABBIE GEM', COAST ROSEMARY 5 GAL. SIZE	L
	DODONAEA V. 'PURPUREA', PURPLE HOPSEED BUSH 5 GAL. SIZE	M
GROUND COVER AND SHRUB MASSES		
SYMBOL	GROUND COVER/SHRUB MASS NAME	WUCOLS
	ALOE STRIATA, CORAL ALOE 5 GAL. SIZE @ 24" O.C.	L
	BACCHARIS P. 'TWIN PEAKS', DWARF COYOTE BRUSH 1 GAL. SIZE @ 42" O.C.	L
	DIETES BICOLOR, FORTNIGHT LILY 1 GAL. SIZE @ 24" O.C.	M
	ENCLEA DESERTS, BRITTLE BRUSH 5 GAL. SIZE @ 42" O.C.	L
	HESPERALOE P. 'YELLOW', YELLOW YUCCA 5 GAL. SIZE @ 30" O.C.	L
	VERBENA L. 'DE LA MINA', ISLAND VERBENA 1 GAL. SIZE @ 30" O.C.	L
	LEYMUS 'CANYON PRINCE' C.P. RYE GRASS 1 GAL. SIZE @ 36" O.C.	L
	MUHLENBERGIA DUBIA, PINE MUHLY 1 GAL. SIZE @ 30" O.C.	L
	ROUMLINEYA COULTERI, CALIFORNIA TREE POPPY 5 GAL. @ 48" O.C.	L
	ROSMARINUS O. 'PROSTRATUS', CREEPING ROSEMARY 1 GAL. SIZE @ 30" O.C.	L
	SALVIA C. 'ALLEN CHICKERING', ALLEN CHICKERING SAGE 5 GAL. SIZE @ 42" O.C.	L
	SALVIA DORII, DESERT PURPLE SAGE 5 GAL. SIZE @ 48" O.C.	L



Source: Rodarte Landscape Architecture. (2024). Conceptual Landscape Plan

Exhibit 8: Conceptual Landscape Plan

City of Menifee

Ethanac Business Park



Not to Scale

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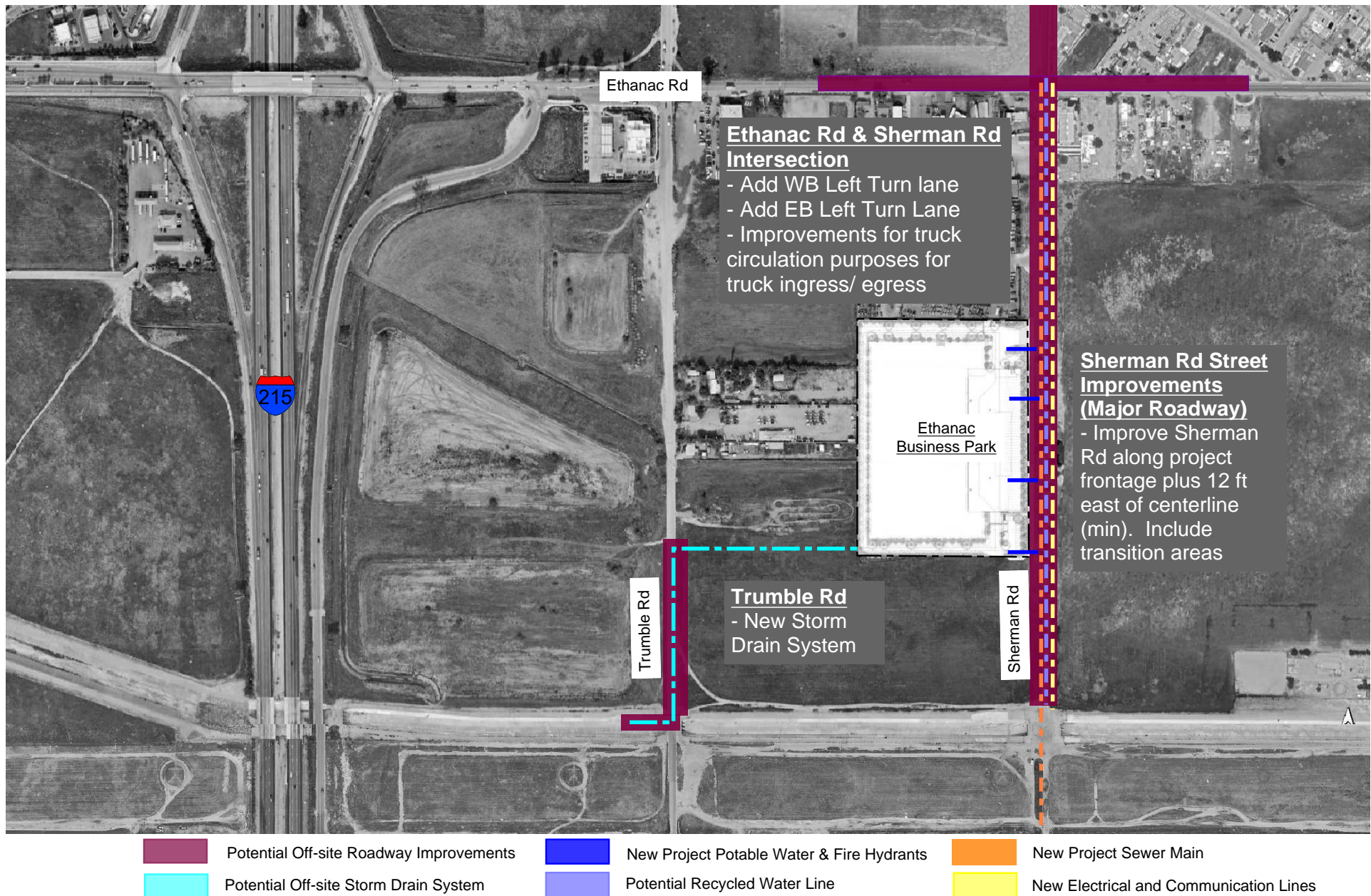


Exhibit 9: Off-Site Improvements

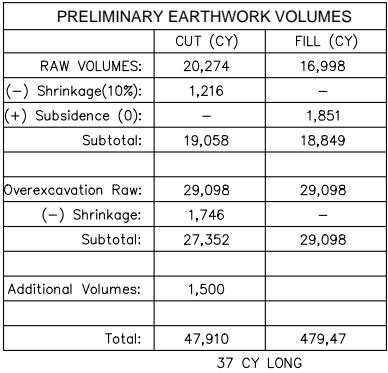
City of Menifee

Ethanac Business Park



Not to Scale

Kimley»Horn

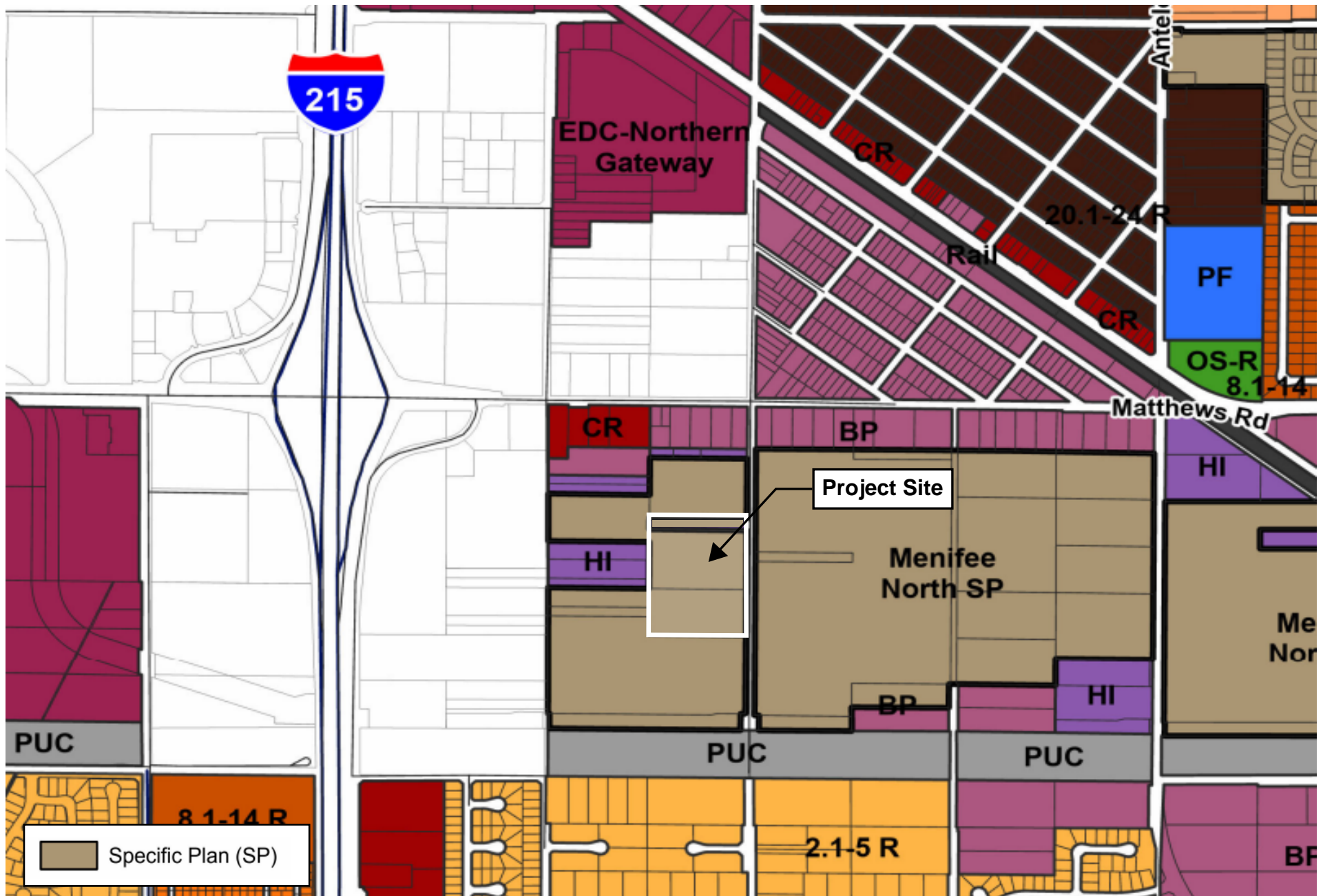


37 CY LONG

Exhibit 10: Conceptual Grading Plan
City of Menifee
Ethanac Business Park



Kimley»Horn

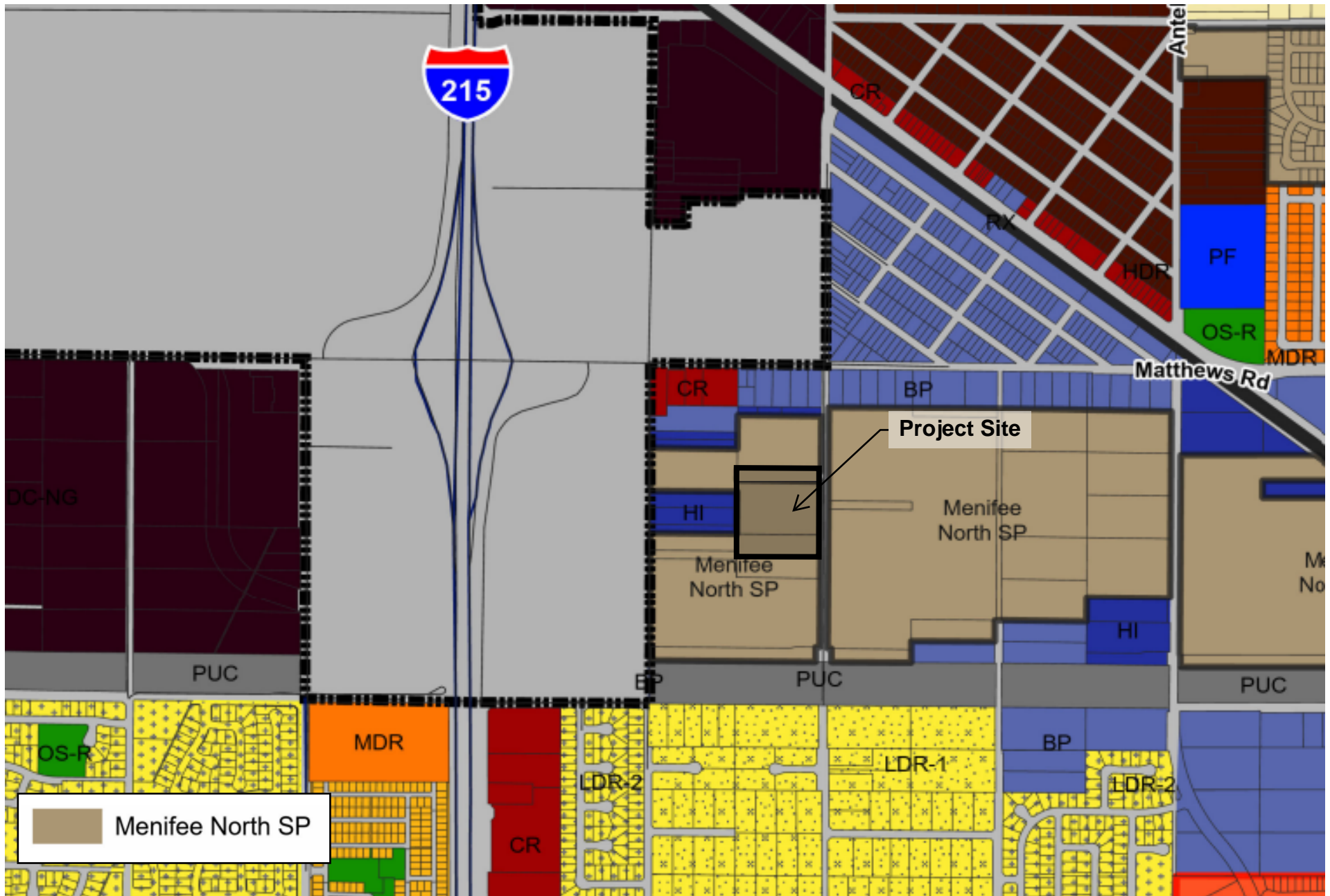


Source: City of Menifee. (2023). General Plan - Land Use Map

Exhibit 11: Proposed General Plan Land Use Designations
City of Menifee
Ethanac Business Park



Kimley»Horn



Source: City of Menifee. (2023). Zoning Map

Exhibit 12: Proposed Zoning
City of Menifee
Ethanac Business Park



Not to Scale

Kimley»Horn

3.0 INITIAL STUDY CHECKLIST

1. Project title:

Ethanac Business Park

2. Lead agency name and address:

City of Menifee
29844 Haun Road
Menifee, CA 92586

3. Contact person and phone number:

Fernando Herrera, Associate Planner
(951) 723-3718

4. Project location:

The Project site is located along Sherman Road, in the City of Menifee (City), County of Riverside, California, on Assessor Parcel Numbers (APNs) 331-110-023, -038, and -039. The Project is generally located in the northeastern portion of the City, approximately 0.37 miles to the east of Interstate 215 (I-215), east of Trumble Road, south of Ethanac Road, west of Sherman Road and north of McLaughlin Road.

5. Project sponsor's name and address:

CORE5 Industrial Partners
300 Spectrum Center Drive Suite 880
Irvine, CA 92618

6. General plan designation:

Current: Heavy Industrial (HI) and Menifee North SP
Proposed: Menifee North SP

7. Zoning:

Current: Heavy Industrial (HI) and Menifee North Specific Plan; Planning Area 2 - Industrial
Proposed: Menifee North Specific Plan; Planning Area 2 - Industrial

8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The Project proposes a Plot Plan for a new approximately 264,710 square foot (sq. ft.) warehouse consisting of 254,710 sq. ft. of warehouse area and 10,000 square feet of office area on a 11.47-acre site. Refer to **Exhibit 6, Conceptual Site Plan**. The warehouse building would have a structural

height of approximately 43 feet (see **Exhibit 7, Conceptual Building Elevations**). The Project proposes 168 automobile parking spaces and 47 truck trailer parking stalls along with approximately 58,864 sq. ft. of landscaping.

Additionally, as shown in **Exhibit 9, Off-Site Improvements**, the following off-site roadway improvements are proposed:

- Sherman Road at the Project's frontage would serve as the north/south major roadway for automobiles and trucks to and from the Project site. Improvements to Sherman Road at the Project frontage would include half street plus one lane interim improvements plus 12 feet. The road would be paved and include curb/gutter, sidewalk, and a landscaped parkway.
- The intersection of Ethanac Road and Sherman Road would be improved to add a westbound left turn lane, eastbound left turn lane, and widening of corners to allow the safe turning of trucks onto Sherman Road and Ethanac Road.

Additionally, the following off-site utility improvements are proposed.

- New sewer main would be installed along Sherman Road from Ethanac Road towards McLaughlin Road. The proposed sewer line would be extended into the Project site near the Project's southeastern boundary.
- New electrical and communication lines would be installed to service the Project along Sherman Road between Ethanac Road and McLaughlin Road.
- New off-site storm drain system would extend towards Trumble Road towards the west. The off-site storm drain would be installed from along Trumble Road towards McLaughlin Road.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The Project is generally located in the northeastern portion of the City, approximately 0.37 miles to the east of Interstate 215 (I-215), east of Trumble Road, south of Ethanac Road, west of Sherman Road and north of McLaughlin Road. Regional access would be provided via I-215. Local access would be provided via Sherman Road which is located along the east portion of the Project site.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

None

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

The City completed AB 52 and SB 18 tribal consultation of the Project. Based on the City's prior experience with and written requests, the City initiated AB 52 tribal consultation with the following potentially interested Tribes: Agua Caliente Band of Cahuilla Indians; Pechanga Band of Indians; Rincon Band of Luiseño Indians; and Soboba Band of Luiseño Indians. Pertaining to SB 18, based on

the tribal consultation list provided by NAHC, SB 18 notices were sent to 18 tribes. Refer to **Section 4.18, Tribal Cultural Resources** of this document for additional information.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Environmental Factors Potentially Affected

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

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

DETERMINATION:

On the basis of this initial evaluation (check one):

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

CERTIFICATION:

Signature

Date

4.0 ENVIRONMENTAL ANALYSIS

Aesthetics

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

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

Less than Significant Impact. Construction activities (e.g., grading, equipment staging, and associated building activities) would temporarily change the visual characteristics of the Project site as seen from the surrounding uses. These construction activities would be visible to motorists along Ethanac Road, Sherman Road, Trumble Road, and Dawson Road and would occur within one year from when construction activity commences, ending in 2025, during which a certain level of aesthetic changes would occur on the site.

Following the approval of the proposed General Plan Amendment (GPA), Zone Change (ZC), and Specific Plan Amendment, the Project site would be fully designated/classified as Menifee North SP (Planning Area 2, "Industrial"); refer to **Exhibit 5**. Per the Menifee North SP, the allowed structural building height in Planning Area 2 is 50 feet high. The proposed warehouse would not exceed 50 feet in height. As shown in **Exhibit 7**, the proposed warehouse building would be approximately 43 feet in height, which is consistent with the allowed building height. Although the proposed warehouse building would be taller than the existing structures to the north, the building height would not exceed the maximum 50 feet structural height and would be setback in accordance with the Menifee North SP design standards. A minimum 25-foot setback shall be required on any street. Along Sherman Road, the Project includes a 25-foot landscape setback, and the building would be setback by approximately 151 feet. These setbacks would exceed the required setback for the Project. Refer to **Exhibit 6** for more information.

Scenic views from the Project site include the San Jacinto Mountains to the northeast and east; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest. Local scenic views are the Menifee Mountains located to the southeast. Buildout of the warehouse building has the potential to obstruct views to the aforementioned scenic vistas. However, the Project building would not significantly obscure views of this relatively close scenic vista to nearby residents or motorists traversing Sherman Road, Trumble Road and Ethanac Road because the Project would be consistent with the allowed building height and required setbacks. Additionally, the Menifee GP does not officially designate scenic vistas on or near the Project site. The Menifee GP Draft EIR found that upon implementation of GP policies and adherence to the Menifee MC, implementation of the Menifee GP, which includes buildout of the Menifee North SP, would not substantially degrade scenic vistas in Menifee, and that scenic vista and community character impacts would be less than significant.¹ Therefore, the Project would cause a less than significant impact to scenic vistas.

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

No Impact. There are no officially designated state scenic highways within the City.² State Route (SR) 74, located approximately 2,365 feet northeast of the Project site, is eligible but not officially designated as a state scenic highway. SR 74 from the west boundary of the San Bernardino National Forest to SR 111 located in Palm Desert is the nearest officially designated state scenic highway. This portion of SR 74 is located approximately 18 miles east of the Project site. Therefore, construction and operation of the Project would not damage or obstruct a scenic resource within a state scenic highway. No impact would occur.

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

Less Than Significant Impact.

Public Resources Code Section 21071 defines an urbanized area as:

- a) An incorporated city that meets either of the following criteria:
- 1) Has a population of at least 100,000 persons.
 - 2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.

¹ City of Menifee. (2013). *Menifee General Plan Draft Environmental Impact Report, Section 5.1: Aesthetics*. <https://www.cityofmenifee.us/DocumentCenter/View/1101/Ch-05-01-AE?bidId=> (accessed January 2024).

² Caltrans. (2018). California State Scenic Highway System Map. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca> (accessed January 2024).

According to the Department of Finance, the City's 2023 population was 110,034 and therefore meets criterion a-1. This discussion will analyze whether or not the Project would conflict with applicable zoning and other regulations governing scenic quality.

As stated in the previous impact, the Project site is located within Planning Area 2, which is an area designated Industrial under the Menifee North SP. The Project and surrounding land uses allow for industrial development and warehousing related uses which the Project is consistent with.

Thus, the Project would comply with all applicable Menifee North SP development and design standards and guidelines. Standards and guidelines specific to scenic quality include the general standards, Planning Area 2 planning standards, and lighting standards. The Project would also comply with the Menifee GP goals and policies listed in Section 4.1.3 as they pertain to aesthetics and scenic quality.

Some general standards that apply site-wide include:

- Standards relating to signage, landscaping, parking, and other related design elements will conform to the Menifee North SP. When appropriate and necessary to meet the goals of this Specific Plan, the standards contained within this document will exceed the zoning code requirements.
- All project lighting shall be in accordance with applicable City of Menifee standards, including Chapter 9.205 of the Development Code.

Planning standards specific to Planning Area 2 include, but are not limited to:

- Primary access into Planning Area 2 shall be provided from Sherman Road, Antelope Road, and McLaughlin Road.
- Project entry/intersection statements, as shown on Figure IV-3 of the SP, shall be developed at the intersection of Highway 74 and Sherman Road, and at the intersection of Highway 74 and Antelope Road.
- Minor intersection monumentation treatments shall be established at corners of Sherman Road and Antelope Road at designated entrances to Planning Area 2. These treatments are illustrated on Figure IV-4 of the SP.
- Roadway landscape treatments shall be incorporated along Highway 74, Sherman Road, Antelope Road, Trumble Road, and McLaughlin Road, as depicted on Figures IV-15, 17 and 18 of the SP, respectively.

Lighting standards are as follows:

- It is recommended that all primary streets be adequately illuminated to provide for the safety and comfort of vehicular and pedestrian movement. Appropriate lighting will encourage nighttime use of community facilities.
- Landscape lighting may be used for accentuating the following conditions: shrub masses, focal elements, and trees (up-lights) if properly camouflaged from view and placed at ground level without attaching to plant materials.

- All lighting shall be designed and located in a manner which is compatible with scenic values and other public interests throughout the community.
- General lighting shall not cast any glare onto adjacent lots and streets in such a manner as to decrease the ambiance of adjacent areas or the safety of pedestrian and vehicular movement.
- Indirect wall lighting and "wall washing" overhead downlighted or interior illumination which spills outside is encouraged.
- Pedestrian lighting shall provide area illumination for entry ways, courtyards and other such areas.
- Lighting fixtures shall be complementary to the architectural concepts.

Lastly the Project would be required to comply with the Menifee Industrial Good Neighbor Policies pertaining to aesthetics which includes but is not limited to designing loading docks and truck driveways away from sensitive receptors; being consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent sensitive receptors; decorative walls would be used to screen industrial uses from adjacent sensitive receptors; and landscaping (and berming for walls greater than six feet in height) would be used to reduce the visual impact of the walls (limited to the truck court area).³

Through compliance with the Menifee North SP development and design standards and guidelines, Menifee GP goals and policies, and Menifee Industrial Good Neighbor Policies, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, the Project would have a less than significant impact.

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

Less than Significant Impact. Sources of light and glare exist minimally in the Project's immediate vicinity. Existing lighting sources include outdoor lighting emitted from adjacent developments including the non-conforming residential homes to the west, and industrial uses to the north, and vehicle headlights from nearby roadways.

The warehouse building would include interior lighting and exterior security and parking lot lighting. Consistent with Chapter 9.205 of the Development Code, all lighting shall be shielded and/or recessed to reduce light trespass to adjoining properties. Each fixture shall be directed straight down and away from adjoining properties and public rights-of-way, so that no light fixture directly illuminates an area outside of the site. Lighting should be limited to only areas necessary for safety, security and to compliment architectural character.

Additionally, the Project would be consistent with the Menifee North SP lighting standards listed in the previous impact. More precisely, general lighting shall not cast any glare onto adjacent lots and streets in such a manner as to decrease the ambiance of adjacent areas or the safety of pedestrian and vehicular movement. Due to the semi-rural nature of the Project, shiny or flashing

³ City of Menifee. (2020). *Industrial Good Neighbor Policies*. Available at: <https://www.cityofmenifee.us/DocumentCenter/View/16937/Industrial-Good-Neighbor-Policies?bidId=> (accessed April 2024).

materials may be inappropriate. Hot, vibrant colors with large amounts of chroma should be avoided, especially when considering large surfaces. The main body of the building should be colored soft enough to appear cool, but not dark and dreary or muddy. Additionally, the warehouse windows proposed for the Project would be constructed from a variety of non-reflective building materials, including tempered vision glass and tempered spandrel glass.

Compliance with applicable lighting and glare design and development standards would ensure that the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be less than significant.

Cumulative Impacts

Aesthetic impacts related to scenic views, scenic quality, and light and glare are generally site-specific. As concluded in Thresholds 1(a) through 1(d), the Project's potential aesthetic impacts related to aesthetic resources would be less than significant. The Project would be consistent with the type and intensity of the existing commercial and light industrial uses. Consistent with the Project, each cumulative development would be subject to compliance with applicable State and local development standards, and guidelines to minimize aesthetic-related impacts. Therefore, the Project's aesthetic-related impacts are not expected to be cumulatively considerable and less than significant.

Agriculture and Forestry Resources

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

- 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?*

No Impact. Prime farmland is land that has the best combination of physical and chemical attributes that is conducive to sustained agricultural uses and production of the nation's short- and long-term needs for food and fiber. Prime farmland is limited and therefore requires conservation when able. Unique farmland is classified as any farmland other than prime farmland that is used to generate high-value food and fiber crops, such as citrus, tree nuts, olives, cranberries, and other fruits and vegetables. Like prime farmland, unique farmland contains an adequate combination of

physical and chemical attributes that is conducive to the growth of those high-value crops. Farmland of statewide importance is delineated by individual states and includes land that may not meet the standards of prime or unique farmland but is still able to be an area of significant production for a state.

According to the California Department of Conservation's California Important Farmland Finder,⁴ and Menifee GP Exhibit OSC-5: Agricultural Resources,⁵ the Project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site is classified as "Other Land" by the California Important Farmland Finder and Other Land and Farmland of Local Importance in the Menifee GP Exhibit OSC-5. Since the Project would not convert lands classified as Prime Farmland, Unique Farmland, or Farmland of Statewide importance to non-agricultural use, no impact would occur.

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

No Impact. Review of the City's Land Use Map shows that no agricultural uses are allowed within or nearby the Project site.⁶ The Project would be located within the Menifee North SP land use designation and zoning (upon approval of the proposed GPA, ZC, and SPA) which allows for industrial uses. Additionally, there are no lands within the City that are currently under a Williamson Act contract.⁷ Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No Impact would occur.

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

No Impact. As previously stated, the Project would be located within the Menifee North SP land use designation and zoning. Thus, the Project site would not conflict with lands zoned as forest land. Furthermore, review of the City's Zoning Map shows that there is no forest zoning in the City.⁸ Additionally, the Project site is currently developed and contains no forest land on-site. Therefore, the Project would not conflict with existing zoning, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. No Impact would occur.

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

No Impact. As stated in the previous impact, the Project is not zoned for forest land, and the Project site does not contain "Forest Land" resources. Accordingly, no impact concerning the loss of forest land or conversion of forest land to non-forest use would occur.

⁴ California Department of Conservation. (2022). *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed January 2024).

⁵ City of Menifee. (2013). *Menifee GP Exhibit OSC-5: Agricultural Resources*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/1086/ExhibitOSC-5_AgriculturalResources_HD0913?bidId= (accessed January 2024).

⁶ City of Menifee. (2023). *General Plan – Land Use Map*. Retrieved from: <https://cityofmenifee.us/DocumentCenter/View/11043/General-Plan--Land-Use-Map---March-2023> (accessed January 2024).

⁷ City of Menifee. (2013). *Menifee General Plan Draft EIR, Section 5.2: Agriculture and Forestry Resources*. p. 5.2-5. Available at: <https://www.cityofmenifee.us/DocumentCenter/View/1102/Ch-05-02-AG?bidId=> (accessed January 2024).

⁸ City of Menifee. (2023). *Zoning Map*. Retrieved from: <https://cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---March-2023> (accessed January 2024).

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

No Impact. Due to the lack of existing active farmland, forest lands, timberlands, or areas zoned for agriculture on the Project site or surrounding areas, development of the Project site would not involve changes that would result in the conversion of agricultural or forestry resources to non-agricultural uses. No impacts would occur.

Cumulative Impacts

As noted above, the Project would have no impact on agricultural and forestry resources since the Project would be consistent with existing on-site and surrounding uses. Therefore, the Project would not contribute to a cumulatively considerable impact.

Air Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

An Air Quality Impact Analysis and Health Risk Assessment was prepared for the Project by Urban Crossroads in September 2024. These reports are summarized below and are included as **Appendix A1: Air Quality Impact Analysis** and **Appendix A2: Health Risk Assessment** of this MND.

Applicable General Plan Policies:

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

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

Policy OSC-9.2: Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.

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

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

*a) Conflict with or obstruct implementation of the applicable air quality plan?***Less than Significant Impact.**

The Project site is located within the South Coast Air Basin (SCAB), which is characterized by relatively poor air quality. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the (SCAQMD) has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In December 2022, the SCAQMD released the Final 2022 AQMP (2022 AQMP). The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the California Ambient Air Quality Standards (CAAQS), as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including SCAG's 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), referred to as the Connect SoCal, a planning document that supports the integration of land use and transportation to help the region meet the federal Clean Air Act (CAA) requirements. The Project's consistency with the AQMP will be determined using the 2022 AQMP as discussed below. The AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Therefore, development consistent with the growth projections in the Menifee GP is considered to be consistent with the AQMP.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's 1993 CEQA Handbook. These indicators are discussed below:

Consistency Criterion 1

Under Consistency Criterion No. 1, the Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. The violations that Consistency Criterion No. 1 refer to are the CAAQS and National Ambient Air Quality

Standards (NAAQS). CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

As concluded in Impact (b) below, the Project's localized and regional construction- and operational-source emissions would not exceed applicable regional significance threshold and localized significance thresholds. As such, a less than significant impact is expected since the Project would be consistent with the first criterion.

Consistency Criterion 2

Under Consistency Criterion No. 2, the Project would not exceed the assumptions in the AQMP based on the years of Project build-out phase.

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no emissions thresholds would be exceeded, a less than significant impact would occur.

According to the Menifee GP, part of the Project site (APNs 331-110-038 and -039) is designated as Menifee North Specific Plan – Planning Area 2 (Industrial) and part of the Project site (APN 331-110-023) is designated as Heavy Industrial (HI). The HI land use designation allows for more intense industrial activities, such as manufacturing uses, that can generate significant impacts such as excessive noise, dust, and other nuisance.

The Project Applicant proposes a GPA to change APN 331-110-023 from Heavy Industrial to Specific Plan. The Project also includes a ZC to change APN 331-110-023 from Heavy Industrial to Menifee North Specific Plan. Additionally, the Project includes a Specific Plan Amendment to change the boundary of the Menifee North Specific Plan by adding APN 331-110-023 and designating it as Planning Area 2 – Industrial. Although General Plan, Zoning and Specific Plan Amendments are proposed, the change from Heavy Industrial to Menifee North Specific Plan will not result in an intensification of land uses on the site. Both designations authorize the same types of uses, at similar intensities. Therefore, the Project's construction and operational emissions are not expected exceed regional or localized applicable thresholds established by the SCAQMD. As such, the Project would not conflict with the goals and objectives of the AQMP.

On the basis of the preceding discussion, the Project is determined to be consistent with the second criterion. Refer to following discussion for more information.

- b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Less than Significant Impact.

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O₃-precursor pollutants (i.e., ROG and NO_x) and PM₁₀ and PM_{2.5}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site preparation, grading, building construction, road paving, and architectural coating, and on-road vehicle emissions associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces.

Construction of the Project is anticipated to commence in February 2025 and is estimated to be completed on December 2025. Construction-generated emissions associated with the Project were calculated using the California Air Resources Board (CARB)-approved CalEEMod computer program. Estimated maximum daily construction-generated emissions are summarized in **Table 2, Overall Construction Emissions Summary**.

Table 2: Overall Construction Emissions Summary

Year	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2025	10.48	17.29	35.54	0.17	8.55	2.51
Winter						
2025	8.53	17.88	20.67	0.17	8.53	2.49
Maximum Daily Emissions	10.48	17.88	35.54	0.17	8.55	2.51
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Table 2 shows that unmitigated construction emissions would not exceed any of the SCAQMD thresholds for any criteria pollutant. Therefore, impacts concerning construction emissions would be less than significant without incorporation of mitigation measures.

Operational Emissions

Operational activities associated with the Project would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Operational emissions are expected primarily from area source, energy source, mobile source, stationary source, and on-site cargo handling equipment source emissions. CalEEMod utilizes summer and winter EMFAC2021 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. The estimated operational-source emissions are summarized in **Table 3, Summary of Peak Operational Emissions**

Table 3: Summary of Peak Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	1.57	14.44	21.52	0.17	8.39	2.35
Area Source	7.93	0.10	11.51	0.00	0.02	0.02
Emergency Fire Pump	0.98	2.75	2.51	0.00	0.14	0.14
Total Maximum Daily Emissions	10.48	17.29	35.54	0.17	8.55	2.51
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Winter						
Mobile Source	1.51	15.13	18.16	0.16	8.39	2.35
Area Source	6.04	0.00	0.00	0.00	0.00	0.00
Emergency Fire Pump	0.98	2.75	2.51	0.00	0.14	0.14
Total Maximum Daily Emissions	8.53	17.88	20.67	0.17	8.53	2.49
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
VOC = Volatile Organic Compounds; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less						
Source: <i>ibid.</i> p. 44 – Table 3-8. See Appendix A1						

As shown in **Table 3**, the Project's daily regional emissions from on-going operations would not exceed the thresholds of significance for emissions of any criteria pollutant.

Overall, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard and impacts would be less than significant.

c) *Expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact.

Construction

Localized Construction Significance Analysis

To identify impacts to sensitive receptors, the SCAQMD recommends addressing Localized Significance Thresholds (LSTs) for construction. LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects.

Emissions during the peak construction activity will not exceed the SCAQMD's localized significance thresholds at the maximally exposed receptor location, as illustrated in **Table 4, Localized Significance Summary Peak Construction**.

Table 4: Localized Significance Summary Peak Construction.

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.11	0.05	3.37E-02	0.41	0.15
Background Concentration ^A	0.9	0.6	0.037		
Total Concentration	1.01	0.65	0.07	0.41	0.15
SCAQMD Localized Significance Threshold ^B	20	9	0.18	10.4	10.4
Threshold Exceeded?	No	No	No	No	No
^A : Highest concentration from the last three years of available data. Per SCAQMD LST guidance, PM ₁₀ and PM _{2.5} background concentrations are not considered. ^B : Significance thresholds are based on SCAQMD's Air Quality Significance Thresholds for Ambient Air Quality Standards for Criteria Pollutants. Notes: PM ₁₀ and PM _{2.5} concentrations are expressed in µg/m ³ . All others are expressed in parts per million (ppm). Source: <i>ibid.</i> p. 48– Table 3-9. See Appendix A1					

All other modeled locations in the Project area would experience a lesser concentration and consequently a lesser impact. As such, the Project's localized impacts during construction activity would be less than significant.

Operations

Localized Operational Significance Analysis

The LST analysis generally includes on-site sources (area, energy, mobile, and on-site cargo handling equipment). However, it should be noted that the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. As such, to establish a maximum potential impact scenario for analytic purposes, the modeled emissions include all on-site Project-related stationary (area) sources and on-site Project-related mobile emissions. In order to account for on-site mobile emissions, a trip length of 0.20 miles was utilized for both trucks and passenger cars.

Emissions during peak operational activity will not exceed the SCAQMD's localized significance thresholds at the maximally impacted receptor location, as illustrated in **Table 5, Localized Significance Summary Peak Operations**

Table 5: Localized Significance Summary Peak Operations

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	1.19E-02	5.06E-03	1.99E-03	0.01	0.01
Background Concentration ^A	0.9	0.6	0.037		
Total Concentration	0.91	0.61	0.04	0.01	0.01
SCAQMD Localized Significance Threshold ^B	20	9	0.18	2.5	2.5
Threshold Exceeded?	No	No	No	No	No
^A : Highest concentration from the last three years of available data. Per SCAQMD LST guidance, PM ₁₀ and PM _{2.5} background concentrations are not considered. ^B : Significance thresholds are based on SCAQMD's Air Quality Significance Thresholds for Ambient Air Quality Standards for Criteria Pollutants. Notes: PM ₁₀ and PM _{2.5} concentrations are expressed in µg/m ³ . All others are expressed in ppm. Source: <i>ibid.</i> p. 49 – Table 3-10. See Appendix A1					

All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. As such, the Project's localized impacts during operational activity would be less than significant.

Criteria Pollutant Health Impacts

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an Environmental Impact Report's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided.

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

Notwithstanding, the Air Quality Impact Analysis (**Appendix A1**) evaluated the Project's localized impact to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the Project's on-site emissions to the SCAQMD's applicable LST thresholds. The LST analysis above determined that the Project would not result in emissions exceeding SCAQMD's LSTs. Therefore, the Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5}.

As the Project's emissions would comply with federal, state, and local air quality standards, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" can determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The Project would not result in potentially adverse CO concentrations or “hot spots.” Further, detailed modeling of Project-specific CO “hot spots” is not needed to reach this conclusion. An adverse CO concentration, known as a “hot spot,” would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. The ambient 1-hr. and 8-hr. CO concentration within the Project study area is estimated to be 0.9 ppm and 0.6 ppm, respectively (data from the Lake Elsinore monitoring station for 2022). The traffic volumes for the Project, coupled with the on-going improvements in ambient air quality, would not be capable of resulting in a CO “hot spot” at any study area intersections.

Construction and Operational Diesel Particulate Matter (DPM)-Source Cancer and Non-Cancer Risks

Universal Transverse Mercator (UTM) coordinates for World Geodetic System (WGS) 84 were used to locate the Project site boundaries, each volume source location, and receptor locations in the Project vicinity. Refer to **Exhibit 13, Receptor Locations**.



LEGEND:

Site Boundary
 ● Receptor Locations
 — Distance from receptor to Project site boundary (in feet)

Source: Urban Crossroads. (2024). Health Risk Assessment - Exhibit 2-D

Exhibit 13: Receptor Locations
 City of Menifee
 Ethanac Business Park



Kimley»Horn

Construction Impacts

The land use with the greatest potential exposure to Project construction-source DPM emissions is Location R5 which is located approximately 581 feet west of the Project site at an existing residence located at 26228 Trumble Road. Location R5 is placed in the private outdoor living areas (backyard) facing the Project site. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 0.17 in one million, which is less than the South Coast Air Quality Management District (SCAQMD) significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤ 0.01 , which would not exceed the applicable threshold of 1.0. Location R5 is the nearest receptor to the Project site and would experience the highest concentrations of DPM during Project construction due to its location and meteorological conditions at the site. Because all other modeled receptors would experience lower concentrations of DPM during Project construction, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity.

Operational Impacts***Residential Exposure Scenario:***

The residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R1 which is located approximately 755 feet northeast of the Project site at an existing residence located at 27555 Ethanac Road. R1 is placed in the private outdoor living area (backyard) facing the Project site. At this location, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 0.38 in one million which would not exceed the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤ 0.01 which would not exceed the applicable significance threshold of 1.0.

Location R1 is the nearest receptor to the Project site and would experience the highest concentrations of DPM from Project operation due to its location and meteorological conditions at the Project site. Since all other modeled receptors would be exposed to lower concentrations of DPM, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to nearby residences.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R6, which represents the potential worker receptor located approximately 91 feet north of the Project site. The maximally exposed individual worker (MEIW) is the worker receptor location that would experience the highest modeled concentrations of DPM, and thus the highest risk. At the MEIW, the maximum incremental cancer risk impact is 0.15 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be ≤ 0.01 which would not exceed the applicable

significance threshold of 1.0. Because all other modeled worker receptors would be exposed to lower concentrations of DPM, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent workers.

School Child Exposure Scenario:

Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70 percent drop-off in particulate pollution levels at 500 feet. Based on CARB and SCAQMD emissions and modeling analyses, an 80 percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center.

The 1,000-foot evaluation distance is supported by research-based findings concerning Toxic Air Contaminant (TAC) emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources.

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a Project. This radius is more robust than, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above. Notwithstanding, for full disclosure purposes, the nearest school was also evaluated.

The nearest school and location of the maximally exposed individual school child (MEISC) is Romoland Elementary School, located approximately 3,269 feet northeast of the Project site and represented by Receptor R7. At the MEISC, the maximum incremental cancer risk impact attributable to the Project is calculated to be 0.01 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be ≤ 0.01 , which would not exceed the applicable significance threshold of 1.0. Because all other modeled school receptors would be exposed to lower concentrations of DPM, all other school receptors in the vicinity of the of the Project would be exposed to less emissions and therefore less risk than the MEISC identified herein.

Construction and Operational Impacts

The analysis in the HRA (**Appendix A2**) considered a conservative scenario in which a child at a nearby residence is exposed to Project construction-related DPM emissions from birth for the expected one year of Project construction and is then exposed to Project operational emissions for the remaining 29 years of the 30-year residential exposure scenario. As stated above, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an Environmental Impact Report's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided.

The land use with the greatest potential exposure to Project construction-source and operational-source DPM emissions is Location R5. At the MEIR, the maximum incremental cancer risk

attributable to Project construction-source and operational-source DPM emissions is estimated at 0.39 in one million which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤ 0.01 under both scenarios, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location.

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

Less than Significant Impact.

The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Project's long-term operational uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions (such as those leading to odors) associated with construction and operations activities of the Project would be less than significant and no mitigation is required.

Cumulative Impacts

The CAAQS designate the Project site as nonattainment for O₃, PM₁₀, and PM_{2.5} while the NAAQS designates the Project site as nonattainment for O₃ and PM_{2.5}.

The SCAQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. In this report the SCAQMD clearly states (Page D-3):

“...the SCAQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”

Therefore, the Air Quality Impact Analysis (**Appendix A1**) assumed that individual projects that do not generate operational or construction emissions that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which SCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

Construction Impacts

The Project-specific evaluation of emissions in **Appendix A1** demonstrates that Project construction-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, Project construction-source emissions would be considered less than significant on a Project-specific and cumulative basis.

Operational Impacts

The Project-specific evaluation of emissions presented in the AQ Impact Analysis demonstrates that Project operation-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, Project operation-source emissions would be considered less than significant on a project-specific and cumulative basis.

Biological Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
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?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		X		

A Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis was prepared for the Project by ELMT Consulting. This report is summarized below and is included as **Appendix B** of this MND.

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

Less than Significant with Mitigation Incorporated.

Sensitive Species

A literature search conducted in **Appendix B** identified 17 special-status plant species, 51 special-status wildlife species, and two special-status plant communities as having potential to occur within the Romoland quadrangle. Special-status plant and wildlife species were evaluated for their potential to occur within the Project site based on habitat requirements, availability and quality of suitable habitat, and known distributions.

Concerning special-status plant species, review of **Appendix B**, Attachment C, *Table C-1: Potentially Occurring Special-Status Biological Resources* concluded that based on habitat requirements for specific species and the availability and quality of on- and off-site habitats, it was determined that paniculate tarplant (*Deinandra paniculata*) has a low potential to occur. None of the other special-status plant species have potential to occur on- or off-site due to the lack of suitable habitat and routine on-site disturbances and all are presumed absent. Paniculate tarplant is not federally or state listed as threatened or endangered. It is designated as CNPS Rare Plant Rank 4.2. CNPS Rare Plant Rank 4 species are of limited distribution or infrequent throughout a broader area in California, with 4.2 species considered to be moderately threatened. No mitigation obligations specific to these species are expected.

Concerning special-status animal species, review of **Appendix B**, Attachment C, *Table C-1: Potentially Occurring Special-Status Biological Resources* concluded that the only special-status wildlife species observed on- and off-site during the field investigation was Cooper's hawk (*Accipiter cooperii*). Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the Project site has a moderate potential to support sharp-shinned hawk (*Accipiter striatus*); and low potential to support and California horned lark (*Eremophila alpestris actia*). It was further determined that both on- and off-site areas do not have potential to support any of the other special-status wildlife species known to occur in the vicinity of the site and all are presumed absent.

Concerning special-status plant communities, the two identified communities do not occur within the boundaries of the Project site.

Multi Species Habitat Conservation Plan

The Project site is located within the Sun City/Menifee Valley Area Plan of the Western Riverside MSHCP but is not located within any designated Criteria Cells. Additionally, the Project site is located within the designated survey area for burrowing owl, and Narrow Endemic Plant Species Munz's onion, San Diego ambrosia, many-stemmed dudleya, spreading navarretia, California Orcutt grass, and Wright's trichoronis.

Burrowing Owl

Despite a systematic search of the project site, no burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation conducted as part of **Appendix B**. Most of the project site is unvegetated, which allows for minimal line-of-sight observation favored by burrowing owls. Existing onsite activities have precluded suitable burrows from establishing on the project site. Further, the presence of tall trees and power lines immediately surrounding the project site, provide perching opportunities for large raptors

(i.e., red-tailed hawk) that can prey on burrowing owls. Additionally, free-roaming domestic dogs were observed within the boundaries of the Project site. Therefore, burrowing owl are presumed to be absent.

Since suitable burrowing owl habitat was not found within the Project site and off-site improvement areas, Part B-Focused Burrowing Owl surveys were not required. Therefore, the Project is consistent with Section 6.3.2 of the MSHCP. However, pursuant to **MM BIO-1**, a pre-construction burrowing owl clearance survey would be conducted prior to ground disturbing activities to ensure that impacts to potentially occurring Burrowing Owls are minimized to less than significant levels. With implementation of **MM BIO-1**, potential impacts to burrowing owl that could occur on-site would be less than significant.

Nesting Birds and Raptors

No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted outside of breeding season. Although subjected to routine disturbance, the ornamental vegetation found within the northeast corner of the Project site and offsite along the eastern boundary has the potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds and raptor species that could occur in the area and are adapted to urban environments. Additionally, disturbed areas within the Project site have the potential to support ground nesting species such as killdeer.

Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). If construction occurs between February 1st and August 31st, **MM BIO-2** would be implemented that would require that a pre-construction clearance survey for nesting birds should be conducted within three days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds would be disturbed during construction.

Overall, implementation of **MMs BIO-1** and **BIO-2** and any relevant conditions of approval would ensure that the Project would have no 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.

Mitigation Measures:

MM BIO-1: A 30-day pre-construction burrowing owl survey shall be conducted prior to any ground disturbing activities to avoid direct take of burrowing owls, in accordance with Objectives 6 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan.

If burrowing owl are not detected during the preconstruction survey, no further mitigation is required. If active burrowing owl burrows are detected during the breeding season, the on-site biologist will review and establish a conservative avoidance buffer surrounding the nest based on their best professional judgment

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

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

MM BIO-2

If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within three days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

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

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

No Impact. An assessment of the potentially significant effects of the Project on riparian, riverine and vernal pool areas was conducted.

Several ponded areas were observed in the disturbed areas of the Project site during the field investigation. These ponded areas were formed following the recent storm events, on top of the hard compacted soils. The Project site has been subject to routine anthropogenic disturbances that have heavily compacted the soils onsite which has been routinely used for sand/gravel and vehicle storage with a thin layer of loose gravel in portions of the site. Further, the drainage patterns currently occurring on the Project site do not follow hydrologic regimes needed to support vernal pools.

The grading of the site for the sand and gravel storage activities would likely have eliminated potential fairy shrimp cysts in the soil, if they historically occurred onsite. Further, the loose gravel onsite, and routine disturbances would likely preclude fairy shrimp from occurring onsite. The underlying soils (Monserate sandy loam) are not hydric, and are not soils listed under the MSHCP that typically are found in association with vernal pools or vernal pool type habitat. As a result of rough grading and continual compacting of the soils from existing land disturbances, and no known vernal pool type soils or restrictive layers, potential road ruts and/or human-made depressions on the site are do not support suitable habitat for fairy shrimp, and fairy shrimp surveys are not warranted.

Although these features exhibit hydrology, the features are compacted and lack hydric soils, and the features do not support any vegetation. Therefore, the features are not MSHCP vernal pools because they lack two of the parameters needed to be considered as a depressional wetland. Additionally, based on the field investigation, no jurisdictional drainage and/or wetland features were observed on the Project site or within the during the field investigation.

Overall, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service, and would not result in impacts to United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), or California Department of Fish and Wildlife (CDFW) jurisdiction and regulatory approvals would not be required. Therefore, no impact would occur.

- 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?*

No Impact. The Project site and off-site improvement area have not been identified as occurring in a wildlife corridor or linkage. The Project will be confined to existing areas that have been heavily disturbed and are isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the Project site and off-site improvement areas to a recognized wildlife corridor or

linkage. As such, implementation of the Project is not expected to impact wildlife movement opportunities. Therefore, impacts to wildlife corridors or linkages are not expected to occur.

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

Less than Significant Impact. Vegetation onsite is limited to grassland species and ruderal species. As identified in the Cultural Resources Assessment (**Appendix C**), there is an alignment of eucalyptus trees located along the Sherman Road right-of-way that are considered “parkway trees” per Menifee MC Chapter 9.200, Tree Preservation. These trees that could be impacted due to the proposed roadway improvements of Sherman Road at the Project’s frontage and proposed utilities along Sherman Road towards Ethanac Road. However, according to MC Section 9.200.030, the parkway trees would be considered “nuisance tree” since the eucalyptus trees due to its overall growth, location or root expansion, may negatively impact sewers, power lines, gas lines, water lines, paved walkways, roadways, curbs or other public improvements. Therefore, the Project’s potential removal of the eucalyptus trees would be permitted under the City’s Tree Preservation Ordinance. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance and less than significant impact would occur.

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

Less than Significant with Mitigation Incorporated. No wildlife species that are Covered Species and Adequately Conserved by the MSHCP were detected within the Project site and off-site improvement areas during the habitat assessment and focused surveys. The Project would not directly affect any relevant MSHCP-covered plant and animal species for which surveys can sometimes be required or special mitigation arranged. Payment of required MSHCP and Stephens’ kangaroo rat fees is intended to offset habitat losses for animals such as Stephens’ kangaroo rat, coyote, and foraging bird species that might utilize the Project development area. The impacts that might occur on-site are what the MSHCP anticipated in areas not situated in Criteria Area Cells (i.e., potential future MSHCP Reserve lands). Impacts are primarily offset through MSHCP fee payment and Stephens’ kangaroo rat fee payment. Overall, the Project would not conflict with the relevant provisions of the Western Riverside County MSHCP, and a less than significant impact would occur in this regard with implementation of **MMs BIO-1** and **BIO-2**.

Mitigation Measures:

Refer to **MM BIOs-1** and **BIO-2** above.

Cumulative Impacts

As concluded above, the Project would not result in significant impacts to biological resources with implementation of mitigation measures and compliance with applicable State, regional, and local regulations pertaining to biological resources. Similar to the Project, cumulative development impacts on biological resources would be evaluated on an individual project-level. Therefore, in conjunction with cumulative development, the Project’s impact on biological resources would not be cumulatively considerable.

Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

A Cultural Resources Assessment (CRA) was prepared for the Project by Kimley-Horn and Associates. This report is summarized below and included as **Appendix C** of this IS/MND.

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

No Impact. An intensive-level cultural resources field survey conducted on the site identified one cultural resource (KHA-ETH-24-01). The historic built environmental resource is a one-story single-family dwelling that was constructed in 1965. Additionally, locations of off-site improvements were provided in August 2024. The Eastern Information Center (EIC) closed effective July 2024, and therefore, an additional records search could not be completed. However, the record search in January 2024 incorporated a one-mile buffer, which entirely encompassed the areas of off-site improvements. Additional research conducted in the CRA noted that one previously recorded cultural resource is located in the offsite improvements (P-33-028203). P-33-028203 is historic-age alignment of eucalyptus trees on the west and east right-of-way of Sherman Road. Historic aerial images indicate that the trees were planted before 1938.

The California Register of Historical Resources (CRHR) is based upon four criteria, at least one of which must be satisfied for a resource to be eligible for inclusion into the CRHR in addition to retaining its integrity. A resource is eligible if:

1. it is associated with events that have made a significant contribution to the broad patterns of our history;
2. it is associated with the lives of persons important in our past;
3. it 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 value; or
4. it has yielded or is likely to yield information important in prehistory or history.

P-33-028203 was recorded in 2018 by J.A. Keller who evaluated the cultural resources and determined that it was not eligible for the CRHR.

Concerning Criterion 1, the building was constructed within the context of 1960s early development of City. However, research has not identified significant association between the resource and important events related to agricultural and residential development. Therefore, the building is recommended not eligible for the CRHR under Criterion 1.

Concerning Criterion 2, research about the building and its land use has not associated the resource with any important historical figures. Research about current and previous landowners has not identified them as historical figures. As a result, the building is recommended not eligible for the CRHR under Criterion 2.

Concerning Criterion 3, the building does not have any distinctive characteristics, and it lacks decorative features and distinctive design. Its architectural style is very typical of 1960s residential construction in this region. For these reasons, it is recommended not eligible for the CRHR under Criterion 3. Lastly, concerning Criterion 4, the building is unlikely to yield important information about the regional history since it is a well-understood resource type. Therefore, it is recommended not eligible under Criterion 4.

The building and property are not recommended eligible under any criteria for listing in the California Register. Therefore, KHA-ETH-24-01 does not qualify as a "Historical Resource" under CEQA. As previously noted, P-33-028203 was also determined to not be eligible for the CRHR. No impact to a historical resource pursuant to Section 15064.5 would occur.

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

Less than Significant Impact. The CRA stated that no known "unique archaeological resources" defined by CEQA were identified in the Project area given the extent of prior grading activities. However, the Project would comply with City's Standard Conditions of Approval (COA)-CUL-1 through in the event that archaeological resources are found to ensure that impacts to the archaeological resource are reduced and to further avoid any inadvertent discovery of archaeological resources. This includes development of a Cultural Resources Management Plan (CRMP) that would be used to guide the Project Applicant/contractor and the City with the ongoing management of the potential archaeological resources, pursuant to COA-CUL-3. Therefore, compliance with COA-CUL-1 through COA-CUL-7 would ensure the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

Standard Conditions of Approval

COA-CUL-1 **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The county Coroner must be notified of the find immediately. The remains shall be left in place and free from disturbance until a final decision as to the treatment and

disposition has been made. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC) within the period specified by law (24 hours). The NAHC will determine and notify a "most likely descendant." With the permission of the landowner or his/her authorized representative, the most likely descendant may inspect the site of the discovery. This inspection shall be completed within 48 hours of notification by the NAHC. The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

COA-CUL-2 **Non-Disclosure of Location Reburials.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code section 7927.000, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code section 7927.000.

COA-CUL-3 **Inadvertent Archaeological Find.** If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

- a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s), and the Community Development Director to discuss the significance of the find.
- b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
- c. Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
- d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan (CRMP) and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located

in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.

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

COA-CUL-4 **Cultural Resources Disposition.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

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

all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

COA-CUL-5 **Archaeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

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

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

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

- a. Project grading and development scheduling;
- b. The Project archaeologist and the Consulting Tribe(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

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

COA-CUL-6 **Native American Monitoring (Soboba Band of Luiseño Indians and Pechanga Band of Indians).** Tribal monitor(s) from both tribes shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseño, as well as the Pechanga Band of Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract (Monitoring Agreement) between the above-mentioned Tribes and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

COA-CUL-7 **Archaeology Report - Phase III and IV.** Prior to final inspection of the first building permit associated with each phase of grading, the developer/permit holder shall prompt the Project Archaeologist to submit two (2) copies of the Phase III Data Recovery report (if conducted for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s)

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

Less Than Significant Impact. There are no formal cemeteries located on or near the Project site. The closest cemetery from the Project site is the Menifee Valley Cemetery located approximately 1.36 miles southwest of the Project site. Given the very low potential for the Project's ground-disturbing activities to encounter archaeological remains, human remains to be potentially encountered are considered low. However, if ground-disturbing activities reveal human remains, a substantial adverse change in the significance of such a resource could occur.

COA-CUL-1 and COA-CUL-2 are required to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation to a less than significant level. COA-CUL-1 requires that in the unlikely event that human remains are uncovered, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (Public Resources Code) Section 7050.5. If the Coroner, with assistance from a qualified archaeologist, determines that the

remains are or appear to be of a Native American, he/she must contact the NAHC for further investigations and proper recovery of such remains. Note the NAHC must be contacted within the period specified by law (24 hours).

The NAHC shall then identify the “most likely descendant.” The most likely descendant shall then participate in consultation and make recommendations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Additionally, pursuant to Public Resources 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. COA-CUL-2 concludes 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.

Furthermore, human remains from other ethnic/cultural groups could potentially occur within the Project area and would also be subject to consultation between appropriate representatives and the Community Development Director. The Project would comply with all applicable state laws, and therefore would have a less than significant impact concerning human remains.

Cumulative Impacts

As concluded above, the Project would not result in any impacts associated with historical and archeological resources, or human remains. The determination of cumulative impacts occurring from the development of the Project, in conjunction with cumulative development, is less than significant. Each cumulative project is required to comply with all applicable federal, State, and local laws and regulations and implement mitigation measures, as applicable, to protect and/or preserve cultural resources that may occur on site. Therefore, the Project’s incremental effects would not be cumulatively considerable.

Energy

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

Energy Calculations were prepared for the Project by Urban Crossroads in September 2024. These calculations are presented below and included as **Appendix D** of this MND.

California Code Title 24, Part 6, Energy Efficiency Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every three years (Title 24, Part 6, of the CCR).

The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission.

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective on January 1, 2023. The CEC anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons. The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made.

Senate Bill 350

In October 2015, the legislature approved and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 45% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.

- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

Senate Bill 100

SB 100, referred to as “The 100 Percent Clean Energy Act of 2019,” was signed into law by Governor Brown in September 2018 and increased the required Renewable Portfolio Standards established in SB 350. Under SB 100, the total kilowatt hours (kWh) of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Refer to **Appendix F, Greenhouse Gas Emissions Assessment**, for further laws and regulations concerning energy usage.

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

Less than Significant Impact.

Construction

Based on CalEEMod estimations within the modeling output files used to estimate GHG emissions associated with the Project, construction-related vehicle trips would result in approximately 280,538 vehicle miles traveled (VMT) and consume an estimated 13,475 gallons of gasoline and diesel combined during construction of the Project. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations, Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Additionally, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, the construction phase of the Project would not result in wasteful, inefficient, and unnecessary consumption of energy. Therefore, the construction-related impacts related to electricity and fuel consumption would be less than significant.

Operation

Electricity and Natural Gas

Southern California Edison (SCE) provides electricity to the Project site. The Project would not use natural gas. Operation of the Project would consume energy as part of building operations and transportation activities. Building operations would involve energy consumption for multiple

purposes including, but not limited to, building heating and cooling, refrigeration, lighting, and electronics. Based on CalEEMod energy use estimations, operations for the Project would consume approximately 1,264,842 kWh of electricity.

The Project would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 and CAL Green energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. Additionally, per Title 24 requirements, the Project would be required to incorporate solar for the office portion of the building. Depending upon the ultimate end user of the Project, such an end user can incorporate additional solar energy generation facilities or other renewable energy sources. With compliance with Title 24 conservation standards and other regulatory requirements, the Project would not be wasteful or inefficient or unnecessarily consume energy resources during construction or operation and would result in a less-than-significant impact with respect to consumption of energy resources. Lastly, the Project will comply with the applicable 2022 Title 24 standards. Compliance with applicable Title 24 standards will ensure that the Project energy concerning electricity demands would not be inefficient, wasteful, or otherwise unnecessary.

Fuel

Operational energy would also be consumed during vehicle trips associated with the Project. Fuel consumption would be primarily related to vehicle use by employees and trucks associated with the Project. Based on CalEEMod energy use estimations, project-related vehicle trips would result in approximately 2,798,143 VMT and consume an estimated 225,103 gallons of gasoline and diesel combined, annually.

Additionally, the Project will also be providing parking and EV infrastructure that would further promote fuel efficient vehicles. For these reasons, operational-related transportation fuel consumption would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the operational impact related to vehicle fuel consumption would be less than significant.

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

Less than Significant Impact.

Construction

As stated in Impact a) above, the Project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. California Code of Regulations Title 13, Sections 2449 and 2485, limit idling from both on- road and off-road diesel-powered equipment and are enforced by the CARB. The Project would comply with

these regulations. There are no policies at the local level applicable to energy conservation specific to the construction phase. Thus, it is anticipated that construction of the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, construction-related energy efficiency and renewable energy standards consistency impacts would be less than significant.

Operation

California's Renewable Portfolio Standard (RPS) establishes a goal of renewable energy for local providers to be 44% by 2040. Similarly, the State is promoting renewable energy targets to meet the 2022 Scoping Plan greenhouse gas emissions reductions. As discussed in Impact a) above, the Project would consume approximately 1,264,842 kWh of electricity annually.

The Project would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards, widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Compliance with the aforementioned regulations would ensure that the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant.

Cumulative Impacts

As noted above, the Project would utilize energy in the form of electricity and fuel, but not in a wasteful, inefficient, or unnecessary manner. The Project would also be required to adhere to the all applicable federal, state, and local energy-efficient design standards and regulations to ensure the efficiency of electrical uses during construction and operation. Therefore, the Project's impacts associated with energy usage would not be cumulatively significant.

Geology and Soils

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?		X		
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?		X		
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?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

The following analysis is based on the Geotechnical Investigation Report prepared by Southern California Geotechnical (SCG) dated June 2022 and is included as **Appendix E** of this IS/MND.

- 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.*

Less than Significant Impact. According to the Geotechnical Investigation located in **Appendix E**, the Project site is located in an area that is subject to strong ground shaking due to the numerous nearby faults capable of producing ground motions. However, SCG did not identify any evidence of faulting during the geotechnical investigation and concluded the possibility of significant fault rupture on the Project site is considered to be low. The nearest faults to the Project site are located within Sun City and Quail Valley.⁹ According to the Menifee GP Draft EIR, the two mapped faults within the City do not affect sediments of about 15,000 years or younger ages and thus are not considered active faults.¹⁰ Strong ground shaking would also occur within the Project site due to various active faults in the region, including but not limited to the San Andreas, San Jacinto, and Elsinore faults. Accordingly, the Project would be required to comply with the latest California Building Code (CBC)'s seismic safety provisions to ensure that the proposed building is designed to resist structural collapse, and thus, provide reasonable protection from serious injury, catastrophic property damage and loss of life. Therefore, with compliance with the CBC's earthquake resistant structural design standards, impacts would be less than significant.

- a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- ii) *Strong seismic ground shaking?*

Less than Significant Impact. The Project would be subject to regional seismicity, regardless of not being within or nearby an Alquist-Priolo Earthquake Fault Zone, or active faults. Additionally, the Geotechnical Report concluded that there was no evidence of faulting, and therefore, the risk of significant fault rupture on the Project site is considered to be low.

As previously stated in Impact a(i), the Project would be designed in accordance with the requirements of the current CBC Seismic Design Parameters. Structures for human occupancy (e.g., the proposed warehouse) must be designed to meet or exceed CBC standards for earthquake resistance. All grading and fill placement activities would be completed in accordance with the CBC requirements and the City grading code. Following these requirements, the proposed structure would be designed to resist structural collapse and thereby provide reasonable protection from serious injury catastrophic property damage and loss of life. Therefore, compliance with the CBC earthquake resistant structural design standards would ensure that impacts related to strong seismic ground shaking are less than significant.

⁹ City of Menifee. (2012). *Menifee GP Exhibit S-1, Fault Map*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1028/S-1_FaultMap_HD0913?bidId= (accessed January 2024).

¹⁰ City of Menifee (2013). *Menifee GP Draft EIR. Section 5.6, Geology and Soils*, page 5.6-25. Retrieved from: <https://cityofmenifee.us/DocumentCenter/View/1106/Ch-05-06-GEO?bidId=#~:text=Elsinore%20Fault%20Zone.&text=The%20section%20closest%20to%20Menifee,to%20the%20northwest%20of%20Menifee> (accessed January 2024).

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

iii) *Seismic-related ground failure, including liquefaction?*

Less than Significant Impact. Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface.

The Geotechnical Report concluded that the Project site is located within a zone of low liquefaction susceptibility.¹¹ The subsurface conditions encountered at the boring locations are not considered to be conducive to liquefaction. These conditions consist of moderate to high strength older native alluvial soils and no evidence of a long-term groundwater table within 25 feet of the ground surface. Additionally, the Geotechnical Investigation stated that review of available well data indicated that the groundwater depths in the area of the Project site are more than 66 feet below grade. Overall liquefaction is not considered to be a design concern for the Project. Therefore, Project development would not subject people or structures to liquefaction hazards, and impacts including risk of loss, injury, or death would be less than significant and no mitigation is required.

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

iv) *Landslides?*

Less than Significant Impact. The Project site is developed and relatively flat. No extreme elevation differences exist in or around the Project site that would potentially lead to landslide effects. According to Menifee GP Exhibit S-3, Liquefaction and Landslides, the Project is not located in an area with a susceptibility to landslides. The Project area is also outside of the hazard zone for rockfall/debris-flow. Therefore, the Project would not directly or indirectly cause potential impacts due to landslides.

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

Less than Significant with Mitigation Incorporated. Artificial fill soils were encountered at the ground surface at four boring locations extending to depths of 2.5 to 3± feet below ground surface. The artificial fill soils are underlain by older alluvium which possesses relatively favorable strengths and consolidation/collapse characteristics. Older alluvium soils are generally 25± feet below the existing site grades. Based on their granular content, some of the on-site soils would be susceptible to erosion, and therefore, should be graded to prevent ponding of surface water and to prevent water from running into excavations. SCG concluded that the artificial fill materials would not be suitable to support the proposed structure.

¹¹ SCG. (2024). *Geotechnical Investigation*. Pg. 11. Menifee, CA. **Appendix E**.

The construction of the Project would involve excavation activities (initial site stripping including the removal of any surficial vegetation from the unpaved areas of the Project site) and demolition of the existing structure and pavements that would affect surface and near-surface soils. Although no major grading or excavation would be needed to substantially alter the slope of the site, create, or remove steep slopes, create retaining walls, or make other landform modifications; the grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. Accordingly, the Project would implement **MM GEO-1** which would include remedial grading to remove the existing artificial fill soils and the upper portion of the near-surface native alluvium and replace these soils as compacted structural fill. Over-excavation areas shall extend at least five feet beyond the building and foundation perimeters, and to an extent equal to the depth of fill placed below the foundation bearing grade, whichever is greater. Following completion of the over excavation, the subgrade soils within the over excavation areas would be evaluated by the geotechnical engineer to verify their suitability to serve as the structural fill subgrade, as well as to support the foundation loads of the new structure. In addition to the excavation and removal of the fill material, the development of the Project would require grading preparation, trenching and paving activities that could result in soil erosion if exposed to periods of high wind or storm-related events. Dust control measures such as watering would be utilized to control the potential for erosion to occur. Construction contractors would also be required to implement a dust control plan in compliance with South Coast Air Quality Management District Rule 403 to reduce wind erosion (further information about dust control can be found in **Section 4.3, Air Quality** of this IS/MND). **MM GEO-1** would also require the Applicant comply with the recommendations of a Final Geotechnical Evaluation and the most current CBC adopted by the City as its building code.

Furthermore, the Project would be required to comply with the NPDES; refer to **Section Hydrology and Water Quality** for discussion of the anticipated NPDES permitting process. Construction impacts on the Project site would be minimized through compliance with the Construction General Permit (CGP). The NPDES permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control BMPs. The BMPs would be required to meet or exceed measures required by the CGP to control potential construction-related pollutants. The Project would also comply with Menifee MC Title 8, Chapter 8.26 – Grading Regulations, which requires that the Project Applicant implement erosion-control BMPs which are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. All required permits and the erosion control plan would be verified by the City prior to initiation of any construction and prior to the issuance of any grading permit. Conformance to these requirements and verification by the City as part of the development approval process would ensure that potential impacts from construction of the Project is less than significant.¹²

Following construction of the Project, the Project site would be covered with hardscape which would not contribute to erosion, and it would contain landscaping, but these areas would include ground covers to reduce erosion or and loss of on-site soils post-construction pursuant to BMPs of

¹² City of Menifee (2019). *Menifee MC Title 8, Chapter 8.26 – Grading Regulations*. Retrieved from: <https://cityofmenifee.us/DocumentCenter/View/8423/Menifee-Grading-Ordinance-Draft?bidId=> (accessed January 2024).

the Water Quality Management Plan (WQMP). This would ensure that operation of the Project would not result in the loss of topsoil or sedimentation into local drainage facilities and water bodies; refer to **Section 4.10, Hydrology and Water Quality**). During operations, the site would be paved throughout and would continue to be subject to the WQMP. Landscaping would also be maintained according to the Project's WQMP.

Therefore, compliance with regional and local permitting and regulation and implementation of **MM GEO-1** would ensure that impacts are mitigated to a less than significant level.

Mitigation Measures:

MM GEO-1 Incorporation of and compliance with the recommendations in the Project geotechnical Investigation. All grading, construction and operations shall be conducted in conformance with the recommendations included in the Geotechnical Investigation for the Project site prepared by Southern California Geotechnical Inc. Specific recommendations in the geotechnical investigation address the following and shall be incorporated into the final Project plans and construction-level geotechnical report:

1. Removal of undocumented fill soils in their entirety and any soils disturbed during site stripping and demolition operations (remedial grading) and replace these materials as compacted structural fill soils.
2. Proper moisture conditioning of all building pad subgrade soils to a moisture content of 2 to 4% above the ASTM D-1557 optimum during site grading. In addition to adequately moisture conditioning the subgrade soils and fill soils during grading, special care shall be taken to maintaining moisture content of these soils at 2 to 4% above the optimum moisture content. This will require the contractor to frequently moisture condition these soils throughout the grading process, unless grading occurs during a period of relatively wet weather, as determined by the City Engineer.
3. Demolition of the existing structure and pavements should include all foundations, floor slabs, pavements, septic systems, utilities and any other subsurface improvements that will not remain in place with the new development. Debris resultant from demolition should be disposed of off-site. Alternatively, concrete and asphalt debris may be pulverized to a maximum 2-inch particle size, well-mixed with the sandy on-site soils, and incorporated into new structural fills or it may be processed to create crushed miscellaneous base (CMB).
4. Initial site preparation should also include stripping of any surficial vegetation and organic soils. Based on conditions encountered at the time of the subsurface exploration, minor striping and removal of some trees in the landscaped areas along the property lines and within landscaped planters will be required. Any vegetation, organic topsoil, and all tree root masses should be removed during site stripping. These materials should be disposed of off-

site. The actual extent of site stripping should be determined in the field by the geotechnical engineer, based on the organic content and stability of the materials encountered. Any soils disturbed during demolition should be removed and replaced with compacted fill soils.

5. Remedial grading shall be performed within the proposed building pad area in order to remove all of the existing undocumented fill soils and a portion of the near-surface native alluvium. The undocumented fill soils extend to depths of 2½ to 3± feet at the boring locations within the building area. The soils within the proposed building pad area should also be overexcavated to a depth of 4 feet below existing grade and to a depth of at least 3 feet below proposed building pad subgrade elevation. The proposed foundation influence zones within the industrial building should be overexcavated to a depth of at least 3 feet below proposed foundation bearing grade.
6. The over-excavation areas shall extend at least 5 feet beyond the building and foundation perimeters, and to an extent equal to the depth of fill placed below the foundation bearing grade, whichever is greater. If the proposed structure incorporates any exterior columns (such as for a canopy or overhang) the area of over-excavation shall also encompass these areas.
7. Following completion of the over-excavation, the subgrade soils within the building area shall be evaluated by the geotechnical engineer to verify their suitability to serve as the structural fill subgrade, as well as to support the foundation loads of the new structure. This evaluation shall include proof-rolling and probing to identify any soft, loose, or otherwise unstable soils that must be removed. Some localized areas of deeper excavation may be required if additional fill materials or loose, porous, or low-density native soils are encountered at the base of the over-excavation.
8. After a suitable over-excavation subgrade has been achieved, the exposed soils shall be scarified to a depth of at least 12 inches and moisture conditioned to achieve a moisture content of 2 to 4% above optimum moisture content. The subgrade soils shall then be recompacted to at least 90% of the ASTM D-1557 maximum dry density. The building pad area may then be raised to grade with previously excavated soils or imported structural fill.
9. The existing soils within the areas of proposed retaining and non-retaining site walls should be overexcavated to a depth of at least 2 feet below foundation bearing grade and replaced as compacted structural fill. Any existing fill soils in these areas should be removed. Subgrades for erection pads for concrete tilt-up walls are considered to be a part of the foundation system and should also be overexcavated. Additional overexcavation may be required if porous or collapsible alluvium is encountered, as discussed above. The overexcavation subgrade soils should be evaluated by the geotechnical

engineer prior to scarifying, moisture conditioning and recompacting the upper 12 inches of exposed subgrade soils. The previously excavated soils may then be replaced as compacted structural fill.

10. If the full lateral extent of overexcavation is not achievable for the proposed walls, the foundations should be redesigned using a lower bearing pressure. The geotechnical engineer of record should be contacted for recommendations pertaining to this type of condition.
11. Subgrade preparation in the new flatwork, parking and drive areas shall initially consist of removal of all soils disturbed during stripping and demolition operations.
12. Subgrade preparation in the new parking and drive areas should initially consist of removal of all soils disturbed during stripping. The geotechnical engineer should then evaluate the subgrade to identify any areas of additional unsuitable soils. The subgrade soils should then be scarified to a depth of 12 inches, moisture conditioned to 2 to 4% above optimum, and recompact to at least 90% of the ASTM D-1557 maximum dry density. Based on the presence of artificial fill and variable strength alluvial soils throughout the site, it is expected that some isolated areas of additional overexcavation may be required to remove zones of lower strength, unsuitable soils.
13. The grading recommendations presented above for the proposed parking and drive areas assume that the owner and/or developer can tolerate minor amounts of settlement within the proposed parking areas. The grading recommendations presented above do not completely mitigate the extent of existing undocumented fill soils in the parking areas. As such, settlement and associated pavement distress could occur. Typically, repair of such distressed areas involves significantly lower costs than completely mitigating these soils at the time of construction. If the owner cannot tolerate the risk of such settlements, the parking and drive areas should be overexcavated to a depth of 2 feet below proposed pavement subgrade elevation, with the resulting soils replaced as compacted structural fill.
14. Subgrade preparation in the new flatwork areas should initially consist of removal of soils disturbed during stripping operations. The geotechnical engineer should then evaluate the subgrade to identify areas of additional unsuitable soils. The subgrade soils should then be scarified to a depth of 12 inches, moisture conditioned to 2 to 4% above optimum, and recompact to at least 90% of the ASTM D-1557 maximum dry density. Based on the presence of variable strength alluvial soils throughout the site, it is expected that some isolated areas of additional overexcavation may be required to remove zones of lower strength, unsuitable soils.

15. Fill Placement:

- Fill soils should be placed in thin (6 inches), near-horizontal lifts, moisture conditioned to 2 to 4% above the optimum moisture content, and compacted.
- On-site soils may be used for fill provided they are cleaned of any debris to the satisfaction of the geotechnical engineer.
- All grading and fill placement activities should be completed in accordance with the requirements of the 2022 CBC and the grading code of the city of Menifee and/or the county of Riverside.
- All fill soils should be compacted to at least 90% of the ASTM D-1557 maximum dry density. Fill soils should be well mixed.
- Compaction tests should be performed periodically by the geotechnical engineer as random verification of compaction and moisture content. These tests are intended to aid the contractor. Since the tests are taken at discrete locations and depths, they may not be indicative of the entire fill and therefore should not relieve the contractor of his responsibility to meet the job specifications.

16. All imported structural fill should consist of very low expansive ($EL < 20$), well-graded soils possessing at least 10% fines (that portion of the sample passing the No. 200 sieve). Additional specifications for structural fill are presented in the Grading Guide Specifications, included as Appendix D.

17. Compacted trench backfill should conform to the requirements of the local grading code, and more restrictive requirements may be indicated by the city of Menifee and/or the county of Riverside. All utility trench backfills should be witnessed by the geotechnical engineer. The trench backfill soils should be compaction tested where possible; probed and visually evaluated elsewhere.

Utility trenches which parallel a footing and extending below a 1h:1v plane projected from the outside edge of the footing should be backfilled with structural fill soils, compacted to at least 90% of the ASTM D-1557 standard. Pea gravel backfill should not be used for these trenches.

18. All grading and fill placement activities should be completed in accordance with the requirements of the latest CBC and the grading code of the City of Menifee.

19. All fill soils should be compacted to at least 90% of the ASTM D-1557 maximum dry density. Fill soils should be well mixed.

20. Compaction tests should be performed periodically by the geotechnical engineer as random verification of compaction and moisture content. These tests are intended to aid the contractor. Since the tests are taken at discrete locations and depths, they may not be indicative of the entire fill and

therefore should not relieve the contractor of his responsibility to meet the job specifications.

21. On-site soils may be used for fill provided they are cleaned of any debris to the satisfaction of the geotechnical engineer.

Additional site testing and final design evaluation shall be conducted by the Project geotechnical consultant to refine and enhance these requirements. The Project Applicant/Developer shall require the Project geotechnical consultant to assess whether the requirements in that report need to be modified or refined to address any changes in the Project features that occur prior to the start of grading. If the Project geotechnical consultant identifies modifications or refinements to the requirements, the Project Applicant/Developer shall require appropriate changes to the final Project design and specifications. Design, grading, and construction shall be performed in accordance with the requirements of the City of Menifee Municipal Code and the California Building Code applicable at the time of grading, appropriate local grading regulations, and the requirements of the Project geotechnical consultant as summarized in a final written report, subject to review by the City of Menifee, or designee, prior to commencement of grading activities.

Grading plan review shall also be conducted by the City of Menifee or designee prior to the start of grading to verify that the requirements developed during the geotechnical design evaluation have been appropriately incorporated into the Project plans. Design, grading, and construction shall be conducted in accordance with the specifications of the Project Geotechnical Consultant as summarized in a final report based on the California Building Code applicable at the time of grading and building, and the City of Menifee's Municipal Code. On-site inspection during grading shall be conducted by the Project geotechnical consultant and the City of Menifee City Engineer, or designee, to ensure compliance with geotechnical specifications as incorporated into project plans. Prior to final of grading permits, the Project geotechnical engineer shall submit a Final Testing and Observation Geotechnical Report for Rough Grading to the City of Menifee City Engineer, or designee.

- 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?*

Less than Significant with Mitigation Incorporated. As previously discussed in Impacts a(iii) and a(iv), liquefaction and landslides are not considered to be a design concern for the Project, and SCG determined the potential for lateral spreading and subsidence would be considered low as discussed below. The artificial soils at the site consist of medium dense to dense clayey fine sand and silty fine sands with varying medium to coarse sand and gravel content, and stiff clayey silts. These soils are generally considered to possess fair to good pavement support characteristics with estimated R-values ranging from 30 to 40. The subsequent pavement design is therefore based

upon an assumed R-value of 30. Any fill material imported to the site should have support characteristics equal to or greater than that of the on-site soils and be placed and compacted under engineering controlled conditions. It is recommended that R-value testing be performed after completion of rough grading. Depending upon the results of the R-value testing, it may be feasible to use thinner pavement sections in some areas of the site.

The major cause of ground subsidence is the excessive withdrawal of groundwater. Based on the conditions encountered in the borings and trenches conducted for the geotechnical report, groundwater was not encountered. Based on the lack of any water within the borings, and the moisture contents of the recovered soil samples, the static groundwater table is considered to have existed at a depth in excess of 25± feet below existing site grades. SCG reviewed available groundwater data obtained from the California Department of Water Resources Water Data Library website which indicated the nearest monitoring well located 600 feet northwest of the site. Water level readings within this monitoring well indicates a high groundwater level of 66± feet below ground surface in March 2022. Therefore, based on anticipated groundwater depths, groundwater would not affect excavations for the foundations and utilities. However, minor subsidence would occur in the soils below the zone of soil removal, due to settlement and machinery working.

As described above, **MM GEO-1** ensures compliance with the geotechnical report recommendations to support the proposed structures and offset impacts from subsidence of 0.10 feet such as scarification and air drying of over-excavated materials to obtain a stable subgrade. Compliance with **MM GEO-1** ensures impacts from potential subsidence of 0.10 feet would be reduced to a less than significant level.

Mitigation Measures:

Refer to **MM GEO-1** in Impact (b) above.

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Less than Significant Impact with Mitigation Incorporated. Expansive soils are soils that expand and contract depending on their moisture level. This change can occur seasonally as water levels and precipitation changes throughout the year. These soils normally occur within the first five feet below the surface. Expansive soils can lead to structural damage as their compositions and volume changes dramatically.

Laboratory testing performed on a representative sample of the near-surface soils indicates that these materials possess a low expansion potential (Expansive Index [EI] =36). Based on the presence of expansive soils, **MM GEO-1** would require proper moisture conditioning of all building pad subgrade soils to a moisture content of two to four % optimum moisture content during site grading. In addition to adequately moisture conditioning the subgrade soils and fill soils during grading, special care would be taken to maintain the moisture content of these soils at two to four% above the optimum moisture content. This would require the contractor to frequently moisture condition these soils throughout the grading process unless grading occurs during a period of relatively wet weather. In addition to adequately moisture conditioning the subgrade soils and fill soils during grading, special care must be taken to maintain moisture content of these

soils at two to four % above the Modified Proctor optimum. Due to the existing expansive soils potential, **MM GEO-1** would be implemented to frequently moisture condition these soils throughout the grading process unless grading occurs during a period of relatively wet weather, and a less than significant impact would occur.

Mitigation Measures:

Refer to **MM GEO-1** in Impact (b) above.

- 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?*

No Impact. No septic tanks or other alternative wastewater disposal systems are proposed. Water and wastewater systems and their development are further discussed in **Section 4.19, Utilities and Service Systems**. No impact would occur.

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

Less than Significant with Mitigation Incorporated. The CRA determined that the Project area is highly sensitive for paleontological resources, as depicted in the Menifee GP Exhibit OCS-4: Paleologic Resources Sensitivity.¹³ Furthermore, paleontological records search conducted through the Western Science Center (WSC) indicated that geologic units underlying the Project area are mapped as alluvial deposits from the late to middle Pleistocene epoch. Pleistocene alluvial units are considered to be highly paleontologically sensitive. The WSC did not report any known localities within the Project area or within a one-mile radius. However, WSC reported that they do have localities in similarly mapped units across Southern California. WSC also noted that specimens identified within the Project area would be scientifically significant. **MMs GEO-2 through GEO-4** would be implemented which includes preparation of a Paleontological Resources Impact Mitigation Program (PRIMP), paleontological monitoring, and data recovery to reduce impacts to paleontological resources. Therefore, implementation of **MMs GEO-2 through GEO-4** would ensure that development of the Project would not directly or indirectly destroy a unique paleontological resource or unique geologic feature and impacts would be less than significant.

Mitigation Measures:

MM GEO-2 Paleontological Resources Impact Mitigation Program: The Applicant will submit a Paleontological Resources Impact Mitigation Program (PRIMP) prepared by a qualified paleontologist to the City of Menifee prior to the issuance of a grading permit. A qualified paleontologist is defined as an individual with an M.S./M.A. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques, and who is knowledgeable in the geology and paleontology of the area.

¹³ City of Menifee. (2013). *Menifee General Plan – Exhibit OSC-4: Paleologic Resource Sensitivity*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/1085/ExhibitOSC-4_Paleologic_Resource_Sensitivity_HD0913?bidId= (accessed September 2024).

The PRIMP must include:

1. an intensive field survey and surface salvage prior to earth moving, if applicable;
2. monitoring by a qualified paleontological resource monitor of excavations in previously undisturbed rock units;
3. salvage of unearthened fossil remains and/or traces (e.g., tracks, trails, burrows, etc.);
4. screen washing to recover small specimens, if applicable;
5. preparation of salvaged fossils to a point of being ready for curation (i.e., removal of enclosing matrix, stabilization and repair of specimens, and construction of reinforced support cradles where appropriate);
6. identification, cataloging, curation, and provision for repository storage of prepared fossil specimens; and
7. a final report of the finds and their significance.

MM GEO-3

Paleontological Monitoring: A qualified paleontologist will attend preconstruction meetings to consult with the grading and excavation contractors concerning planned depths, excavation schedules, paleontological field techniques, and safety issues. In addition, all onsite construction personnel will receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work. All ground-disturbing activities associated with Project construction occurring within previously undisturbed fossil bearing formations will be monitored by a qualified paleontologist or qualified paleontological monitor. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials and works under the direction of a qualified paleontologist. If fossils are discovered, the paleontologist (or paleontological monitor) will recover them. In most cases, this fossil salvage can be completed in a short period of time; however, some fossil specimens, such as a complete large mammal skeleton, may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) will be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovering of small fossil remains, such as isolated mammal teeth, it may be necessary to set up a screen-washing operation on site.

MM GEO-4

Data Recovery: Fossil remains collected during the monitoring and salvage portion of the program will be cleaned, repaired, sorted, and catalogued. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, will be deposited (as a donation) in a scientific institution with permanent paleontological collections located within Riverside County (or, if no repository is available, adjacent Counties). A final data recovery report will be completed that outlines the results of the paleontological monitoring program. This report will include

discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils. The report will be submitted to the City upon completion.

Cumulative Impacts

Cumulative impacts concerning geology and soils is generally site-specific. As concluded above, the Project would not result in any significant impacts related to geology and soils with implementation of mitigation and by complying with existing State and local laws and regulations set in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong seismic ground shaking, seismic-induced ground failure (including liquefaction), landslide and adverse effects from soil erosion, expansive soils, loss of topsoil, development on an unstable geologic unit. Similar to the Project, cumulative projects will also be required to comply with State and City requirements, which may include preparation of a site-specific geotechnical report and implementation of applicable building design standards, prior to project approval. Therefore, the Project's impact to geology and soils would not be cumulatively considerable.

Greenhouse Gas Emissions

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

The following analysis is based on the Greenhouse Gas Emissions (GHG) Assessment prepared by Urban Crossroads dated September 2024 and included as **Appendix F** of this IS/MND.

Greenhouse Gases and Climate Change

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂, N₂O, CH₄, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radiative heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO₂ emissions, approximately 55% is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45% of human-caused CO₂ emissions remains stored in the atmosphere.

Regulations and Significance Criteria

Federal

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. Refer to **Appendix F**, Section 2.7.2, National, for further discussion regarding federal standards, targets, and regulations.

State**California Air Resources Board**

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO₂ equivalents (CO₂e) in the world and produced 369 million gross metric tons of carbon dioxide equivalent (MMTCO₂e) in 2020. The transportation sector is the State's largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the legislation's major provisions.

2017 CARB Scoping Plan

In November 2017, CARB released the Final 2017 Scoping Plan Update (2017 Scoping Plan), which identifies the State's post-2020 reduction strategy. The 2017 Scoping Plan reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the LCFS, and much cleaner cars, trucks, and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH₄ emissions from agricultural and other wastes. The 2017 Scoping Plan establishes a new emissions limit of 260 MMTCO₂e for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030.

California's climate strategy would require contributions from all sectors of the economy, including the land base, and would include enhanced focus on zero and near-zero emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (CH₄, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries would further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero-emission vehicles (ZEV) buses and trucks.
- LCFS, with an increased stringency (18% by 2030).

- Implementing SB 350, which expands the RPS to 50% RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing CH₄ and HCF emissions by 40% and anthropogenic black carbon emissions by 50% by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20% reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Note, however, that the 2017 Scoping Plan acknowledges that:

"[a]chieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA."

In addition to the statewide strategies listed above, the 2017 Scoping Plan also identifies local governments as essential partners in achieving the State's long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 metric tons of CO₂e (MTCO₂e) or less per capita by 2030 and 2 MTCO₂e or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidence-based bright-line numeric thresholds—consistent with the 2017 Scoping Plan and the State's long-term GHG goals—and projects with emissions over that amount may be required to incorporate onsite design features and MMs that avoid or minimize project emissions to the degree feasible; or a performance-based metric using a Climate Action Plan (CAP) or other plan to reduce GHG emissions is appropriate.

According to research conducted by the Lawrence Berkeley National Laboratory (LBNL) and supported by CARB, California, under its existing and proposed GHG reduction policies, could achieve the 2030 goals under SB 32. The research utilized a new, validated model known as the California LBNL GHG Analysis of Policies Spreadsheet (CALGAPS), which simulates GHG and criteria pollutant emissions in California from 2010 to 2050 in accordance to existing and future GHG-reducing policies. The CALGAPS model showed that by 2030, emissions could range from 211 to 428 MTCO₂e per year (MTCO₂e/yr.), indicating that "even if all modeled policies are not implemented, reductions could be sufficient to reduce emissions 40% below the 1990 level [of SB 32]." CALGAPS analyzed emissions through 2050 even though it did not generally account for policies that might be put in place after 2030. Although the research indicated that the emissions would not meet the State's 80% reduction goal by 2050, various combinations of policies could allow California's cumulative emissions to remain very low through 2050.

Cap-and-Trade Program

The 2017 *Scoping Plan* identifies a Cap-and-Trade Program as one of the key strategies for California to reduce GHG emissions. According to CARB, a cap-and-trade program would help put California on the path to meet its goal of achieving a 40% reduction in GHG emissions from 1990 levels by 2030. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap would be able to trade permits to emit GHGs within the overall limit.

CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program is designed to reduce GHG emissions from regulated entities by more than 16% between 2013 and 2020, and by an additional 40% by 2030. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and would decline over time, achieving GHG emission reductions throughout the program's duration.

Covered entities that emit more than 25,000 MTCO₂e/yr. must comply with the Cap-and-Trade Program. Triggering of the 25,000 MTCO₂e/yr. "inclusion threshold" is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of GHG Emissions (Mandatory Reporting Rule or "MRR").

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits. Each covered entity with a compliance obligation is required to surrender "compliance instruments" for each MTCO₂e of GHG they emit. There also are requirements to surrender compliance instruments covering 30% of the prior year's compliance obligation by November of each year.

The Cap-and-Trade Program provides a firm cap, which provides the highest certainty of achieving the 2030 target. An inherent feature of the Cap-and-Trade program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis. As summarized by CARB in the *First Update to the Climate Change Scoping Plan*:

"The Cap-and-Trade Regulation gives companies the flexibility to trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more have to turn in more allowances or other compliance instruments. Companies that can cut their GHG emissions have to turn in fewer allowances. But as the cap declines, aggregate emissions must be reduced. In other words, a covered entity theoretically could increase its GHG emissions every year and still comply with the Cap-and-Trade Program if there is a reduction in GHG emissions from other covered entities. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative."

The Cap-and-Trade Program covers approximately 80% of California's GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are

covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period. The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported.

2022 CARB Scoping Plan

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

The key elements of the 2022 CARB Scoping Plan focus on transportation - the regulations that will impact this sector are adopted and enforced by CARB on vehicle manufacturers and outside the jurisdiction and control of local governments. As stated in the Plan's executive summary:

"The major element of this unprecedented transformation is the aggressive reduction of fossil fuels wherever they are currently used in California, building on and accelerating carbon reduction programs that have been in place for a decade and a half. That means rapidly moving to zero-emission transportation; electrifying the cars, buses, trains, and trucks that now constitute California's single largest source of planet-warming pollution."

"[A]pproval of this plan catalyzes a number of efforts, including the development of new regulations as well as amendments to strengthen regulations and programs already in place, not just at CARB but across state agencies."

Under the 2022 Scoping Plan, the State will lead efforts to meet the 2045 carbon neutrality goal through implementation of the following objectives:

- Reimagine roadway projects that increase VMT in a way that meets community needs and reduces the need to drive.
- Double local transit capacity and service frequencies by 2030.
- Complete the High-Speed Rail (HSR) System and other elements of the intercity rail network by 2040.
- Expand and complete planned networks of high-quality active transportation infrastructure.
- Increase availability and affordability of bikes, e-bikes, scooters, and other alternatives to light duty vehicles, prioritizing needs of underserved communities.

- Shift revenue generation for transportation projects away from the gas tax into more durable sources by 2030.
- Authorize and implement roadway pricing strategies and reallocate revenues to equitably improve transit, bicycling, and other sustainable transportation choices.
- Prioritize addressing key transit bottlenecks and other infrastructure investments to improve transit operational efficiency over investments that increase VMT.
- Develop and implement a statewide transportation demand management (TDM) framework with VMT mitigation requirements for large employers and large developments.
- Prevent uncontrolled growth of autonomous vehicle (AV) VMT, particularly zero-passenger miles.
- Channel new mobility services towards pooled use models, transit complementarity, and lower VMT outcomes.
- Establish an integrated statewide system for trip planning, booking, payment, and user accounts that enables efficient and equitable multimodal systems.
- Provide financial support for low-income and disadvantaged Californians' use of transit and new mobility services.
- Expand universal design features for new mobility services.
- Accelerate infill development in existing transportation-efficient places and deploy strategic resources to create more transportation-efficient locations.
- Encourage alignment in land use, housing, transportation, and conservation planning in adopted regional plans (RTP/SCS and RHNA) and local plans (e.g., general plans, zoning, and local transportation plans).
- Accelerate production of affordable housing in forms and locations that reduce VMT and affirmatively further fair housing policy objectives.
- Reduce or eliminate parking requirements (and/or enact parking maximums, as appropriate) and promote redevelopment of excess parking, especially in infill locations.
- Preserve and protect existing affordable housing stock and protect existing residents and businesses from displacement and climate risk.

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects, in fact CARB states in Appendix D (page 4): "...focuses primarily on climate action plans (CAPs) and local authority over new residential development. It does not address other land use types (e.g., industrial) or air permitting."

Additionally on Page 21 in Appendix D, CARB states: “The recommendations outlined in this section apply only to residential and mixed-use development project types. California currently faces both a housing crisis and a climate crisis, which necessitates prioritizing recommendations for residential projects to address the housing crisis in a manner that simultaneously supports the State’s GHG and regional air quality goals. CARB plans to continue to explore new approaches for other land use types in the future.” As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

Legislative Actions to Reduce GHGs

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark AB 32 was specifically enacted to address GHG emissions. Other legislation, such as Title 24 and Title 20 energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

AB 1881 (Water Conservation in Landscaping Act of 2006)

The Water Conservation in Landscaping Act of 2006 requires local agencies to adopt the updated DWR model ordinance or equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

SB 1368 (Emission Performance Standard)

California SB 1368 adds Sections 8340 and 8341 to the Public Utilities Code (effective January 1, 2007) with the intent “to prevent long-term investments in power plants with GHG emissions in excess of those produced by a combined-cycle natural gas power plant” with the aim of “reducing emissions of GHGs from the state’s electricity consumption, not just the state’s electricity production.” SB 1368 provides a mechanism for reducing the GHG emissions of electricity providers, both in-state and out-of-state, thereby assisting CARB in meeting its mandate under AB 32, the Global Warming Solutions Act of 2006.

AB 32 (Global Warming Solutions Act of 2006)

The California State Legislature enacted AB 32, which required that GHGs emitted in California be reduced to 1990 levels by the year 2020 (this goal has been met¹⁴). GHGs, as defined under AB 32, include CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆. Since AB 32 was enacted, a seventh chemical, NF₃, has also been added to the list of GHGs. CARB is the state agency charged with monitoring and regulating sources of GHGs. Pursuant to AB 32, CARB adopted regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 states the following:

“Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the

¹⁴ Based upon the 2019 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2017 GHG emissions period, California emitted an average 424.1 MMTCO₂e. This is less than the 2020 emissions target of 431 MMTCO₂e.

displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.”

SB 375 (Sustainable Communities and Climate Protection Act of 2008)

On September 30, 2008, SB 375 was signed by Governor Schwarzenegger. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40% of the total GHG emissions in California. SB 375 states, “Without improved land use and transportation policy, California would not be able to achieve the goals of AB 32.” SB 375 does the following: it (1) requires metropolitan planning organizations (MPOs) to include sustainable community strategies in their regional transportation plans for reducing GHG emissions; (2) aligns planning for transportation and housing; and (3) creates specified incentives for the implementation of the strategies.

SB 375 requires MPOs to prepare a SCSSCS within the RTP that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. Although SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.

Concerning CEQA, SB 375, as codified in Public Resources Code Section 21159.28, states that CEQA findings for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network, if the project:

1. Is in an area with an approved sustainable communities strategy or an alternative planning strategy that CARB accepts as achieving the GHG emission reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates the MMs required by an applicable prior environmental document.

AB 1493 (Pavley Fuel Efficiency Standards)

The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars (ACC) program. The ACC program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for MY 2017 through 2025. The regulation will reduce GHGs from new cars by 34% from 2016 levels by 2025. The new rules will clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid EV and hydrogen fuel cell cars. The package will also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California. On March 9, 2022, EPA reinstated California’s authority under the Clean Air Act to implement its own GHG emission standards for cars and light trucks, which other states can also adopt and enforce. With this authority restored, EPA will continue partnering with states to advance the next generation of clean vehicle technologies.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

In October 2015, the legislature approved, and Governor Jerry Brown signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for EV charging stations. Provisions for a 50% reduction in the use of petroleum statewide were removed from the Bill because of opposition and concern that it would prevent the Bill's passage. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 45% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target would be achieved through the California Public Utilities Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which would facilitate the growth of renewable energy markets in the western United States.

SB 32 (California Global Warming Solutions Act of 2016)

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

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

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

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission

(CEC), CARB, the University of California, and other agencies to develop and propose protocols for measuring the “life-cycle carbon intensity” of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State’s Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO₂e (MMTCO₂e). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State’s climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emissioned by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment “requiring increasing volumes” of new zero emission vehicles (ZEVs) “towards the target of 100 percent.” The executive order

directs the California Environmental Protection Agency (EPA), the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The CEC adopted the 2022 Energy Code on August 11, 2021, which was subsequently approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The latest update to the CALGreen Code went into effect January 1, 2023 (2022 CALGreen).

CALGreen is updated on a regular basis, with the most recent approved update consisting of a supplement issued by the California Building Standards Commission in order to provide new and/or replacement pages containing recently adopted provisions for the 2022 CALGreen on July 1, 2024.

The CEC anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons (44). The Project would be required to comply with the applicable standards in place at the time plan check submittals are made. These require, among other items:

Nonresidential Mandatory Measures

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, upright and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1).
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).

- Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
- Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).

Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

CARB Advanced Clean Truck Regulation. CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- Zero-Emission Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet

owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

CARB Refrigerant Management Program

CARB adopted a regulation in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale, and disposal. The regulation is set forth in sections 95380 to 95398 of Title 17, CCR. The rules implementing the regulation establish a limit on statewide GHG emissions from stationary facilities with refrigeration systems with more than 50 pounds of a high GWP refrigerant. The refrigerant management program is designed to (1) reduce emissions of high-GWP GHG refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduce emissions from the installation and servicing of refrigeration and air-conditioning appliances using high-GWP refrigerants; and (3) verify GHG emission reductions.

Tractor-Trailer GHG Regulation

The tractors and trailers subject to this regulation must either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the HD tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors MY 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified low rolling resistance tires. There are also requirements for trailers to have low rolling resistance tires and aerodynamic devices.

Phase 1 and 2 Heavy-Duty Vehicle GHG Standards

In September 2011, CARB adopted a regulation for GHG emissions from HDTs and engines sold in California. It establishes GHG emission limits on truck and engine manufacturers and harmonizes with the EPA rule for new trucks and engines nationally. Existing HD vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG requirements to implement SmartWay strategies (i.e., the Heavy-Duty Tractor-Trailer GHG Regulation), and in-use fleet retrofit requirements such as the Truck and Bus Regulation. The EPA rule has compliance requirements for new compression and spark ignition engines, as well as trucks from Class 2b through Class 8. Compliance requirements began with MY 2014 with stringency levels increasing through MY 2018. The rule organizes truck compliance into three groupings, which include a) HD pickups and vans; b) vocational vehicles; and c) combination tractors. The EPA rule does not regulate trailers.

CARB staff has worked jointly with the EPA and the NHTSA on the next phase of federal GHG emission standards for medium-duty trucks (MDT) and HDT vehicles, called federal Phase 2. The federal Phase 2 standards were built on the improvements in engine and vehicle efficiency required by the Phase 1 emission standards and represent a significant opportunity to achieve further GHG reductions for 2018 and later MY HDT vehicles, including trailers.

On March 29, 2024, the EPA announced a final rule to revise existing standards to reduce greenhouse gas emissions from heavy duty vehicles in model year 2027 and set new and more stringent standards for

model years 2028 through 2032. The rule known as “Phase 3 greenhouse gas”, builds on previous Phase 1 and Phase 2 greenhouse gas rulemakings which were set to collectively reduce greenhouse gas emissions from heavy-duty vehicles and engines

SB 97 and the CEQA Guidelines Update

Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states “(a) On or before July 1, 2009, the Office of Planning and Research (OPR) shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the OPR pursuant to subdivision (a).”

In 2012, Public Resources Code Section 21083.05 was amended to state:

“The Office of Planning and Research and the Natural Resources Agency shall periodically update the guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption, to incorporate new information or criteria established by the State Air Resources Board pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code.”

On December 28, 2018, the Natural Resources Agency announced the OAL approved the amendments to the CEQA Guidelines for implementing CEQA. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing *CEQA Guidelines* to reference climate change.

Section 15064.4 was added to the CEQA Guidelines and states that in determining the significance of a project’s GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project’s emissions to the effects of climate change. A project’s incremental contribution may be cumulatively considerable even if it appears relatively insignificant compared to statewide, national, or global emissions. The agency’s analysis should consider a timeframe that is appropriate for the project. The agency’s analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. Additionally, a lead agency may use a model or methodology to estimate GHG emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project’s incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

Regional

South Coast Air Quality Management District Thresholds

SCAQMD is the agency responsible for air quality planning and regulation in the SCAB. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when

a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, which could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - Residential and commercial land use: 3,000 MTCO₂e/yr
 - Industrial land use: 10,000 MTCO₂e/yr
 - Based on land use type: residential: 3,500 MTCO₂e/yr; commercial: 1,400 MTCO₂e/yr; or mixed use: 3,000 MTCO₂e/yr
- Tier 4 has the following options:
 - Option 1: Reduce Business-as-Usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
 - Option 3: 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO₂e per SP per year for projects and 6.6 MTCO₂e per SP per year for plans;
 - Option 3, 2035 target: 3.0 MTCO₂e per SP per year for projects and 4.1 MTCO₂e per SP per year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

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

SCAQMD only has authority over GHG emissions from development projects that include air quality permits. At this time, it is unknown if the Project would include stationary sources of emissions subject to SCAQMD permits. Notwithstanding, if the Project requires a stationary permit, it would be subject to the applicable SCAQMD regulations.

SCAQMD Regulation XXVII, amended in 2010, includes the following rules:

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD.
- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the SCAQMD. The SCAQMD would fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

SCAQMD Rule 2305 & 316

Rule 2305, Warehouse Indirect Source Rule, which includes the Warehouse Actions and Investments to Reduce Emissions Program (WAIRE), and Rule 316. Rule 2305 establishes for the first time a regulatory program designed to reduce air pollution (and indirect GHG emissions) caused by warehouse-related activities and is focused on emissions from vehicles that service large warehouses. Rule 316 establishes a fee system to support the Rule 2305 program on an ongoing basis. Rules 2305 and 316 apply to operators and owners of existing and new warehouses with floor space greater than or equal to 100,000-sf within a single building (i.e., large warehouses). Rules 2305 and 316 require such operators and owners to annually take actions with respect to their warehouses that either reduce emissions regionally and locally or facilitate emission reductions. Specifically, owners and operators must "earn" a specific number of WAIRE Points. However, warehouse owners are only required to earn WAIRE Points if they are also a warehouse operator. If a warehouse owner is not an operator, they are not required to earn WAIRE Points even if the operator in their warehouse does not earn the required number of WAIRE Points. Warehouse owners are only required to submit a Warehouse Operations Notification to the SCAQMD.

The number of WAIRE Points required for a specific operator is based on the intensity of operations (i.e., number of truck trips and type of trucks) at each of their warehouses every year. The required points are known as the WAIRE Points Compliance Obligation (WPCO). The WPCO is calculated based on a 12-month survey of truck trips entering or exiting the site, the truck data is weighted based on the types of trucks, and activity is projected for the next year. Thus, the WAIRE Points pay for the prior year's emissions based on points earned in subsequent years.

WAIRE Points are earned by implementing a menu of items including purchasing/renting/leasing near-zero (NZE) and zero emission (ZE) yard equipment and/or trucks, installing on-site ZE fueling stations, and proving on-site solar PV systems that are intended to offset or reduce warehouse emissions. Owners and operators may also implement custom WAIRE plans for individual facilities, subject to SCAQMD approval; or pay mitigation fees to have the SCAQMD implement measures within the SCAB. Owners and operators

that over-comply may transfer excess WAIRE Points earned in one year to a subsequent year or may transfer WAIRE points to another site within their control. WAIRE Points cannot be transferred to other operators and expire after 3 years. Rule 2305 also requires reporting information about facility operations and recordkeeping. Rule 316 is the companion rule to Rule 2305 and establishes the administrative fees that Rule 2305 warehouse owners and operators must pay to support SCAQMD compliance activities.

While the Project proponent may be defined as a warehouse owner and would submit a Warehouse Operation Notice(s), as required, the Project proponent does not intend to be the warehouse operator and has no knowledge of the future operations. Thus, the specific information required by Rule 2305 for calculating the WPCO is unavailable, and the necessary number of points is unknown. Finally, the WAIRE points expire after 3 years and are based on actions of future operators and are thus temporary and could not be calculated. Therefore, even though the WAIRE program will reduce emissions for warehouse activities in the region, no emission reductions from the WAIRE Program were calculated for this analysis.

Southern California Association of Governments

On September 3, 2020, SCAG's Regional Council adopted the 2020 - 2045 RTP/SCS, commonly referred to as the Connect SoCal. The Connect SoCal charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Connect SoCal is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

GHG Thresholds

The City of Menifee has not adopted a project-specific significance threshold and instead relies on SCAQMD's recommended Tier 3 screening threshold of 10,000 MTCO₂e/yr. for industrial stationary source emissions to determine the significance of a project's GHG emissions. However, the City has determined that the SCAQMD's draft threshold of 3,000 MTCO₂e/yr. is more conservative and appropriate for industrial and warehouse land use development projects.

The 3,000 MTCO₂e per year threshold is based on a 90% emission "capture" rate methodology. Prior to its use by the SCAQMD, the 90% emissions capture approach was one of the options suggested by the California Air Pollution Control Officers Association (CAPCOA) in their *CEQA & Climate Change* white paper (2008). A 90% emission capture rate means that unmitigated GHG emissions from the top 90% of all GHG-producing projects within a geographic area – the SCAB in this instance – would be subject to a detailed analysis of potential environmental impacts from GHG emissions, while the bottom 10% of all GHG-producing projects would be excluded from detailed analysis. A GHG significance threshold based on a 90% emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the State's GHG reduction targets, are allowed to proceed. Further, a 90% emission capture rate sets

the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions reductions are being achieved while setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute approximate 1% of projected statewide GHG emissions in the Year 2050.

In setting the threshold at 3,000 MTCO₂e/yr, SCAQMD researched a database of projects kept by the Governor's Office of Planning and Research (OPR). That database contained 798 projects, 87 of which were removed because they were very large projects and/or outliers that would skew emissions values too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate. The SCAQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. It should be noted that the sample of projects included warehouses and other light industrial land uses but did not include industrial processes (i.e., oil refineries, heavy manufacturing, electric generating stations, mining operations, etc.). Emissions from each of these projects were calculated by SCAQMD to provide a consistent method of emissions calculations across the sample population and from projects within the sample population. In calculating the emissions, the SCAQMD analysis determined that the 90th percentile ranged between 2,983 to 3,143 MTCO₂e/yr. The SCAQMD set their significance threshold at the low-end value of the range when rounded to the nearest hundred tons of emissions (i.e., 3,000 MTCO₂e per year) to define small projects that are considered less than significant and do not need to provide further analysis.

The City understands that the 3,000 MTCO₂e/yr threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO₂e/yr threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the *Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold* (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold “uses the Executive Order S-3-05 goal [80% below 1990 levels by 2050] as the basis for deriving the screening level” and, thus, remains valid for use. Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

Thus, for purposes of analysis in this analysis, if Project-related GHG emissions do not exceed the 3,000 MTCO₂e/yr threshold, then Project-related GHG emissions would clearly have a less-than-significant impact pursuant. On the other hand, if Project-related GHG emissions exceed 3,000 MTCO₂e/yr, the Project would be considered a substantial source of GHG emissions.

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

Less than Significant Impact.

Short-term Construction Greenhouse Gas Emissions

Project construction activities would generate direct CO₂, N₂O, and CH₄ emissions from construction equipment, transport of materials, and construction workers commuting to and from the Project site. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year Project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in **Table 6, Amortized Annual Construction Emissions** below.

Table 6: Amortized Annual Construction Emissions

Year	Emissions (MT/yr.)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e ¹⁵
2025	665.45	0.03	0.01	0.18	670.51
Total GHG Emissions	665.45	0.03	0.01	0.18	670.51
Amortized Construction Emissions	22.18	0.00	0.00	0.01	22.35
Source: Urban Crossroads. (2024). <i>Greenhouse Gas Analysis</i> . p. 54 – Table 3-4					

As indicated in **Table 6**, the Project would result in the generation of approximately 22.35 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions. The amortized Project construction emissions would be 22.35 MTCO₂e per year. Once construction is complete, construction-related GHG emissions would cease.

Long-term Operational Greenhouse Gas Emissions

Operational or long-term emissions would occur over the Project's lifetime. GHG emissions would result from direct emissions such as Project generated vehicular traffic and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

The annual GHG emissions associated with the Project are summarized in the following **Table 7, Project GHG Emissions – Without Mitigation**.

¹⁵ CalEEMod reports the most common GHGs emitted which include CO₂, CH₄, N₂O and R. These GHGs are then converted into the CO₂e by multiplying the individual GHG by the GWP.

Table 7: Project GHG Emissions – Without Mitigation

Emission Source	Emissions (MT/yr.)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Annual construction-related emissions amortized over 30 years	22.18	8.84E-04	4.72E-04	6.10E-03	22.35
Mobile Source	2,107.55	0.04	0.26	2.71	2,188.69
Area Source	5.37	0.00	0.00	0.00	5.39
Energy Source	198.62	0.02	0.00	0.00	199.78
Water Usage	85.63	2.00	0.05	0.00	149.90
Waste	22.20	2.22	0.00	0.00	77.68
Stationary Source	11.42	0.00	0.00	0.00	11.46
Total CO₂e (All Sources)	2,655.24				

Source: Urban Crossroads. (2024). *Greenhouse Gas Analysis*. p. 54 – Table 3-7

As shown in **Table 7**, the Project would generate approximately 2,655.24 MTCO₂e annually from both construction and operations and the Project. Project-related GHG emissions would not exceed the City's 3,000 MTCO₂e per year threshold. Therefore, Project impacts would be less than significant, and no mitigation measures are required.

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

Less than Significant Impact.

Pursuant to CEQA Guidelines section 15604.4, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with the 2022 Scoping Plan, is discussed below. It should be noted that the Project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary since both of these plans have been superseded by the 2022 Scoping Plan. As previously noted, the 2022 Scoping Plan advocates for compliance with a local CAP to determine consistency. Since the City does not currently have a climate action plan, the 2022 Scoping Plan is used to determine consistency.

Table 8, Consistency with the 2022 Scoping Plan summarizes the reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan, and as shown, the Project would be consistent with the strategies discussed below.

Table 8: Consistency with the 2022 Scoping Plan

Reduction Strategy	Project Consistency Analysis
GHG Emissions Reductions Relative to the SB 32 Target	
40% below 1990 levels by 2030.	Consistent. The SB 32 GHG emissions reduction target is not an Action that is analyzed independently, it is included in Table 2-1 of the 2022 Scoping Plan for reference. The proposed Project would not obstruct or conflict with agency efforts to meet the SB 32 reduction goal.

Reduction Strategy	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled	
<p>Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.</p>	<p>Consistent. The Project site would develop the underutilized land with a 264,710 square foot warehouse building which includes 10,000 square feet of office support space on an 11.47-acre site. As noted in the Ethanac Business Park VMT Assessment, the Project's effect on VMT was found to remain the same under the With Project scenario as compared to the No Project scenario for both the baseline and cumulative condition, which is below the City's impact threshold. Additionally, the Project-generated VMT per service population was found to be below the City's impact threshold for the baseline and cumulative conditions with the inclusion of the following VMT reductions. The Project will include transportation measures which would reduce energy consumption such as commute trip reduction program which would encourage carpooling, taking transit, walking, and biking, thereby reducing VMT, ridesharing program which encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT, and end-of-trip bicycle facilities which would ensure provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions. Therefore, future workers traveling from and to the proposed Project would have more access to work and other destinations and would reduce VMT. Although there are no specific smart growth reductions proposed, based on the VMT assessment the Project would have a less than significant VMT impact which fits within the overall context of reducing VMT. It is also important to note that the reduction targets identified in the 2022 Scoping Plan are Statewide and do not necessarily apply to individual projects. Thus, any project that meets applicable VMT standards and does not increase VMT per capita, would be assisting with meeting the Statewide targets. Lastly, as discussed in Section 3.7.1, the Project would result in a less than significant GHG impact, which is consistent with the state goals on GHG policies and one of the primary goals and objectives of reducing VMT is to reduce GHG emissions. As such, the Project is consistent with this strategy.</p> <p>It should be noted that the Smart Growth/VMT reduction target is not an Action that is analyzed independently, it is included in Table 2-1 of the 2022 Scoping Plan for reference. The proposed Project would not obstruct or conflict with agency efforts to meet the Smart Growth/VMT reduction goal as discussed herein.</p>
Light-duty Vehicle (LDV) Zero Emission Vehicles (ZEVs)	
<p>100% of LDV sales are ZEV by 2035.</p>	<p>Consistent. This strategy is related to LDV sales within California and the Project would not conflict with implementation of this action. Additionally, the Project would also support the usage of ZEV by providing future on-site EV charging per Title 24 standards.</p>

Reduction Strategy	Project Consistency Analysis
Truck ZEVs	
100% of medium-duty vehicle (MDV)/ heavy-duty vehicle (HDV) sales are ZEV by 2040.	Consistent. This strategy is related to MDV and HDV sales within California and the Project would not conflict with implementation of this action. Additionally, the Project would also support the usage of ZEV by providing future installation of raceway conduit and panel power requirements for medium- and heavy-duty EV supply equipment per Title 24 standards.
Electricity Generation	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO ₂ e) in 2030 and 30 MMTCO ₂ e in 2035 Retail sales load coverage 20 gigawatts (GW) of offshore wind by 2045 Meet increased demand for electrification without new fossil gas-fired resources.	Consistent. The Project would not obstruct with or conflict with the statewide procurement of renewable generated electricity.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	Consistent. The Project would not conflict with the statewide goal of 6 million heat pumps installed by 2030.
Construction Equipment	
25% of energy demand electrified by 2030 and 75% electrified by 2045.	Consistent. The Project would not conflict with the implementation of electric off-road equipment. Additionally, the Project would be required to utilize electric on-site equipment per the City of Menifee's Industrial Good Neighbor Policies.
Low Carbon Fuels for Transportation	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	Consistent. The Project would not conflict with the effort to increase low carbon fuels for transportation.
Low Carbon Fuels for Buildings and Industry	
In 2030s biomethane blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040 In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters.	Consistent. The Project would not conflict with efforts to increase low carbon fuels for use in buildings.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	Consistent. The project would be required to recycle and compost 75 percent of waste per AB 341. As such, the project would be consistent with the strategy.
High-GWP Potential Emissions	
Low-GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	Consistent. The Project would not conflict with efforts to introduce low-GWP refrigerants.
Source: Urban Crossroads. (2024). <i>Greenhouse Gas Report</i> . p. 64 -Table 3-8.	

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future

regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the Project will comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer Rule, Clean Off-Road Fleet Recognition Program, In-Use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. As such, the Project as shown previously in **Table 8** and the discussion above, would be consistent with the 2022 Scoping Plan. The Project would not have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Cumulative Impacts

Cumulative Setting

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe.

Cumulative Impacts

An individual project of this size and nature is of insufficient magnitude by itself to influence climate. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, the Project's short-term and long-term GHG emissions would not exceed City's threshold of 3,000 MTCO₂e. Therefore, the Project would result in a less than significant cumulative GHG impact.

Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

The following analysis is based on the Phase I Environmental Site Assessment and Shallow Soil Investigation Report prepared by Partner Engineering and Science. Both reports are included as **Appendix G1** and **Appendix G2** of this IS/MND, respectfully.

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

Less than Significant Impact with Mitigation Incorporated.

Construction

The Project's construction phase could result in the transport, use, and disposal of hazardous materials such as gasoline fuels, oils, lubricants, and greases in construction equipment and coatings. The use of these materials would not be in such quantities or stored in such a manner as to pose a significant safety hazard. Additionally, use of these materials would be temporary in nature and would cease upon completion of the Project's construction use. The use of these materials would also be temporary and short-term or single-use in nature and would cease upon completion of the Project's construction phase. Project construction would involve the use, storage, transport, and disposal of hazardous materials and would therefore be required to conform to existing laws and regulations.

The Project parcels were historically used for agricultural purposes. There is a potential that agricultural related chemicals such as pesticides, herbicides and fertilizers, may have been applied and stored onsite. However, no specific areas of concern related to agricultural chemical storage and use were identified and it is anticipated that shallow soils containing any residual agricultural chemicals will be either removed or mixed with fill materials and further may be placed beneath structural fill materials during grading and redevelopment activities. Existing on-site operations include storage and maintenance of mining equipment and trucks, fueling (diesel) from two aboveground storage tanks (ASTs), and subleased areas for storage containers, bins and truck trailers. The Project site also has a septic tank and utility connections. As concluded in **Appendix G2**, none of the analyzed soil samples contained organochlorine pesticides (OCPs) or fecal coliform in excess of applicable regulatory screening criteria and/or typical background concentrations. Additionally, none of the analyzed soil samples exceeded the background concentrations of metals¹⁶ for typical California soils. Furthermore, Partner Engineering did not identify any recognized environmental condition (REC), controlled recognized environmental conditions (CREC), historical environmental conditions (HREC) during the Project-specific Phase I Environmental Site Assessment (ESA; **Appendix G1**).

Concerning environmental issues from existing operations at the Project site, hazardous waste is generated that includes primarily waste oil stored in one 500-gallon capacity AST and 55-gallon drums. Additional hazardous substances include diesel fuel (stored in two ASTs: one 7,000-gallon and one 1,000-gallon capacity tanks), fresh motor oil, DEF (diesel exhaust fluid), gear oil, hydraulic fluid, antifreeze, and other typical automotive fluids and cleaners. Liquid hazardous waste drums are situated on secondary containment basins, and the 7,000-gallon AST is situated within a concrete secondary containment structure. The smaller diesel tank is situated on a metal stand over gravel and appears to have internal secondary containment; however, that was not confirmed. No significant staining or leaks were observed by Partner Engineering around the maintenance or fueling areas. Based on visual observations and regulatory compliance information that reports no outstanding violations at this time, vehicle maintenance and fueling operations are considered an environmental issue. Due to the age of the subject property building (1964/65), there is a potential that asbestos containing materials (ACMs) are present. Overall, suspect ACMs were observed in good condition and do not pose a health and safety concern to the occupants of

¹⁶ These various metals include arsenic; barium; chromium; cobalt; copper; lead; molybdenum; nickel; silver; thallium; vanadium; and zinc.

the subject property at this time. According to the United States Environmental Protection Agency (EPA) guidelines, suspect materials that are intact and in good condition can, in general, be managed safely in-place under an Operations and Maintenance (O&M) Program until removal is dictated by renovation, demolition, or deteriorating material condition. Prior to disturbance of the building materials within the building, an ACM survey would be conducted.

Therefore, disposal or transport of demolition materials and any graded soils from the Project site may increase the potential for the exposure of hazardous materials. Implementation of Mitigation Measure (MM) HAZ-1 would ensure proper handling of contaminated soils and substances which may be encountered. Additionally, 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. Therefore, hazards to the public or the environment arising from the routine transport, use, or disposal of hazardous materials during Project construction would be reduced to a less than significant level.

Operations

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; the specific substances and quantities of such materials are presently unknown. 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. Additionally, 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 construction and operations would be less than significant with mitigation incorporated.

Mitigation Measures:

MM HAZ-1 Soil Management Plan (SMP). Prior to issuance of a grading permit or trenching or subsurface excavation for utilities or roadway infrastructure, the Developer shall retain a qualified environmental professional to prepare a SMP that details procedures and protocols for on-site management of soils containing potentially hazardous materials. The purpose of the SMP is to outline protocol for ensuring the proper handling and/or disposal of impacted soil and/or

subsurface features of concern that may be encountered during site development. The SMP shall be submitted to the City's (Building and Safety Department) for review and approval prior to commencement of trenching or subsurface excavation for utilities or roadway infrastructure.

The SMP shall include, but not be limited to:

- Land use history, including description and locations of known contamination;
- The nature and extent of previous investigations and remediation at the site;
- Identified areas of concern at the site, in relation to proposed activities;
- A listing and description of institutional controls, such as applicable City ordinances and other local, state, and federal regulations and laws that would apply to the project;
- Names and positions of individuals involved with soils management and their specific role;
- An earthwork schedule;
- Requirements for site-specific Health and Safety Plans (HSPs) to be prepared by all contractors at the project site. The HSP should be prepared by a Certified Industrial Hygienist and would protect on-site workers by including engineering controls, personal protective equipment, monitoring, and security to prevent unauthorized entry and to reduce construction related hazards. The HSP should address the possibility of encountering subsurface hazards including hazardous waste contamination and include procedures to protect workers and the public;
- Hazardous waste determination and disposal procedures for known and previously unidentified contamination, including those associated with any soil export activities, if applicable;
- Requirements for site specific techniques at the site to minimize dust, manage stockpiles, run on and run-off controls, waste disposal procedures, etc.; and
- Copies of relevant permits or closures from regulatory agencies.

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

Less than Significant with Mitigation Incorporated.

Construction

The construction of the Project could result in hazards to the public or the environment through the accidental upset or release of hazardous materials caused by accidental spillage of hazardous materials used during construction phases, or because of the exposure of contaminated soil during grading activities. As previously discussed in Impact Threshold a) above, no REC, CREC, and HREC were identified during the Project site's Phase I ESA. Furthermore, the Project site itself is not on the Department of Toxic Substances Control (DTSC)'s EnviroStor (Cortese list)¹⁷. However, the Phase I ESA identified one 500-gallon capacity AST and 55-gallon drums. Additional hazardous substances included diesel fuel (stored in two ASTs: one 7,000-gallon and one 1,000-gallon capacity tanks), fresh motor oil, DEF, gear oil, hydraulic fluid, antifreeze, and other typical automotive fluids and cleaners. Partner Engineering concluded that no significant staining or leaks were observed around the maintenance or fueling areas. However, based on visual observations and regulatory compliance information that reports no outstanding violations at this time, vehicle maintenance and fueling operations are considered an environmental issue. Additionally, the Phase I ESA concluded the present of ACMs in the existing property building. ACMs would be managed safely in-place under an O&M Program until removal is dictated by renovation, demolition, or deteriorating material condition. Prior to disturbance of the building materials within the building, an ACM survey would be conducted. Consequently, demolition of existing structure and equipment and removal of graded soil throughout the site could potentially release some of the hazardous materials found on the site. Therefore, implementation of **MM HAZ-1** and compliance with all applicable federal, state, and regional regulations would ensure that impacts concerning the reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment would be mitigated to a less than significant level during the Project's construction phase.

Operations

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 Threshold a) 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. Pursuant to California Health and Safety Code, Division 10, Chapter 6.95 and California Code of Regulations, Title 19, Division 5, Chapter 1, Article 3, the Project Applicant would be required to prepare a Hazardous Materials Business Plan (HMBP) that shows conformance with all applicable hazardous materials handling protocols prior to Project approval (refer to COA-HAZ-1 below). Adherence to these regulations is overseen and enforced by the Riverside County Department of Environmental Health Hazardous Materials Division. The Certified Unified Program Agency (CUPA) program provided by the County is designed

¹⁷ DTSC. (2024). *Hazardous Waste and Substances Site List*. Retrieved at: https://www.envirostor.dtsc.ca.gov/public/search.asp?PAGE=2&CMD=search&ocieerp=&business_name=&main_street_number=&main_street_name=&city=&zip=&county=&branch=&status=ACT%2CBKLG%2CCOM&site_type=CSITES%2CFUDS&cleanup_type=&npl=&funding=&reporttype=CORTESE&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&display_results=&school_district=&pub=&hwmp=False&permitted=&pc_permitted=&inspections=&inspectionsother=&complaints=&censustract=&cesdecile=&ORDERBY=city&next=Next+50 (accessed April 2024).

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, operation of 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.

Standard Conditions of Approval

COA-HAZ-1 The Project Applicant shall prepare a Hazardous Materials Business Plan (HMBP) and submit the HMBP to the Riverside County Department of Environmental Health Hazardous Materials Division. The Project Applicant will be required to inform the City of Menifee of the certification of the Project-specific HMBP, prior to Project Approval. The HMBP shall contain detailed information that includes the following:

- An inventory of hazardous materials at a facility.
- Emergency response plans and procedures to be followed in the event of a reportable release or threatened release of a hazardous material.
- Requirements to train employees in safety procedures in the event of a release or threatened release of a hazardous material, including onboarding for new employees and annual refresher courses for existing employees.
- A site map that depicts north orientation, loading areas, internal roads, adjacent streets, storm and sewer drains, access and exit points, emergency shutoffs, evacuation staging areas, hazardous material handling and storage areas, and emergency response equipment.

Mitigation Measures:

MM HAZ-1 would apply. See Impact Threshold a) above.

- c) *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 Impact. Construction of the Project would involve the transport, use, and disposal of hazardous materials on-site and off-site, which include fuels, paints, mechanical fluids, and solvents, but would not be present in such a quantity or used in such a manner that would pose a significant hazard to nearby schools. The nearest operating school to the Project site is more than one-quarter mile to the northeast. Romoland Elementary School is located at 25890 Antelope Road, Menifee, CA 92585. However, as concluded in Impact threshold a) above, the types of hazardous materials used during construction activities would be used in limited quantities and would be subject to all applicable federal, state, and local regulations pertaining to the use, handling, or transport of hazardous materials. Compliance with applicable federal, state, regional,

and local regulations would ensure Project construction would not create a significant hazard to nearby schools due to the transport of any hazardous materials on local roadways.

During operations, the use of hazardous materials that would be routinely handled on-site would be limited to cleaners, paints, and solvents typical for cleaning and keep-up and fertilizers and pesticides for landscaping maintenance. These types of hazardous materials are not considered to be significantly hazardous or acutely hazardous. Additionally, the Project's use of hazardous materials during Project operations would adhere to all applicable federal, state, and local regarding handling, transport, and disposal of hazardous materials. Therefore, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and a less than significant impact would occur.

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

No Impact. The Project site is not included on the list of hazardous waste sites (Cortese List) compiled by the DTSC pursuant to Government Code Section 65962.5.12.¹⁸ Additionally, there are no properties within or near the Project site where a known release has occurred. Therefore, no impact would occur.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

Less than Significant Impact. Portions of the City are in the airport influence area (AIA) boundaries of the March Air Reserve Base (MARB) and the Perris Valley Airport governed by the Riverside County Airport Land Use Commission (RCALUC). The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. A portion of the Perris Valley Airport AIA is located within northwestern part of the City. Part of the City is in Airport Compatibility Zone E in the Airport Land Use Plan for Perris Valley Airport issued by the RCALUC. Affected land uses within the AIA would be Economic Development Corridor (EDC) land uses, and residential land uses. The Project site is not within a compatibility zone of the Perris Valley Airport.¹⁹

The Project site is located within Compatibility Zone E and Zone D of the MARB.²⁰ Within Compatibility Zone E of the AIA, residential density and non-residential intensity are not restricted.

¹⁸ DTSC. (2024). *Hazardous Waste and Substances Site List*. Retrieved at: https://www.envirostor.dtsc.ca.gov/public/search.asp?PAGE=2&CMD=search&ocierp=&business_name=&main_street_number=&main_street_name=&city=&zip=&county=&branch=&status=ACT%2CBKLG%2CCOM&site_type=CSITES%2CFUDS&cleanup_type=&npl=&funding=&reporttype=CORTESE&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&display_results=&school_district=&pub=&hwmp=False&permitted=&pc_permitted=&inspections=&inspectionsother=&complaints=&censustract=&cesdecile=&ORDERBY=city&next=Next+50 (accessed April 2024).

¹⁹ City of Menifee. (2010) *General Plan Exhibit LU-5c, Perris Valley Airport Land Use Compatibility Map – Map PV-1*. Available at: <https://cityofmenifee.us/DocumentCenter/View/6010/COM---GP-Exhibit-LU-5a-c?bidId=> (accessed April 2024).

²⁰ City of Menifee. (2014) *General Plan Exhibit LU-5b, March Air Reserve Base Land Use Compatibility Map*. Available at: <https://cityofmenifee.us/DocumentCenter/View/6010/COM---GP-Exhibit-LU-5a-c?bidId=> (accessed April 2024).

Furthermore, based on the MARB Inland Airport Land Use Compatibility Plan – Map MA – 1 noise impacts are low to moderate and risk of accidents is low. Airspace protection is the major concern in that aircraft pass over these areas while flying to, from, or around the March Air Reserve Base. The Project would be in accordance with the Compatibility Zone E regulations, and all state, county, and local goals, policies, and regulations.

Since the Project site is within Zones D & E, and three legislative actions (I.e., GPA, SPA, and Rezone) are proposed, the Project requires RCALUC review and approval. The RCALUC sent the City a Letter of “ALUC Development Review” and noted that the Project would be consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and would be subject to design standards for outdoor lighting, landscaping and detention basins. The Project would also be subject to COA-HAZ-2, which requires a notice sign that would be permanently affixed to the stormwater basin. Furthermore, Since the Project is partially located within Zone D, the Project is also subject to COA-HAZ-3 and COA-HAZ-4, as noted below. Therefore, impacts would be less than significant with adherence to COA-HAZ-2 through COA-HAZ-4.

Standard Conditions of Approval

- COA-HAZ-2 A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language:
- a) There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes”.
- The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.
- COA-HAZ-3 The below notice shall be provided to all prospective purchasers of the property and tenants of the building and shall be recorded as a deed notice.
- a) NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A).
- COA-HAZ-4 March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact. The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would be maintained along public streets that abut the Project site. The City has adopted an Emergency Operations Plan to identify evacuation routes, emergency facilities, and City personnel and equipment available to effectively deal with emergency situations. No revisions to the adopted Emergency Operations Plan would be required as a result of the Project.²¹ Additionally, as shown in Menifee GP Safety Element Exhibit S-9, the Project site is not located along a City evacuation route and therefore, Project construction and operations would not obstruct evacuation. The Project proposes improvements to nearby roadways at the Project that would further improve the City's accessibility through the widening of roads, development of dedicated turn lanes, and other necessary improvements. Roadway improvements are further discussed in **Section 4.17, Transportation** of this IS/MND.

Furthermore, response times from the Riverside County Fire Department Station 7 and 54 would not be impaired by Project implementation since primary access would be provided through the improvement of Sherman Road. Additionally, the improvement of Sherman Road would improve future response times in this area, as this road is currently unimproved. The City would also require the Project to pay development impact fees (DIF) which constitutes as adequate mitigation because through implementation of the DIF program, the City collects DIF 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, and the Project's compliance with all required design regulations, would further minimize the demand for fire protection and emergency public services impacts. Refer to **Section 4.15, Public Services** of this IS/MND.

Primary access to all major roads would be maintained during construction of the Project, as discussed further in **Section 15, Public Services** of this IS/MND.

Since both Project construction and operations would not disrupt or interfere with emergency access to nearby roadways, would not interfere with the City's emergency response plan, and would comply with design standards for emergency services, impacts would be less than significant.

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

Less than Significant Impact. The Project site is located in a Local Responsibility Area and is not located within a State Responsibility Area or a very high fire hazard severity zone.²² According to the Menifee GP Exhibit S-8, Very High Fire Hazard Severity Zones and Public Facilities, neither the California Department of Forestry and Fire Protection (CAL FIRE) nor the City identify the Project

²¹ City of Menifee. (2021). Emergency Operations Plan. Retrieved from: <https://cityofmenifee.us/DocumentCenter/View/12396/Emergency-Operations-Plan-EOP?bidId=> (accessed July 2024).

²² CAL FIRE. (2024). FHSZ Viewer. Available at: <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones> (accessed April 2024).

site within an area susceptible to wildland fires.²³ Therefore, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death due to wildland fires and no impact would occur.

Cumulative Impacts

The Project's impacts associated with hazards and hazardous materials are anticipated to be less than significant with adherence to federal, State, and local regulations and standards. Cumulative development would also be required to comply with applicable laws and regulations perform (as necessary) site specific environmental site assessments to reduce impacts related to the use, transport, or disposal of hazardous materials. Therefore, the Project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

²³ City of Menifee. (2021). *General Plan Safety Element Exhibit S-8 Very High Fire Hazard Severity Zones and Public Facilities*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/14710/2_Safety_Exhibits_8-5_2021-8---Very-High-Fire-Hazard-Severity-Zoones-and-Public-Facilities (accessed April 2024).

Hydrology and Water Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		X		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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:		X		
i) Result in substantial erosion or siltation on- or off-site?			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?		X		
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?		X		
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?		X		
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

A Preliminary WQMP and Preliminary Hydrology Report were prepared for the Project by Huitt-Zollars, Inc. These studies are included as **Appendix H1** and **Appendix H2** of this IS/MND, respectfully.

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

Less than Significant Impact with Mitigation Incorporated.

Construction

The Project's construction and ground disturbance activities could impact water quality due to sheet erosion of exposed soils, and subsequent deposition of sediment or pollutants entering nearby drainages. For example, grading activities lead to exposed areas of loose soil sediment stockpiles that are prone to uncontrolled sheet flow. Additionally, occupants of the Project could store fuels, lubricants, and solid and liquid wastes which are generally used during construction activities. Although erosion occurs naturally, primarily from rainy or windy conditions, improperly managed construction activities and vehicle maintenance can lead to substantially accelerated rates of erosion in the form of stormwater that could substantially degrade surface or groundwater quality.

Accordingly, the Project would comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, the Menifee GP Policies pertaining water quality 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 shall identify site-specific construction BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater runoff from the Project site.

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,²⁴ the City's Grading Ordinance,²⁵ and other required regulations. With the implementation of BMPs as described in the SWPPP (see **MM HYD-1**), the Project is not anticipated to violate water quality standards during construction. Therefore, impacts would be considered less than significant with mitigation incorporated.

Project runoff would be directed to the on-site underground detention basin and pump system, that is sized for WQMP and hydrologic condition of concern (HCOC) mitigation, located along the east property line. Site runoff from the south half of the site, including the building roof, truck court, drive aisles and parking lots, would be collected by catch basins. The collected runoff would then be conveyed through the proposed on-site storm drain Line A and discharged to the underground detention basin/pump system. Site runoff from the north half of the site, including the building roof, truck court, drive aisles and parking lots, would be collected by catch basins. The collected runoff would then be conveyed through the proposed on-site storm drain Line B and discharge to the detention basin/pump system.

The design capture volume of runoff and mitigated volume for HCOC would be pumped to a treatment device through storm drain Line C located at the southwest corner and would discharge to the outlet through the property to the south. Any storm greater than the 2-year 24-hour storm will top the weir in the diversion structure and outlet into the proposed Storm Drain outlet being proposed on the project to the west. The runoff will convey west to Trumble Road and then south on Trumble Road to the existing RCFC Romoland channel Line A just north of Mclaughlin Road. Therefore, as concluded in **Appendix H2**, the proposed on-site drainage and storm drain facilities

²⁴ City of Menifee. (2023). *Menifee MC Chapter 15.01, Stormwater/Urban Runoff Ordinance*. Retrieved from: https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-2967 (accessed January 2024).

²⁵ City of Menifee. (2019). *Menifee MC Chapter 8.26 Grading Regulations*. Retrieved from: <https://www.cityofmenifee.us/DocumentCenter/View/9236/Final-Grading-Ordinance?bidId=> (accessed on January 2024).

will be sized adequately for 100-year storm event. Additional calculations, including on-site storm drain hydraulics and catch basin sizing in addition to any other storm event models will be provided in the final drainage report.

Additionally, the Project's 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 **MM HYD-1**), the Project is not anticipated to violate water quality standards during construction. Furthermore, the Project Applicant will prepare a final Project-Specific WQMP with an operations and maintenance (O&M) Plan which would identify Project BMPs pursuant to **MM HYD-2**. Therefore, impacts would be reduced to a less than significant level.

Operations

Typical stormwater water-related pollutants of concern for warehousing development includes but is not limited to pesticides and herbicides uses for landscaping; trash/debris from trash enclosures and break areas; and fluids from motor vehicles spilled onto paved areas. Accordingly, the Project would be designed with an extensive drainage plan which includes ribbon gutters, subsurface storm drains, curb cuts, u-channels, and detention basins. The basins are designed to weaken the flow of post-development runoff to pre-development conditions, and have been designed to treat runoff for pollutants, pursuant to SWRCB regulations. Additionally, the Project would comply with the NPDES Municipal Permit, the Menifee GP, 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 (see **Appendix H1**) has incorporated combined 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, pursuant to **MM HYD-2**.

The WQMP would comply with the requirements set in Menifee MC 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. Therefore, impacts would be less than significant with mitigation incorporated.

Mitigation Measures:

MM HYD-1 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.

The required Stormwater Pollution Prevention Plan (SWPPP) must be submitted to the City of Menifee Engineering Department for review and approval, identifying specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for BMP implementation, site restoration, contingency measures, responsible parties, and agency contacts. The SWPPP shall include but not be limited to the following elements:

- A. Compliance with the requirements of the State of California's most current Construction Stormwater Permit.
- B. Temporary erosion control measures shall be implemented on all disturbed areas.
- C. Disturbed surfaces shall be treated with erosion control measures during the October 15 to April 15 rainy season.
- D. Sediment shall be retained on-site by a system of sediment basins, traps, or other BMPs.
- E. The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate discharge of materials to storm drains.
- F. BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the Santa Ana RWQCB to determine adequacy of the measure.
- G. In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the duration of construction.
- H. Prior to the issuance of the first grading permit, the Project Applicant shall submit all applicable engineering plans that includes the water quality BMPs for approval by the City of Menifee Engineer. The City of Menifee Engineer shall ensure that all applicable water quality standards are met before approving the SWPPP.

MM HYD-2 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 shall 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, including the following:

- Site Design BMPs
- Source Control BMPs
- Treatment Control BMPs
- BMP Sizing
- Equivalent Treatment Control Alternatives
- Regionally-Based Treatment Control BMPs
- Q&M Responsibility for Treatment Control BMPs

b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less than Significant Impact.

The Project site overlies the San Jacinto Groundwater Basin and within the service area of 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 EMWD. 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. A Water and Sewer Service Will-service letter (refer to **Appendix K**) stated that EMWD is willingly to provide water and sewer services to the Project site. The Project proposes domestic and fire water extensions from the existing recycled water line and 12-inch water lines located on Sherman Road right-of-way. Accordingly, implementation of the Project in this regard would not substantially deplete or decrease groundwater supplies or directly impact groundwater supplies. Impacts would be less than significant.

As further discussed in **Section 4.19, Utilities and Systems**, considering current as well as Project water demand through the year 2045 in both normal, and single, and multiple dry year scenarios, EMWD has ability to meet all of its member agencies', including the Project's projected supplemental demand through 2045, even under a repeat of historic multiple-year drought scenarios. EMWD plans to supply new water demands in its service area, including the Project, through a combination of additional imported water purchases from MWD and the ongoing development of EMWD's local supply resources.

While construction activities would introduce new impermeable surfaces to the Project site, the Project would include elements to reduce the effects of the new impervious areas pursuant to design measures in the SWPPP and WQMP. 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 recharge. In addition, LIDs that include permeable materials, enable run-off to immediately infiltrate and begin the recharge process. More specifically, as concluded in the preliminary WQMP (**Appendix H1**), the site's drainage design has incorporated a bio-retention basin located on the west side of the Project site. All site drainage

would be conveyed to the bio-retention area where the runoff will be allowed to pass through a filter media, stone section, and through perforated a pipe network beneath the basin footprint which would ultimately convey the runoff out to the proposed public storm drain system located on Dawson Road. Lastly, the Project site also includes areas that would 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. Impacts would be less than significant.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

- i) *Result in substantial erosion or siltation on- or off-site?*

Less than Significant Impact with Mitigation Incorporated. The Project site is developed with an existing operating sand and gravel supply company, which includes an office building, located in the northeastern corner of the site. Runoff from the existing site sheet flows across the property and conveys west to Trumble Road and then south onto Tumble Road towards an inlet near the existing channel due to lack of manmade infrastructure. As noted in the Preliminary Hydrology Report, the Project's runoff would be directed to the on-site underground detention basin and pump system, that is sized for WQMP and hydrologic condition of concern (HCOC) mitigation, located along the east property line. Project site runoff from the southern half of the site, including the building roof, truck court, drive aisles and parking lots, would be collected by catch basins. The collected runoff would then be conveyed through the proposed on-site storm drain Line A and discharged to the underground detention basin/pump system. Site runoff from the north half of the site, including the building roof, truck court, drive aisles and parking lots, would be collected by catch basins. The collected runoff would then be conveyed through the proposed on-site storm drain Line B and discharge to the detention basin/pump system.

Therefore, development of the Project would alter the existing drainage pattern site; however, the Project would preserve the existing drainage pattern to the west. Additionally, per the Preliminary Hydrology Report, alterations to the existing drainage pattern would be required to be to adequately size on-site drainage and storm drain facilities for 100-year 1-hour storm and 2-year 24-hour storm events.

As discussed in **Section 4.7, Geology and Soils**, through excavation, site stripping, removal of the fill material, grading preparation, and demolition, the development of the Project could result in soil erosion if exposed to periods of high wind or storm-related events. General dust control measures such as watering would be required to minimize erosion. Construction contractors would also be required to prepare a dust control plan in compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 to further reduce soil erosion from wind. Furthermore, the Project would be subject to site-specific BMPs included in the WQMP and BMPs which would further minimize potential impacts from erosion and siltation (see **MMs HYD-1** and **HYD-2** above).

Thus, with implementation of BMPs included and NPDES, SWPPP, and WQMP, the Project will not substantially alter the existing drainage pattern of the site in a manner which would result in

substantial erosion or siltation and impacts in this regard would be less than significant with mitigation incorporated.

Mitigation Measures:

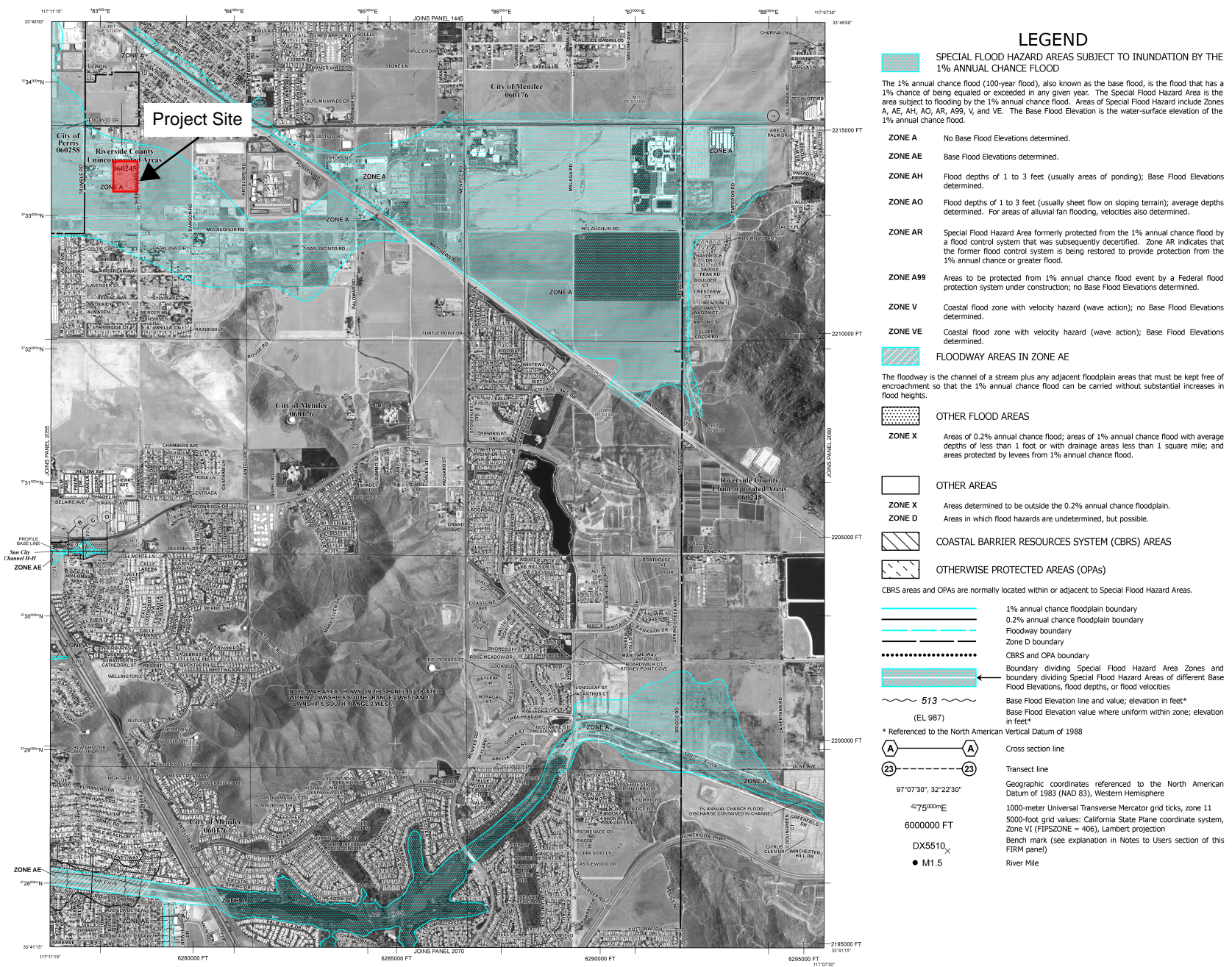
See **MMs HYD-1** and **HYD-2** above.

- 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?*

Less than Significant Impact with Mitigation Incorporated. As shown in **Exhibit 14, FEMA National Flood Hazard Layer FIRMette**, the Project is predominately within a Flood Boundary identified as Zone X: 0.2 percent annual chance flood hazard. A small portion of the southern Project site is identified as Zone X: Area of Minimal Flood Hazard. Implementation of the Project would introduce impervious surfaces on the site; therefore, increasing the amount and rate of surface runoff which could lead to flooding. As mentioned in the previous impacts, the Project Applicant prepared the Preliminary Hydrology Report that determined that the Project's proposed drainage system would be designed and sized adequately for 100-year storm and 2-year 24-hour storm events.

Development of the Project would introduce more impervious surfaces on the site; therefore, increasing the amount and rate of surface runoff. To address this concern, the Project Applicant prepared a Preliminary Hydrology Study (**Appendix H2**) based on Riverside County Flood Control and Water Conservation District (RCFCWCD)'s Hydrology Manual criteria.

The Project's proposed drainage system includes on-site detentions basins and bio-retention basins, combined with a comprehensive on-site and off-site storm drainage system. These drainage design improvements are included in the Project design plans. The drainage design recommendations are included in the Project design plans and have been designed to ensure that all on- and off-site drainage and storm drain facilities would be adequately sized for the 100-year storm event. Additionally, the Project would implement **MM HYD-3**, which would require that the Project Applicant to submit final grading and drainage plans for review and approval by the City and the RCFCWCD, prior to issuance of any grading permit, to ensure that the Project does not result in increased flows off-site or otherwise significantly impact downstream drainage facilities. The drainage design would prevent flooding on- and off-site due to an increase in surface water runoff, resulting in impacts to surface runoff being less than significant with mitigation incorporated. The proposed drainage system design also includes off-site improvements at Sherman Road (analyzed as part of the previously approved Menifee Commerce Center project and analyzed as part of that EIR). Should the previously approved Menifee Commerce Center project not be developed prior to the proposed Project, the proposed Project is conditioned to develop these improvements prior to construction. Lastly, design features pursuant to the BMPs in the WQMP and SWPPP would be implemented to collect any excess runoff that may flow through the site (refer to **MMs HYD-1** and **HYD-2**).



Source: FEMA. (2014). FIRM Flood Insurance Rate Map

Exhibit 14: FEMA National Flood Hazard Layer FIRMette City of Menifee Ethanac Business Park



Kimley»Horn

With proposed infrastructure improvements and implementation **MMs HYD-1** through **HYD-3**, the Project would not cause additional flooding, exceed the capacity of existing drainage facilities, or impede or redirect flood flows such that on-site or off-site areas are significantly impacted.

Mitigation Measures:

See **MMs HYD-1** and **HYD-2** above.

MM HYD-3 Prior to issuance of grading permits, grading plans, and final drainage study shall demonstrate compliance with applicable City and County drainage plans, policies, design guidelines and regulations including but not limited to City of Menifee Municipal Code Chapter 8.26 Grading Regulations.

iv) Impede or redirect flood flows?

Less than Significant Impact. As shown in **Exhibit 14**, the Project is predominately within a Flood Boundary identified as Zone X 0.2 percent annual chance flood hazard, while small portion of the southern Project site is identified as Zone X Area of Minimal Flood Hazard. The Project would develop the Project site with industrial uses and associated infrastructure that would cause changes drainage patterns, and the rate and amount of surface water runoff that could impede or redirect flood flows. However, as concluded above, the Project's on-site and off-site flows would be collected by a system of catch basins located on- and off-site which would convey runoff to proposed on-site storm drains Line A and B and discharged to the proposed underground detention basin/pump system. The captured stormwater will be pumped to a treatment device through storm drain Line C located at the southwest corner and will discharge to the outlet through the property to the south. Any storm greater than the 2-year 24-hour storm will top the weir in the diversion structure and outlet into the proposed Storm Drain outlet being proposed on the project to the west. The runoff will convey west to Trumble Road and then south on Trumble Road to the existing RCFC Romo Land channel line A just north of McLaughlin Road.

Therefore, with implementation of efficient design measures (**MM HYD-3**) and applicable BMPs pursuant the Project's WQMP and SWPPP (**MMs HYD-1** and **HYD-2**), the Project would not substantially impede or redirect flood flows, and no on-site flooding would occur.

Mitigation Measures:

See **MMs HYD-1** through **HYD-3** above.

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

Less than Significant Impact with Mitigation Incorporated. The Project is inland and is not at risk for inundation from a tsunami since the Project site more than 30 miles from the Pacific Ocean. The Project site is not within a seiche zone but is subject to inundation due to dam failure from the Diamond Valley Lake East Dam. Furthermore, as discussed above, the northeastern portion of the Project site is largely within an area determined to be outside the 0.2 percent annual chance floodplain, identified as Zone X. A small portion of the southern Project site is identified as Zone X Area of Minimal Flood Hazard.

Although the Project could risk the release of pollutants due to inundation from the Diamond Valley Lake East Dam and flooding, BMPs have been incorporated into the Project's site design to fully address these issues. As noted in the Preliminary Drainage Report, with the implementation of the proposed on- and off-site drainage improvements, runoff would be conveyed to the corresponding detention basins which would be designed and sized to appropriately provide flood protection for the 100-year storm event. As such, the Project would implement BMP's and efficient design measures pursuant to the Project's WQMP and SWPPP (**MMs HYD-1 and HYD-2**), that includes, but is not limited to, the pretreatment of runoff through the proposed bioretention basin. Lastly, the Project Applicant shall be required to submit final grading and drainage plans for review and approval by the City, prior to issuance of any grading permit, to ensure that the Project does not result in increased flows off-site or otherwise significantly impact downstream drainage facilities (**MM HYD-3**). Therefore, the Project 's impacts regarding the risk of pollutants due to inundation would be reduced to less than significant levels.

Mitigation Measures:

See **MMs HYD-1** through **HYD-3** above.

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

Less than Significant Impact. For groundwater management plan and reporting purposes, the San Jacinto Groundwater Basin is further separated into the Hemet/San Jacinto Management Plan Area, where the San Jacinto Fault Zone strongly influences the groundwater hydrology and is adjudicated under the Hemet-San Jacinto Watermaster, 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). As discussed in the previous impact analyses, the Project's components would not obstruct groundwater facilities as groundwater facilities are not planned by EMWD for this Project. Furthermore, the Project would not substantially deplete or decrease groundwater supplies or directly impact groundwater supplies because the Project's proposed BMPs would include design features that would assist in the recharge of groundwater supplies. Thus, the Project would not conflict with the Hemet/San Jacinto Groundwater Management Plan or the West Jacinto Groundwater Basin Management Plan. Therefore, a less than significant impact would occur.

Cumulative Impacts

Potential impacts related to hydrology and water quality are typically site-specific. As concluded above, the Project's hydrology and water quality-related impacts would be less than significant with compliance with all applicable State, and local regulations and standards, including preparation and implementation of **MMs HYD-1** through **HYD-3**. As a result, no cumulative impacts would occur.

Land Use and Planning

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

a) Physically divide an established community?

No Impact. A Project involves the development of 264,710 sq. ft. of warehouse space within an 11.4-acre site, with associated facilities and infrastructure improvements. The Project would occupy an area to be fully designated/classified as Menifee North SP (industrial), upon approval of the proposed GPA, ZC, and SPA. More specifically, the Project is in PA 2 of the Menifee North SP which is designated for industrial usage. The surrounding land uses to the Project site include an industrial building to north; non-conforming single-family residences, vacant lots, and Trumble Road to the west; a vacant lot to the south; and Sherman Road and vacant land to the east. Although the Project is located near residential homes, the single-family residences to the west are not part of an established community and are classified as non-conforming uses since residential uses are not allowed with the HI land use designation and zoning. Lastly, the Project would not involve the removal of vital roadways or points of connection for residents. Therefore, development of the Project would not divide an established community and no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The Project's current land use designations, depicted by the Menifee GP Land Use Map, are HI and Menifee North SP.²⁶ The City's Zoning Map indicates the Project site is designated as HI and Menifee North SP.²⁷ The Project Applicant proposes industrial uses which are permitted within the HI and Menifee North SP land use designation and zoning classification. The Project Applicant proposes a GPA, ZC, and SPA that would redesignate the portion of the Project under the HI land use designation and zoning classification as Menifee North SP. Upon approval of the proposed entitlements, the Project would be designed in conformance with applicable Menifee North SP design standards and guidelines. Additionally, given that the Menifee GP and Menifee North SP Planning Area 2 considered the potential environmental impacts

²⁶ City of Menifee. (2023). *General Plan – Land Use Map*. Retrieved from: <https://cityofmenifee.us/DocumentCenter/View/11043/General-Plan--Land-Use-Map---March-2023> (accessed March 2024).

²⁷ City of Menifee. (2023). *Zoning Map*. Retrieved from: <https://cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---March-2023> (accessed March 2024)

associated with industrial uses, the Project would not create any new or greater environmental impacts than those identified in the Menifee GP EIR and Menifee North SP.

Cumulative Impacts

Land use impacts would not be cumulatively considerable if the Project, in conjunction with other past, present, reasonably foreseeable future projects, would be designed or otherwise conditioned to maintain consistency with adopted land use plans and ordinances or be amended with the appropriate mitigation and conditions of approval. As concluded above, the Project would neither physically divide an established community nor inhibit future development since the Project would serve to improve the general Project area are consistent with the City's General Plan land use designations. As a result, the Project would result in a less than significant cumulative impact associated with land use and planning.

Mineral Resources

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

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

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the area. Under SMARA, areas are categorized into MRZs as follows:

- MRZ-1:** Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
- MRZ-2:** Areas where geologic data indicate that significant PCC-Grade aggregate resources are present.
- MRZ-3:** Areas containing known or inferred mineral occurrences of undetermined mineral resource significance.

According to the Menifee GP Exhibit OSC-3 Mineral Resource Zones,²⁸ the Project site is classified as “Urban Area,” which means that there is no MRZ associated with this area.²⁹ Additionally, the Project would be within an area of the City that is currently disturbed and partially developed. Lastly, the existing uses on site do not include mineral refinement or mining. Thus, development of the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, and no impact would occur.

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

No Impact. As stated above, the Project would be within an area of the City that is currently disturbed and partially developed. Additionally, existing uses on the site do not include mineral refinement or mining. Lastly, review of the Department of Conservation’s Mines Online Mapper

²⁸ City of Menifee. (2013). *Menifee GP Exhibit OSC-3: Mineral Resource Zone*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1084/ExhibitOSC-3_Mineral_Resource_Zones_HD0913?bidId= (accessed January 2024).

²⁹ City of Menifee. (2013). *Menifee GP Open Space and Conservation Element*. Pg. 7. Available at: https://www.cityofmenifee.us/DocumentCenter/View/1081/3_OSC_Background-Documents_HD_0913?bidId= (accessed January 2024).

did not identify active mining sites within the City, including the Project site. Therefore, development of the Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on the City's general plan, specific plan or other land use plan. No Impact would occur.

Cumulative Impacts

As concluded above, the Project would not have an impact since the Project site does not contain any mineral resources and would not have any impact due to the removal or loss of availability of these resources. As such, the Project would not result in a significant cumulative impact associated with mineral resources.

Noise

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

A Noise and Vibration Analysis was prepared by Urban Crossroads in August 2024. The Noise calculations are included in this IS/MND as **Appendix I**, and the results are summarized herein.

Fundamentals

Noise is simply defined as unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

Range of Noise

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. (2) The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 1,000 feet, which can cause serious discomfort. Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used metric is the equivalent level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the “average” noise levels within the environment.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when noise can become more intrusive. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

Sound Propagation and Attenuation

When sound propagates over a distance, it changes in level and frequency content. The way noise reduces with distance depends on the following factors.

Geometric Spreading

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

Ground Absorption

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source.

Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

Shielding

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an “out of sight, out of mind” effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residents. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of-sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The Federal Highway Administration (FHWA) does not consider the planting of vegetation to be a noise abatement measure.

Noise Control

Noise control is the process of obtaining an acceptable noise environment for an observation point or receiver by controlling the noise source, transmission path, receiver, or all three. This concept is known as the source-path-receiver concept. In general, noise control measures can be applied to these three elements.

Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must block the line-of-sight path of sound from the noise source.

Land Use Compatibility with Noise

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area’s desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages State and Local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized.

Community Response to Noise

Approximately sixteen percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints may occur. Twenty to thirty percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment.

Surveys have shown that community response to noise varies from no reaction to vigorous action for newly introduced noises averaging from 10 dB below existing to 25 dB above existing. According to research originally published in the Noise Effects Handbook, the percentage of high annoyance ranges from approximately 0 percent at 45 dB or less, 10 percent are highly annoyed around 60 dB, and increases rapidly to approximately 70 percent being highly annoyed at approximately 85 dB or greater. Despite this variability in behavior on an individual level, the population can be expected to exhibit the following responses to changes in noise levels as shown on Exhibit 2-B. A change of 3 dBA is considered barely perceptible, and changes of 5 dBA are considered readily perceptible.

Vibration

Per the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual*, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

Additionally, in contrast to airborne noise, ground-borne vibration outdoors is not a common environmental problem and annoyance from ground-borne vibration is almost exclusively an indoor phenomenon. Therefore, the effects of vibrations should only be evaluated at a structure and the effects of the building structure on the vibration should be considered. Wood-frame buildings, such as typical residential structures, are more easily excited by ground vibration than heavier buildings. In contrast, large masonry buildings with spread footings have a low response to ground vibration. In general, the heavier a building is, the lower the response will be to the incident vibration energy. However, all structures reduce vibration levels due to the coupling of the building to the soil. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. However, the RMS amplitude and PPV are related mathematically, and the RMS amplitude of equipment is typically calculated from the PPV reference level. The RMS amplitude is approximately 70% of the PPV. Thus, either can be used in the description of vibration impacts.

While not universally accepted, vibration decibel notation (VdB) is another vibration notation developed and used by the FTA in their guidance manual to describe vibration levels and provide a background of

common vibration levels and set vibration limits. Decibel notation (VdB) serves to reduce the range of numbers used to describe vibration levels and is used in this report to describe vibration levels. As stated in the FTA guidance manual, the background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Regulatory Setting

State

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 CNEL and “conditionally acceptable” up to 70 CNEL. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State’s noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Local

Menifee General Plan – Noise Element

- | | |
|------------------|---|
| 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 the table below to the extent feasible, for stationary sources adjacent to sensitive receptors:

Table 9: Stationary Source Noise Standards

Land Use	Interior Standards	Exterior Standards
Residential		
10:00 p.m. to 7:00 a.m.	40 L_{eq} (10 minute)	45 L_{eq} (10 minute)
7:00 a.m. to 10:00 p.m.	55 L_{eq} (10 minute)	65 L_{eq} (10 minute)

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 designed with adequate noise abatement measures.

Policy N-1.10: Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors adjacent to the I-215 or within the projected noise contours of any adjacent airports.

Policy N-1.11: Discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.

Policy N-1.12: Minimize potential noise impacts associated with the development of mixed-use projects (vertical or horizontal mixed-use) where residential units are located above or adjacent to noise-generating uses.

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.

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less than Significant Impact.

Construction

Day Time Analysis

Project construction would result in a temporary increase in noise levels in the Project vicinity. Construction noise varies depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry

out each task (e.g., hours and days of the week) and the duration of the construction work. The FTA Transit Noise and Vibration Impact Assessment Manual recognizes that construction projects are accomplished in several different stages and outlines the procedures for assessing noise impacts during construction. Each stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. Primary noise from Project construction would be from site preparation, grading, building construction, paving, and architectural coating.

To evaluate whether the Project will generate potentially significant short-term noise levels at nearest receiver locations (see **Exhibit 15, Sensitive Noise Receiver Locations**), a construction-related daytime noise level threshold of 80 dBA L_{eq} was used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA L_{eq} significance threshold during Project construction activities as shown in **Table 10, Construction Noise Level Compliance**. Additionally, the impacts related to construction would be short term and would not persist following the conclusion of construction and would not result in significant impacts.

Table 10: Construction Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded?
R1	59.1	80	No
R2	57.2	80	No
R3	54.8	80	No
R4	56.1	80	No
R5	62.0	80	No
¹ Construction noise source and receiver locations are shown on Appendix I Exhibit 10-A.			
² Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Appendix I Table 10-2.			
³ Construction noise level thresholds as shown on Appendix I Table 4-1.			
Urban Crossroads. (2024). <i>Noise and Vibration Analysis</i> . p. 54 – Table 10-3. See Appendix I			

Nighttime Analysis

Nighttime concrete pouring activities may occur as a part of Project building construction activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours and are generally limited to the actual building pad area. Since the nighttime concrete pours will take place outside the permitted City of Menifee Development Code Section 9.210.060[C] of the City of Menifee Development Code indicates that construction activity is restricted to the hours within 6:30 a.m. and 7:00 p.m. with no activity allowed on Sundays and nationally recognized holidays. The Project Applicant will be required to obtain authorization for nighttime work from the City.



LEGEND:

Site Boundary
 Receiver Locations
 Distance from receiver to Project site boundary (in feet)

Source: Urban Crossroads. (2024). Noise and Vibration Analysis - Exhibit 8-A

Exhibit 15: Sensitive Noise Receiver Locations
 City of Menifee
 Ethanac Business Park



Not to Scale

Kimley»Horn

As shown in **Table 11, Nighttime Concrete Pour Noise Level Compliance**, the noise levels associated with the nighttime concrete pour activities are estimated to range from 37.2 to 46.7 dBA Leq at the existing noise sensitive receiver locations. The analysis shows that the unmitigated nighttime concrete pour activities will not exceed the FTA 70 dBA Leq nighttime residential noise level threshold at all the nearest noise sensitive receiver locations. Therefore, the noise impacts due to Project construction nighttime concrete pour noise activity are considered less than significant at all receiver locations with prior authorization for nighttime work from the City.

Table 11: Nighttime Concrete Pour Noise Level Compliance

Receiver Location ¹	Concrete Pour Construction Noise Levels (dBA L _{eq})		
	Exterior Noise Levels ²	Threshold ³	Threshold Exceeded?
R1	43.8	70	No
R2	41.9	70	No
R3	39.5	70	No
R4	40.8	70	No
R5	46.7	70	No
¹ Construction noise source and receiver locations are shown on Appendix I Exhibit 10-A.			
² Nighttime Concrete Pour noise model inputs are included in Appendix 10.2 of Appendix I.			
³ Construction noise level thresholds as shown on Appendix I Table 4-1.			
Urban Crossroads. (2024). <i>Noise and Vibration Analysis</i> . p. 56 – Table 10-4. See Appendix I			

Off-site Improvement Construction Noise Analysis

To support the Project development, there would be paving for off-site improvements associated with roadway construction and utility installation which includes widening Sherman Road from Ethanac Road to the southern end of the Project. It is expected that the off-site construction activities would not take place at any one location for the entire duration of construction due to the nature of the linear construction activity. Construction noise from this off-site work would, therefore, be relatively short-term and the noise levels would be reduced as construction work moves linearly along the selected alignment and farther from sensitive uses. The loudest phase of construction associated with off-site roadway and utility improvements would likely be grading/excavation activities, which would generate similar noise levels when compared to the grading/excavation phase of the Project's on-site construction activities. Since the nearest receivers are located 581 feet from the Project on-site construction activity, and it is expected that the off-site construction activities will be located at similar or greater distances, the noise from off-site construction activities are expected to be no greater than what was previously evaluated in the construction noise analysis outlined above. Therefore, the off-site roadway and utility improvement construction activities will be less than significant.

Operations

Consistent with similar warehouse uses, the Project business operations would primarily be conducted within the enclosed building, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include: loading dock activity, roof-top air conditioning units, parking lot vehicle movements, diesel fire pump, trash enclosure activity, and truck movements.

Using the reference noise levels to represent the Project operations that include loading dock activity, roof-top air conditioning units, parking lot vehicle movements, diesel fire pump, trash enclosure activity, and truck movements, the Noise and Vibration Analysis calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. **Table 12, Daytime Project Operational Noise Levels** shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 30.7 to 38.5 dBA Leq.

Table 12: Daytime Project Operational Noise Levels

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Loading Dock Activity	37.2	34.7	31.6	34.2	20.8
Roof-Top Air Conditioning Units	31.8	30.4	27.8	28.6	30.0
Parking Lot Vehicle Movements	25.5	23.4	20.4	21.0	16.2
Trash Enclosure Activity	6.9	6.0	1.8	6.9	0.0
Truck Movements	13.6	12.1	14.7	15.7	5.8
Total (All Noise Sources)	38.5	36.3	33.4	35.5	30.7
¹ See Appendix I Exhibit 9-A for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1.					
Urban Crossroads. (2024). <i>Noise and Vibration Analysis</i> . p. 47 – Table 9-2. See Appendix I					

Table 13, Nighttime Project Operational Noise Levels, shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the existing off-site receiver locations are expected to range from 28.6 to 38.1 dBA Leq.

Table 13: Nighttime Project Operational Noise Levels

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Loading Dock Activity	37.2	34.7	31.6	34.2	20.8
Roof-Top Air Conditioning Units	29.4	28.0	25.4	26.2	27.5
Parking Lot Vehicle Movements	25.5	23.4	20.4	21.0	16.2
Trash Enclosure Activity	5.9	5.0	0.8	5.9	0.0
Truck Movements	9.6	8.1	10.7	11.7	1.8
Total (All Noise Sources)	38.1	35.8	32.8	35.0	28.6
¹ See Appendix I Exhibit 9-A for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 of Appendix I.					
Urban Crossroads. (2024). <i>Noise and Vibration Analysis</i> . p. 48 – Table 9-3. See Appendix I					

As indicated on **Table 14, Daytime Project Operational Noise Level Increases** and **Table 15, Nighttime operational Noise Level Increases**, the Project will generate an operational noise level increase ranging from 0.0 to 0.1 dBA Leq at the nearest receiver locations. The Project-related operational noise level increases will not exceed the operational noise level increase significance criteria.

Table 14: Daytime Project Operational Noise Level Increases

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	38.5	L1	70.2	70.2	0.0	1.5	No
R2	36.3	L2	71.5	71.5	0.0	1.5	No
R3	33.4	L3	52.5	52.6	0.1	5.0	No
R4	35.5	L4	56.1	56.1	0.0	5.0	No
R5	30.7	L5	58.9	58.9	0.0	5.0	No
¹ See Appendix I Exhibit 8-A for the receiver locations.							
² Total Project daytime operational noise levels as shown on Appendix I Table 9-2.							
³ Reference noise level measurement locations as shown on Appendix I Exhibit 5-A.							
⁴ Observed daytime ambient noise levels as shown on Appendix I Table 5-1.							
⁵ Represents the combined ambient conditions plus the Project activities.							
⁶ The noise level increase expected with the addition of the Project activities.							
⁷ Significance increase criteria as shown on Appendix I Table 4-1.							
Urban Crossroads. (2024). <i>Noise and Vibration Analysis</i> . p. 49 – Table 9-4. See Appendix I							

Table 15: Nighttime Operational Noise Level Increases

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	38.1	L1	66.8	66.8	0.0	1.5	No
R2	35.8	L2	67.6	67.6	0.0	1.5	No
R3	32.8	L3	51.2	51.3	0.1	5.0	No
R4	35.0	L4	55.5	55.5	0.0	5.0	No
R5	28.6	L5	58.2	58.2	0.0	5.0	No
¹ See Exhibit 8-A for the receiver locations.							
² Total Project nighttime operational noise levels as shown on Table 9-3.							
³ Reference noise level measurement locations as shown on Exhibit 5-A.							
⁴ Observed nighttime ambient noise levels as shown on Table 5-1.							
⁵ Represents the combined ambient conditions plus the Project activities.							
⁶ The noise level increase expected with the addition of the proposed Project activities.							
⁷ Significance increase criteria as shown on Table 4-1.							
Urban Crossroads. (2024). <i>Noise and Vibration Analysis</i> . p. 50 – Table 9-5. See Appendix I							

Therefore, the incremental Project operational noise level increase is considered less than significant at all receiver locations.

Overall, impacts would be less than significant.

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

Less than Significant Impact.

Construction Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Construction vibration is generally associated with pile driving and rock blasting. However, no pile-driving, or rock blasting activities are planned for the Project.

Table 16, Project Construction Vibration Levels presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 581 to 1,511 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.002 in/sec PPV. The City currently does not have a significance threshold to assess vibration impacts. The Caltrans 2020 Transportation and Construction Vibration Guidance Manual identifies the vibration threshold for human annoyance, vibrations levels of 0.4 in/sec PPV is when vibrations are considered severe by people subjected to continuous vibrations and levels of 0.2 in/sec is used for building damage. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Project construction vibration levels will fall below thresholds at all the noise sensitive receiver locations. Therefore, the Project-related vibration impacts are considered less than significant during typical construction activities at the Project site. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.

Table 16: Project Construction Vibration Levels

Location ¹	Distance to Construction Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³						Thresholds PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jack-hammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	755'	0.000	0.000	0.000	0.001	0.001	0.001	0.3	No
R2	1,014'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R3	1,511'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R4	1,255'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R5	581'	0.000	0.000	0.001	0.001	0.002	0.002	0.3	No

¹ Construction noise source and receiver locations are shown on Exhibit 10-A.
² Distance from receiver to limits of construction activity.
³ Based on the Vibration Source Levels of Construction Equipment (Table 10-5).
⁴ Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.
⁵ Does the peak vibration exceed the acceptable vibration thresholds?
 "PPV" = Peak Particle Velocity
 Urban Crossroads. (2024). *Noise and Vibration Analysis*. p. 57 – Table 10-6. See **Appendix I**

Operational Vibration

Once operational, the Project would not be a significant source of ground-borne vibration. Groundborne vibration surrounding the Project currently result from vehicular travel on the nearby local roadways. Operations of the Project would include truck deliveries. Due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. According to the FTA's Transit Noise and Vibration Impact Assessment Manual (2018), trucks rarely create vibration levels that exceed 70 VdB (equivalent to 0.012 inches per second PPV) when they are on roadways. Therefore, trucks operating at the Project site or along surrounding roadways would not exceed FTA thresholds for building damage or annoyance. Impacts would be less than significant in this regard.

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Less than Significant Impact. The Perris Valley Airport is located approximately 2.3 miles northwest of the Project Site. This places the Project site outside the Perris Valley Airport Influence Area and the Project is not subject to the Riverside County Airport Land Use Compatibility Plan Policy Document (RC ALUCP). The RC ALUCP outlines policies for determining the land use compatibility planning in the vicinity of airports throughout Riverside County. As concluded in the Noise and Vibration Assessment (**Appendix I**), the Project site is located outside the 55 dBA CNEL noise level contour boundaries and the Project's land use is considered clearly acceptable. Therefore, the Project would not expose people residing or working in the project area to excessive noise levels from a private or public airport. The impact would be less than significant.

Cumulative Impacts

Table 7-3 of the Noise Study shows the Existing plus Ambient Growth plus Cumulative (EAC) (2026) without Project conditions CNEL noise levels. The EAC (2026) without Project exterior noise levels are expected to range from 65.4 to 75.0 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 of the Noise Study shows the EAC (2026) with Project conditions will range from 65.4 to 75.0 dBA CNEL. Table 7-8 of the Noise Study shows that the EAC (2026) with Project off-site traffic noise level impacts will range from 0.0 to 1.1 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to the unmitigated Project-related traffic noise levels.

Table 7-5 of the Noise Study shows the Horizon Year (2045) without Project conditions CNEL noise levels. The HY (2045) without Project exterior noise levels are expected to range from 66.6 to 75.4 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-6 of the Noise Study shows the HY (2045) with Project conditions will range from 66.6 to 75.4 dBA CNEL. Table 7-9 shows that the HY (2045) Project traffic noise level impacts will range from 0.0 to 1.1 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in the Traffic Analysis, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels.

Population and Housing

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

- 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)?*

Less than Significant Impact. The Project could induce population growth due to employment opportunities generated during construction and operational activities. However, given that the current unemployment rates for the County of Riverside, and City are 5.3 percent and 5.4 percent, respectively, it is reasonably assured that the jobs would be filled by people living in the City and surrounding communities.³⁰ Furthermore, the Project site is served by existing public roadways, and infrastructure would be installed beneath the public rights-of-way that abut the Project site. Lastly, industrial-type development was planned in this area, so the Project's warehouse uses were accounted for in the Menifee GP. Therefore, the Project would not induce substantial population growth in the Project area and impacts would be less than significant.

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

No Impact. The Project site, including the surrounding area, is currently developed with nonresidential uses. As such, the Project would not displace any residents, the construction of replacement housing is not necessary, and no impact would occur.

Cumulative Impacts

As concluded above, the Project would not induce unplanned population growth in the area, either directly or indirectly, nor displace substantial numbers of existing people or housing. Therefore, the Project would not contribute to a cumulative impact concerning population and housing.

³⁰ State of California. (2024). *Employment Development Department – Monthly Labor Force Data for Cities and Census Designated Places*. Retrieved at: <https://labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html> (accessed January 2024).

Public Services

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project:				
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?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?				X
v) Other public facilities?				X

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

i) *Fire protection?*

Less than Significant Impact. The City is served by the Riverside County Fire Department/CAL FIRE, providing a full range of fire services. The Project site would be served by Station 7 located at 28349 Bradley Road, Menifee, CA 92586, and Station 54 located at 25730 Sultan Rd, Homeland, CA. Station 7 is approximately 3.7 miles southwest of the Project site and Station 54 is approximately five miles east of the Project site. Station 7 is equipped with one three-person fire engine and one two-person medic squad; Station 7 has an approximate ten-minute response time to the Project area and receives approximately 7,193 calls per year.³¹ Station 54 is equipped with one three-person fire engine. Station 54 has an approximate 6.5-minute response time and receives approximately 1,900 calls/year.

³¹ Rivera-Bu, Sonya. (2023). Riverside County Fire Department/CAL FIRE. May 31, 2023. Public Services and Utilities Questionnaire (Fire Service).

The Menifee Fire Department (MFD), 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,³²F. 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, CFC, and CBC, including Project features that aid in fire safety and support fire suppression activities, such as fire sprinklers, paved access, and required aisle widths.

Additionally, the Project would be designed in accordance with Menifee MC's fire safety and fire suppression features, which specify measures based upon the type of building construction, including 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 two 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 are currently no fire hydrants present on adjacent Project roadways. 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. Four fire hydrants would be developed east of the proposed building as part of the Project's conditions of approval.

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 warehouse 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 Development Impact Fees (DIFs) as per the approved fee schedule toward the construction of new fire facilities. CAL FIRE, Station 7 and 54, which would service the Project site, do not currently meet the Menifee GP's four minute³³ adequate response time goal. Station 7 is the busiest fire station with no ability to expand or add additional resources. Thus, there is a pre-existing deficiency. However, payment of DIF constitutes adequate mitigation because through implementation of the DIF program, the City collects DIF 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 Menifee MC, and the Project

³² Menifee Fire Department. (2023). Fire Fee Schedule. Available at: <https://www.cityofmenifee.us/DocumentCenter/View/16893/2023-FIRE-FEE-SCHEDULE?bidId=> (accessed March 2024).

³³ Determined by the National Fire Protection Association (NFPA 2020) Standard 1710, Standard for the organization and deployment of fire suppression operations to the public by career fire departments, Sections 4.1.2.1 (4) & (7).

applicant's compliance with all required design regulations, will further minimize the demand for fire protection and emergency public services impacts. Further, because no fire protection facilities exist on the Project site, development of the Project would not conflict with existing fire structures or require modification of fire protection facilities. Because the Project site is not residential, 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 Project warehouse. 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. Lastly, the Project would be consistent with planned industrial uses per the Menifee North SP. When it is determined that a new fire station would be required, the City would determine at that time if that project would be subject to CEQA. CAL FIRE has indicated that an additional fire station located in the northeast quadrant of the City would be an ideal location for a future fire station. No such plans exist for the construction of the station at this time.

Through payment of DIF and implementation of state and local regulation including but not limited to the Menifee MC fire safety/suppression design standards, the Project would receive adequate fire protection service and would not result in adverse physical impacts associated with the provision of or need for new or physically altered fire protection facilities, and would not adversely affect service ratios, response times, or other performance objectives. Project implementation would result in a less than significant impact to fire protection services.

ii) Police protection?

Less than Significant Impact. Police protection services for the City and Project site would be provided by the Menifee Police Department (MPD). The MPD operates out of its headquarters at 29714 Haun Road, which is approximately three miles south of the Project site. The Project site is already within the service area of the MPD. 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). According to the Department of Finance (DOF), the City's January 2024 population was 111,560 persons.³⁴ This represents a service ratio of 0.83 sworn officers per 1,000 residents.

In 2023, there were a total of 73,192 calls for service and the response time of patrol to the Priority One calls was 8:30 minutes. The targeted numbers for 2023 are 80,000 total calls and a response time to Priority One calls of 8:00 minutes, based on continued development within the Project area. This goal can be achieved through such measures contained in Menifee MC Chapter 11.30, also referred as the False Alarm Ordinance, which requires that the Project implement alarm systems and appurtenant equipment that meets or exceeds industry standards and applicable laws at the time of installation.³⁵ Fire alarm systems and components shall be listed and approved by the California State Fire Marshal in accordance with California Code of Regulations, Title 19,

³⁴ California Department of Finance. (2024). *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2024*. Retrieved from: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/> (accessed July 2024).

³⁵ City of Menifee. (2021). Ordinance No. 202- False Alarm. Retrieved at: <file:///C:/Users/aldo.perez/Downloads/False%20Alarm%20Ordinance%20-%202021.pdf> (accessed September 2024).

³⁶ Gutierrez, David. MPD. June 22, 2023. Personal Communication (email).

Division 1. This would ensure that the Project does not hinder current response times due to nuisance/false alarms that could occur during operation of the Project.

The MPD would be provided the opportunity to review the Project's design to verify that all feasible Crime Prevention through Environmental Design (CPTED) strategies are incorporated, pursuant to Menifee GP Policy CD-3.9. 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.

Lastly, the Project applicant would pay DIF's fees as per the approved fee schedule for police protection services. Similarly, to the fire protection analysis above, payment of DIFs constitutes adequate mitigation because the City collects DIF from development projects and is mandated to use the DIF funds to construct new police service facilities. Funding for the operation and maintenance of existing services also comes from the City's General Fund and Measure DD funds. Therefore, the Project site would be adequately served by existing MPD facilities, equipment, and personnel such that new facilities would not be required. Since the Project site is not residential, although some calls for service are anticipated, the increase for police services would not be significantly impacted due to construction and operation of the proposed warehouse. 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.

iii) Schools?

Less than Significant Impact. The Project site is within the boundaries of the Romoland School District and the Perris Union High School District. Schools closest to the Project site include Romoland Elementary, Hans Middle School, and Heritage High School. The Project would not create a direct demand for public school services since the Project Applicant proposes non-residential uses. Since the Project would not directly generate students and would not indirectly draw students to the area, the Project would not cause or contribute to a need to construct new or physically altered public school facilities. Although the Project would not create a direct demand for additional public school services, the Project Applicant would be required to contribute development impact fees to the Romoland 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 developments to offset the costs associated with increasing school capacity needs. The Project Applicant would pay the school fees prior to the issuance of building permits. Furthermore, payment of school fees constitutes complete mitigation under CEQA. School fees listed below represent currently approved rates. Actual fees are subject to change by the school districts as determined to be necessary or appropriate. Final fees would be determined at time of payment.

Developer fees for industrial development located within the Romoland School District is \$0.56 per square foot at the time of this report but is subject to increase.³⁷

Developer fees for industrial development located in the Perris Union High School District (within the City) is \$0.2184 per square foot at the time of this report but is subject to increase.³⁸

Overall, Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives. Because no school facilities exist on the Project site, development of the Project would not conflict with existing school structures or require modification of school facilities. Compliance with applicable local and state regulations would ensure that Project implementation would result in a less than significant impact to school services.

iv) Parks?

No Impact. The closest parks to the Project site are Perris Valley Big League Dreams located approximately 1.2 miles to the north, Underwood Park located approximately 1 mile to the southeast, and Eller Park located approximately 0.55 mile to the northeast. The Project would not create a direct demand for park facilities, as the Project Applicant does not propose residential uses that would generate population growth requiring additional park facilities. Accordingly, the Project would not cause or to a need to construct new or physically alter park facilities. No impact would occur.

v) Other public facilities?

No Impact. Other public facilities in the area such as health care or libraries, would not be adversely impacted because the Project's non-residential uses would not cause a direct demand for additional public facilities. No impact would occur.

Cumulative Impacts

As concluded above, the Project's impacts related to fire and police protection services would be incremental and result in less than significant impacts. Other public services such as schools, parks, and other public facilities would not be impacted since the Project would not generate population growth. Similarly, cumulative projects would be required to address impacts concerning public services and would pay DIFs accordingly. As such, the Project, in conjunction with cumulative development, would not result in cumulatively considerable impacts to public services or facilities.

³⁷ Romoland School District. (2022). *Developer Fees General Information*. Available at: <https://www.romoland.net/Page/2593> (accessed March 2024).

³⁸ Perris Union Highschool District. (2023). *Developer School Fees*. Available at: <https://www.puhsd.org/developer-school-fees> (March 2024)

Recreation

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

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

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

No Impact. The Project would not increase the use of existing neighborhood or regional parks or other recreational facilities since the Project does not propose residential uses that would generate substantial population growth, resulting in the accelerated substantial physical deterioration of a park or recreational facility. In addition, the Project Applicant does not propose recreational facilities, nor would it entail the expansion of an existing recreational facility. As such, no recreational-related impacts would occur.

Cumulative Impacts

The Project would not result in an increased use of recreational facilities or require construction or expansion of existing recreational facilities. Therefore, no cumulative impacts on recreational facilities would result from Project implementation.

Transportation

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

A Traffic Analysis and VMT Assessment was prepared for this Project in May 2024 by Urban Crossroads. The Traffic Analysis and VMT Assessment are included in this Initial Study as **Appendix J1** and **Appendix J2**, and the results are summarized herein.

Applicable General Plan Policies:³⁹

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

Policy C-1.1: Require roadways to:

- Comply with federal, state, and local design and safety standards.
- Meet the needs of multiple transportation modes and users.
- Be compatible with the streetscape and surrounding land uses.
- Be maintained in accordance with best practices.

Policy C-1.2: Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.

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

Goal C-2: A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.

Policy C-2.1: Require on- and off-street pathways to:

- Comply with federal, state and local design and safety standards.

³⁹ City of Menifee. (2013). *General Plan – Circulation Element*. Available at: <https://www.cityofmenifee.us/863/Circulation-Element> (accessed June 2024).

- Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
- Be compatible with the streetscape and surrounding land uses.
- Be maintained in accordance with best practices.

Policy C-2.2: 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.

Policy C-2.3: Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.

Policy C-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.

Policy C-3.1: Maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available.

Policy C-3.2: Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.

Policy C-3.3: Provide additional development-related incentives to projects that promote transit use.

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

Less than Significant Impact. The Project would be consistent with Riverside County's CMP goals which include, but not limited to, adhering to the CMP by maintaining and enhancing the performance of the multimodal transportation system near the Project site, minimizing travel delay (refer to the LOS analysis in the Project's Traffic Analysis); providing technical consistency in multimodal transportation system analysis and providing consistent procedures to identify and evaluate the effectiveness of recommendation measures; and by providing for adequate funding of those measures through payment of development impact fees, TUMF fees, and fair share fees.

The Project would also comply with the Complete Streets Act of 2008 by being consistent with the Menifee GP Circulation Element's applicable goals and policies. Per the Complete Streets Act of 2008, General Plans are required to accommodate a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways in manners that are suitable to applicable rural, suburban, or urban contexts. More specifically, the Project's circulation system would be designed and constructed in conformance with all applicable City design requirements for roadways, sidewalks, driveways, and all other roadway related improvements.

The Project would include improvements to Sherman Road at the Project's frontage that would provide access to the Project via two proposed driveways. The Project's on-site perimeter

circulation would be designed in compliance with Menifee MC industrial Design Guidelines.⁴⁰ Furthermore, the Project would include improvements for Opening Year 2025 and Opening Year 2025 Cumulative Plus Project Conditions through a combination of fee payments to help establish programs, construction of specific improvements, payment of fair-share contribution toward future improvements, or a combination of these approaches.

Additionally, according to Menifee GP, Exhibit C-5, Potential Transit Services, Sherman Road is identified for potential future on-road transit service.⁴¹ Pursuant to Menifee GP Policy C-3.2, the Project would provide along the Project frontage only and/ or pay towards the development of transit facilities, such as bus shelters, transit bays, and turnouts, as necessary via **MM TRANS-1** below. As such, transit facilities within the City would not be impacted as a direct result of construction or operations of the Project and the Project would be consistent with the Menifee GP Policy C-3.2. According to Menifee GP Exhibit C-4, there are no designated pedestrian walkways along Sherman Road near the Project site, but Sherman Road is identified as a Class II Community On-Street Bike Lane.⁴² The Project would be designed to not conflict with any future bikeways on Sherman Road. The Project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, a less than significant impact would occur.

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

Less than Significant with Mitigation Incorporated. SB 743 was approved by the California legislature in September 2013. SB 743 requires changes to the CEQA, specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "level of service" (LOS) for evaluating transportation projects. OPR has updated guidelines for CEQA and written a technical advisory for evaluating transportation impacts in CEQA and has set a deadline of July 1, 2020, for local agencies to update their CEQA transportation procedures. OPR has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The City has adopted new Transportation Impact Guidelines and now relies on VMT as the measure for determining a project significant transportation impact under the CEQA process.

VMT Screening

City Guidelines states that a project may have a less than significant impact and screen from requiring a project-level VMT analysis if it meets any of the City's VMT screening steps. VMT screening steps are described below along with a determination of the Project's eligibility for each screening criteria. As concluded in the VMT Assessment (**Appendix J2**), the Project was not found

⁴⁰ City of Menifee. (2022). *Design Guidelines*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/14902/Design-Guidelines_Amended-March-2-2022?bidId= (accessed June 2024).

⁴¹ City of Menifee. (2013). *General Plan – Circulation Element Exhibit C-5 Potential Transit Services*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1022/C-5-Potential_Transit_HD0913?bidId= (accessed June 2024).

⁴² City of Menifee. (2013). *General Plan – Circulation Element Exhibit C-4 Proposed Bikeway and Community Pedestrian Network*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/1021/C-4-Bikeways_HD0913?bidId= (accessed June 2024).

to be eligible for VMT screening. Consistent with City Guidelines, a VMT analysis was prepared for the Project and summarized below.

VMT Analysis

Traffic Modeling Methodology

Consistent with City Guidelines, a project-level VMT analysis shall be conducted using the Riverside County Transportation Model (RIVCOM) to determine if the project has a significant impact. RIVCOM version 4.0.1 was released in January 2024 and is the most current sub-regional modeling tool for Western Riverside County. RIVCOM is a useful tool to estimate VMT as it considers interactions between different land uses based on socio-economic data such as population, households, and employment. The calculation of VMT for land use projects is based on the total number of trips generated and the average trip length of each vehicle type.

VMT Analysis Methodology

As stated within the City's Guidelines, the analysis should include 'project generated VMT' and 'project effect on VMT' estimates for the project transportation/traffic analysis zone (TAZ) for baseline and cumulative conditions. For the purposes of this analysis, Project VMT estimates have been prepared using the Origin/Destination method to estimate project-generated VMT and Boundary method to estimate project effect on VMT. VMT has been presented as total VMT and total VMT per service population (i.e., population and employees). Total VMT represents all VMT generated by the Project on a typical weekday and total VMT per service population is an efficiency metric representing total VMT generated on a typical weekday per person who works at the Project or travels to the Project for another purpose.

Origin/Destination VMT

The Origin/Destination (OD) method for calculating VMT sums all weekday VMT generated by trips with at least one trip-end in the study area (i.e., Project boundary or City boundary) and tracks those trips to their origin or destination. Origins are all vehicle trips that start in a specific TAZ, while destinations are all vehicle trips that end in a specific TAZ. The OD method accounts for all trips (i.e., both passenger cars and trucks) and trip purposes (i.e., total VMT) and therefore provides a more complete estimate of project-generated VMT.

Boundary VMT Method

The boundary method is the sum of all weekday VMT on the roadway network within a designated boundary (i.e., City boundary or other designated geographic area). The boundary method estimates VMT by multiplying vehicle trips on each roadway segment within the boundary by that segment's length. This approach consists of all trips, including those trips that do not begin or end in the designated boundary. Consistent with City VMT Guidelines, the City of Menifee was used as the boundary for this assessment.

VMT Impact Threshold

The City of Menifee has adopted the following thresholds of significance related to VMT for land use projects. The following thresholds are to be applied to determine potential project-generated VMT impacts:

1. The baseline project-generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population, or
2. The cumulative project-generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population.

As identified in the City Guidelines, the impact threshold of the County of Riverside General Plan Buildout using the latest version of RIVCOM is 33.6 VMT per service population. In addition, the Project’s effect on VMT would be considered significant if it results in the following condition to be satisfied:

1. The baseline link-level Citywide boundary VMT per service population to increase under the plus project condition compared to the no project condition, or
2. The cumulative link-level Citywide boundary VMT per service population to increase under the plus project condition compared to the no project condition.

VMT Estimates

To estimate project-generated VMT, standard land use information such as building square footage must first be converted into a RIVCOM compatible dataset. The RIVCOM model utilizes socio-economic data (SED) (e.g., population, households, and employment) for the purposes of vehicle trip estimation. **Table 17, Project Population and Employment Estimates** summarizes the SED inputs used to represent the Project. Project SED data was then coded into the Project’s TAZ to isolate project-generated VMT.

Table 17: Project Population and Employment Estimates

Land Use	Quantity	Conversion Factor	Estimated SED
Industrial	264,710 SF	1,030 SF per employee	257 Employees
Source: Urban Crossroads. (2024). <i>VMT Assessment</i> . p. 4 – Table 2. Appendix J2			

Project-Generated VMT

Project-level VMT estimates were extracted from RIVCOM using the OD trip matrices, which includes project-generated VMT for all vehicle trips (both passenger cars and trucks) and trip purposes. The VMT estimates for the Project are shown in **Table 18, Project-Generated VMT** below.

Table 18: Project-Generated VMT

	Baseline	Cumulative
Service Population	257	257
OD VMT	9,296	8,474
OD VMT per Service Population	36.2	33.0
City Threshold	33.6	33.6
Potentially Significant?	Yes	No
Source: Urban Crossroads. (2024). <i>VMT Assessment</i> . p. 5 – Table 3. Appendix J2		

As shown in **Table 18** above, the Project is forecast to exceed the City's threshold under baseline conditions. Since the Project would result in significant VMT impacts, **MMs TRANS-1** through **TRANS-3** would be implemented. In compliance with the City's Industrial Good Neighbor Policies for new industrial project sites, **MM TRANS-1** would require that the Project Applicant develop a Commute Trip Reduction (CTR)/TDM plan to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. **MMs TRANS-2** would require that the Project Applicant develop a ridesharing program and establish a permanent transportation management association with funding requirements for employers. The Ridesharing program would encourage carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Lastly, **MM TRANS-3** would require the installation and maintenance of end-of-trip facilities for employee use which include bike parking, bike lockers, and personal locker. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT emissions. The TDM plan, ridesharing program, and end-of-trip facilities, would be approved by the City prior to the issuance of building permits and incorporated into the Project's Codes Covenants and Restrictions (CC&Rs)

With the implementation of **MMs TRANS-1** through **TRANS-3**, the potential VMT reduction is calculated to be 7.1 percent, as shown in **Table 19, Mitigation Measures and VMT Reductions**.

Table 19: Required VMT Reduction

Project	Potential VMT Reduction	
Commute Trip Reduction Marketing	3.6%	
Ridesharing program	3.6%	
End-Of-Trip Bicycle Facilities	0.1%	
Total Potential VMT Reduction	7.2%	
	Baseline	Cumulative
Threshold OD VMT per SP	33.6	33.6
Project OD VMT per SP	33.6	30.6
Exceed Threshold?	No	No
Source: Urban Crossroads. (2024). <i>VMT Assessment</i> . p. 5 – Table 4. Appendix J2		

Since implementation of **MMs TRANS-1** through **TRANS-3** would result in a 7.2 percent reduction, the Project's total VMT impact would not have a significant impact per City's adopted thresholds. Therefore, a less than significant impact with mitigation would occur.

Mitigation Measures:

MM TRANS-1 The Project Applicant shall consult with the local transit service provider on the need to provide infrastructure to connect the Project with transit services. Evidence of compliance with this requirement may include correspondence from the local transit provider(s) regarding the potential need for installing bus turnouts, shelters, or bus stops at the site.

The Project Applicant shall be required to prepare a marketing strategy that promote the Project site employer's (Commute Trip Reduction (CTR) program. Information sharing and marketing promote and educate employees about their

travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness.

- On-site or online commuter information services.
- Employee transportation coordinators.
- On-site or online transit pass sales.
- Guaranteed ride home service.

The Project will provide tenant's employees material and online resources as a means to promote the commute trip reduction program. The CTR marketing strategy shall be approved by the City prior to issuance of a building permit and incorporated into the Project's Codes Covenants and Restrictions (CC&Rs).

MM TRANS-2 The Project Applicant will be required to provide a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing will encourage carpooled vehicle trips in place of single-occupied vehicle trips. Ridesharing must be promoted through a multifaceted approach. Examples include the following.

- Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
- Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
- Providing an app or website for coordinating rides.

The Project could be designed to provide carpool/vanpool/EV parking designated spaces in locations of easy and convenient accessibility to the Project building. As concluded in the VMT Assessment, this design feature is expected to reduce VMT by 3.6%.

MM TRANS-3 The Project shall install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.

The Project can include building elements for bicycle trip end facilities (i.e., parking) for commuters that choose to bicycle as a mode of travel. This will promote an alternative mode choice of commuting for employees. As calculated, the Project will reduce VMT by 0.1%.

As outlined through the VMT reduction information presented above, inclusion of the TDMs are estimated to reduce VMT impact by 7.1%. This would reduce the Project's VMT impact below the City's VMT impact threshold under baseline and cumulative conditions. Therefore, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) and less than significant impact would occur.

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

Less than Significant Impact. The Project does not include the use of any incompatible vehicles or equipment on-site, such as farm equipment. The Project would create two driveways and provide improvements to Sherman Road. The Project also includes internal circulation improvements that would provide access throughout the Project site. The proposed off-site circulation improvements which include improvements at Sherman Road frontage plus 12 feet east of centerline widening, inclusion of westbound left turn lane and eastbound left turn lanes at the Ethanac Road and Sherman Road Intersection, and widening of the corners to allow the safe right turn ingress onto Sherman Road and left-turn onto Ethanac Road would be constructed as by the City of Menifee Public Works Department. The off-site improvements would allow the safe ingress and egress of trucks from the Ethanac Road and Sherman Road intersection. These improvements would improve existing roadway conditions and be designed to not increase hazards due to geometric design features, both on- and off-site. Additionally, sight distance at Project access points would comply with applicable City sight distance standards. Therefore, a less than significant impact would occur, and no mitigation is required.

- d) *Result in inadequate emergency access?*

Less than Significant Impact. As discussion in impact threshold c) above, vehicular access to the Project site would be provided via two access points on Sherman Road and via internal driveways. The MFD would review the Project for access requirements concerning minimum roadway width, fire apparatus access roads, fire lanes, signage, access devices and gates, and access walkways, among other requirements, which would enhance emergency access to the Project site. Following compliance with MFD access requirements, adequate emergency access to the Project site would be provided. Project impacts concerning emergency access would be less than significant and no mitigation is required.

Cumulative Impacts

Some of the cumulative projects as listed in the TIA may be downsized or may not be developed by the Project's opening year (2026). In addition, many of the related projects have been or would be subject to a variety of mitigation measures that will reduce the potential environmental impacts associated with those projects. However, those mitigation measures have not been considered in projecting the environmental impact of the related projects. The Project would not result in traffic beyond what was contemplated for the Project site and surrounding land uses.

Additionally, as discussed above, the VMT Assessment analyzed the Project's VMT impacts using the City's VMT guidelines which provides options for both methodologies and VMT screening. As concluded above, implementation of the TDMs would result in a reduce of baseline and cumulative VMT. Therefore, the Project's impact to VMT would not be cumulatively considerable and no significant cumulative impact would occur.

Supplemental Non-CEQA Analysis – For Informational Purposes Only

A Traffic Analysis (**Appendix J1**) was conducted for the Project in accordance with the traffic study requirements of the City LOS Traffic Study Guidelines and the City Traffic Impact Analysis Guidelines for Vehicle Miles Traveled. Even though General Plan Policy C-1.2 provides a minimum LOS, the state has determined that automobile delay – to an intersection or roadway segment – is no longer required by or considered a significant impact under CEQA. Therefore, the LOS analysis set forth in the following paragraphs and in Appendix K1 is provided for informational purposes only for the City’s use in evaluating the Project and considering conditions of approval outside of CEQA’s framework.

Project Trip Generation

The trip generation rates, passenger car equivalent (PCE) factors, and the resulting trip generation estimates for the Project are summarized in **Table 20, Summary of Project Trip Generation**. Based on **Table 20**, the total Project is estimated to generate 456 two-way trips per day on a typical weekday with approximately 46 AM peak hour trips and 49 PM peak hour trips, in actual vehicles.

Table 20: Summary of Project Trip Generation

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Warehousing	264.710 TSF							
Passenger Cars:		32	8	40	9	31	40	294
2 axle Trucks:		1	0	1	1	1	2	28
3 axle Trucks:		1	1	2	1	1	2	34
4+- axle Trucks:		2	1	3	3	2	5	100
Total Truck Trips (Actual Vehicles):		4	2	6	5	4	9	162
Total Trips (Actual Vehicles)²		36	10	46	14	35	49	456
Passenger Car Equivalent (PCE):								
Warehousing	264.710 TSF							
Passenger Cars:		32	8	40	9	31	40	294
2 axle Trucks:		1	1	2	1	1	2	40
3 axle Trucks:		1	1	2	2	2	4	66
4+- axle Trucks:		6	4	10	8	7	15	298
Total Truck Trips (PCE):		8	6	14	11	10	21	404
Total Trips (PCE)²		40	14	54	20	41	61	698

Intersection and Roadway Analysis

Pursuant to Menifee GP Policy C-1.2, the City of Menifee has identified LOS D as the threshold for acceptable operating conditions for intersections except at constrained intersections and roadway segments in close proximity to I-215, where LOS E is accepted during peak hours. Based on a review of the existing roadway network and anticipated Project traffic, the following study intersections were selected for analysis in conjunction with the City:⁴³

⁴³ The study locations were established in consultation with City staff through the Scoping Agreement process based on the City of Menifee LOS Traffic Study Guidelines (October 2020).

Study Intersections

- | | |
|---------------------------------|------------------------------|
| 1. I-215 SB Ramps & Ethanac Rd. | 5. Sherman Rd. & Ethanac Rd. |
| 2. I-215 NB Ramps & Ethanac Rd. | 6. Sherman Rd. & Driveway 1 |
| 3. Encanto Dr. & Ethanac Rd. | 7. Sherman Rd. & Driveway 2 |
| 4. Trumble Rd. & Ethanac Rd. | |

Additionally, the following study roadway segments were selected for analysis in conjunction with the City:

<u>Roadway</u>	<u>Segment Limits</u>
1. Ethanac Rd.	1-215 Freeway to Encanto Dr.
2. Ethanac Rd.	Encanto Dr. to Trumble Rd.
3. Ethanac Rd.	Trumble Rd. to Sherman Rd.
4. Sherman Rd.	South of Ethanac Rd.

Existing Conditions

To establish a baseline analysis for existing traffic volumes, turning movement and daily roadway traffic counts were collected for all study intersections and study roadway segments in April 2024. The following study area intersection is currently operating at an unacceptable LOS during the peak hours under Existing (2024) traffic conditions:

- Sherman Road & Ethanac Road (#5) – LOS F PM peak hour only

Roadway Segments

There are no study area roadway segments currently operating at an unacceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria.

Off-Ramp Queues

There are no movements that currently experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Existing (2024) traffic conditions.

Existing Plus Project (E + P) Conditions

The Project-related traffic was added to the existing AM and PM peak-hour traffic volumes. Review of Traffic Analysis indicated that the following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours under E+P traffic condition:

- Sherman Road & Ethanac Road (#5) – LOS F AM and PM peak hours

Roadway Segments

There are no study area roadway segments anticipated to operate at an unacceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria under E+P traffic conditions.

Off-Ramp Queues

There are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under E+P traffic conditions.

Existing Plus Ambient Growth Plus Cumulative (EAC) and Existing Plus Ambient Growth Plus Project Plus Cumulative (EAPC) Conditions

The following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours EAC (2026) traffic conditions:

- I-215 Southbound Ramps & Ethanac Road (#1) – LOS F AM and PM peak hours
- I-215 Northbound Ramps & Ethanac Road (#2) – LOS F AM and PM peak hours
- Encanto Drive & Ethanac Road (#3) – LOS F AM and PM peak hours
- Trumble Road & Ethanac Road (#4) – LOS F AM and PM peak hours
- Sherman Road & Ethanac Road (#5) – LOS F AM and PM peak hours

There are no additional study area intersections that are anticipated to operate at an unacceptable LOS with the addition of Project traffic under EAPC (2026) traffic conditions.

Roadway Segments

The following study area roadway segments are anticipated to operate at an unacceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria under both EAC and EAPC (2026) traffic conditions:

- Ethanac Road, from I-215 Freeway to Encanto Drive (#1) – LOS F
- Ethanac Road, from Encanto Drive to Trumble Road (#2) – LOS F
- Ethanac Road, from Trumble Road to Sherman Road (#3) – LOS F

Off-Ramp Queues

The following movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under both EAC and EAPC (2026) traffic conditions:

- I-215 Southbound Ramps & Ethanac Road (#1) southbound right – AM and PM peak hours
- I-215 Northbound Ramps & Ethanac Road (#2) northbound shared left-through – PM peak hour only
- I-215 Northbound Ramps & Ethanac Road (#2) northbound right – AM and PM peak hours.

Horizon Year (2045) Conditions

The following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2045) Without Project traffic conditions, consistent with EAC (2026) conditions:

- I-215 Southbound Ramps & Ethanac Road (#1) – LOS F AM and PM peak hours
- I-215 Northbound Ramps & Ethanac Road (#2) – LOS F AM and PM peak hours
- Encanto Drive & Ethanac Road (#3) – LOS F AM and PM peak hours
- Trumble Road & Ethanac Road (#4) – LOS F AM and PM peak hours
- Sherman Road & Ethanac Road (#5) – LOS F AM and PM peak hours

There are no additional study area intersections that are anticipated to operate at an unacceptable LOS with the addition of Project traffic under Horizon Year (2045) With Project traffic conditions.

Roadway Segments

The following study area roadway segments are anticipated to operate at an unacceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria under both Horizon Year (2045) Without and With Project traffic conditions:

- Ethanac Road, from I-215 Freeway to Encanto Drive (#1) – LOS F
- Ethanac Road, from Encanto Drive to Trumble Road (#2) – LOS F
- Ethanac Road, from Trumble Road to Sherman Road (#3) – LOS F

Off-Ramp Queues

The following movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows both Horizon Year (2045) Without and With Project traffic conditions:

- I-215 Southbound Ramps & Ethanac Road (#1) southbound right – AM and PM peak hours
- I-215 Northbound Ramps & Ethanac Road (#2) northbound shared left-through – AM and PM peak hours
- I-215 Northbound Ramps & Ethanac Road (#2) northbound right – AM and PM peak hours

Recommended Improvements

Recommended improvements for the deficient intersections and roadways were proposed in the Traffic Analysis to address the Project-related effects at the following intersections. The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the Project:

Recommendation 1 – Sherman Road & Driveway 1 (#6) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and construct a shared left-right turn lane (Project driveway).
- Project to construct a northbound left turn lane with a minimum of 100 feet of storage.

Recommendation 2 – Sherman Road & Driveway 2 (#7) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and construct a shared left-right turn lane (Project driveway).
- Project to construct a northbound left turn lane with a minimum of 100 feet of storage.

Recommendation 3 – Sherman Road is a north-south oriented roadway located on the Project's eastern boundary. Project to construct Sherman Road at its ultimate half-section width along the Project's frontage as a Major Roadway (100-foot right-of-way) from the Project's southern boundary to the

Project's northern boundary, consistent with the City's standards. Project will construct an additional 12 feet of pavement on the east side of Sherman Road to facilitate two-way access.

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard California Department of Transportation (Caltrans) and City of Menifee sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

Off-Site Recommended Improvements

A summary of the off-site intersection improvements is provided in Traffic Analysis Table 1-4. For those improvements listed in Traffic Analysis Table 1-4 and not constructed as part of the Project, the Project Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through payment of fees or fair share that would be assigned to construction of the identified recommended improvements.

Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, have been provided in **Table 21, Project Fair Share Calculations** for the applicable deficient study area intersections. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

Table 21: Project Fair Share Calculations

#	Intersection	Existing (2024)	Project	2045 With Project	Total New Traffic	Project % of New Traffic
1	I-215 SB Ramps & Ethanac Rd.					
	AM:	2,612	24	6,607	3,995	0.6%
	PM:	2,684	26	7,358	4,674	0.6%
2	I-215 NB Ramps & Ethanac Rd.					
	AM:	2,049	41	5,333	3,284	1.2%
	PM:	2,427	50	6,486	4,059	1.2%
3	Encanto Dr. & Ethanac Rd.					
	AM:	1,538	42	3,595	2,057	2.0%
	PM:	1,780	49	4,405	2,625	1.9%
4	Trumble Rd. & Ethanac Rd.					
	AM:	1,580	42	4,097	2,517	1.7%
	PM:	1,611	49	5,019	3,408	1.4%
5	Sherman Rd. & Ethanac Rd.					
	AM:	1,250	51	4,011	2,761	1.8%
	PM:	1,382	57	5,040	3,658	1.6%

Source: Urban Crossroads. (2024). *Traffic Analysis*. p. 83 – Table 8-1.

Tribal Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?			X	

a) *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

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

No Impact. As discussed in Section 4.5, Cultural Resources, an intensive-level cultural resources field survey conducted on the site identified one cultural resource (KHA-ETH-24-01). The historic built environmental resource is a one-story single-family dwelling that was constructed in 1965. However, the building and property are not recommended eligible under any criteria for listing in the California Register. Therefore, KHA-ETH-24-01 does not qualify as a “Historical Resource” under CEQA. Therefore, no impact to a listed or eligible listed tribal cultural resource would occur.

- ii) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Less than Significant Impact. AB 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Section 5097.94 and adds Section 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code, relating to Native Americans.

SB 18 (Government Code section 65352.3) requires local governments to consult with Native American tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. Consultation and noticing requirements apply to the adoption and amendment of general plans and specific plans. The consultation process requires (1) that local governments send the NAHC information on a proposed project and request contact information for local Native American tribes; (2) that local governments then send information on the project to the tribes that the NAHC has identified and notify them of the opportunity to consult; (3) that the tribes have 90 days to respond on whether they want to consult or not, and (4) that consultation begins, if requested, by a tribe and there is no statutory limit on the duration of the consultation. If issues arise and consensus on mitigation cannot be reached, SB 18 allows a finding to be made that the suggested mitigation is infeasible.

Based on the City's prior experience with and written requests from potentially interested Tribes, AB 52 Notices were sent to the following four Tribes:

- Agua Caliente Band of Cahuilla Indians;
- Pechanga Band of Indians;
- Rincon Band of Luiseño Indians; and
- Soboba Band of Luiseño Indians.

Additionally, based on the tribal consultation list provided by NAHC, SB 18 notices were sent to 18 tribes. Results of the AB 52 and SB 18 consultation is provided below.

AB 52 Results

As of the date of this Draft IS/MND, a letter was received by Rincon Band of Luiseño Indians on January 12, 2024, asking for copies of existing documents pertaining to the project such as the cultural survey including the archaeological site records, shape files, archaeological record search results, geotechnical report, and the grading plans, prior to consultation. The Cultural Resources Assessment was sent to the Rincon Band of Luiseño Indians on March 27, 2024. On July 23, 2024, the Rincon Band of Luiseño Indians provided the City with a letter stating that their concerns were adequately addressed, and that consultation was concluded. A letter was received by the Agua Caliente Band of Cahuilla Indians stating that the Project was in the tribes Traditional Use area, and requested consultation with the City pursuant to AB 52 and SB 18, a cultural resources inventory report, copies of the cultural resource documentation (report and site records), and a map of the Project area. The Cultural Resources Assessment was sent to the Agua Caliente Band of Cahuilla Indians on March 27, 2024. On July 29, 2024, the Agua Caliente Band of Cahuilla Indians provided the City with a letter stating that their concerns were adequately addressed, and that consultation was concluded.

A quarterly meeting between the City and the Pechanga Band of Indians occurred on January 10, 2024. The City sent the tribe the Project's Cultural Resources Assessment for review and comment on March 27th and to date, the tribe has not responded. The City consulted with the Pechanga Band of Indians again on May 8th and no additional concerns were raised.

A quarterly meeting between the City and the Soboba Band of Luiseño Indians (SBLI) occurred on January 26, 2024 and again on April 24, 2024. SBLI requested that the cultural records search radius be expanded from the typical ½ mile to 1 mile. The City sent the tribe the Project's Cultural Resources Assessment for review and comment on March 27th and to date, the tribe has not responded. The City consulted with SBLI again on April 24th and no additional concerns were raised.

SB 18 Results

As of the date of this Draft IS/MND, an email was received from Juan Ochoa on behalf of the Pechanga Band of Indians asking for formal consultation and requested that all available Project documents are sent to the tribe prior to the initial SB 18 meeting. The City sent the tribe the Project's Cultural Resources Assessment for review and comment on March 27th and to date, the tribe has not responded. The City consulted with the Pechanga Band of Indians again on May 8th and no additional concerns were raised.

The Augustine Band of Cahuilla Indians sent an email on May 3, 2024, with a letter thanking the City for providing the opportunity to give input on the Project and indicated that they are unaware of any specific cultural resources affected by the Project. They requested to be contacted in the event that cultural resources were discovered on the Project site.

As noted above, the Agua Caliente Band of Cahuilla Indians sent a letter requesting consultation with the City pursuant to SB 18. The Agua Caliente Band of Cahuilla Indians (ACBCI) sent an email on May 23, 2024, with a letter requesting consultation with the City. The tribe also included conditions of approval to be included in the IS/MND to reduce impacts to potential tribal cultural resources. Per the Agua Caliente Band of Cahuilla Indians request, COA-CUL-1 through COA-CUL-7

listed in **Section 4.5 Cultural Resources** would reduce impacts to any tribal cultural resource that may be impacted during the development of the Project. Per ACBCI's request, a list of mitigation measures and cultural conditions of approval were sent on July 10, 2024 for review and comment.

The Rincon Band of Luiseño Indians (RBLI) sent an email on May 29, 2024, with a letter requesting consultation, which occurred on July 9, 2024. RBLI requested that a cultural monitor be on-site during ground disturbance activities, which would be required per COA-CUL-6.

Cumulative Impacts

The Project would result in a less than significant impact on tribal cultural resources. The determination of cumulative impacts occurring from the development of the Project, in conjunction with cumulative development, is less than significant. Each cumulative project is required to comply with all applicable federal, State, and local laws and regulations, including engaging in consultation with Native American tribes as applicable, and implement mitigation measures as applicable, to protect and/or preserve tribal cultural resources that may occur on site. Therefore, no cumulative impacts related to tribal cultural resources would result from Project implementation.

Utilities and Service Systems

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

- 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?*

Less than Significant Impact. The Project site is developed with a supply storage use (sand and gravel) with an office building located at the northeast portion of the site. Sherman Road, abutting the Project site, is an unimproved dirt road. Sherman Road north of the project site is paved. Surrounding developments in the area are served by existing utilities, including electricity, natural gas, wet and dry utilities.

Utilities necessary for the Project site to operate and the associated service providers are as follows:

- Electricity – SCE
- Water – EMWD
- Sewer – EMWD
- Cable/Internet/Telephone – Frontier Communications

Existing utilities would be extended and upgraded as needed during construction of Project to serve the anticipated demands and to accommodate operation of the warehouses. All required improvements and extensions to existing electrical or telecommunications utilities would occur within the existing roadway right-of-way adjacent to the Project site, including Sherman Road. All impacts are discussed and disclosed as part of this IS/MND, within the various sections of this document. As such, upgrades to existing utilities are already evaluated as part of the overall Project. Impacts associated with extension of services in these areas and within the site are less than significant. Services provided by each utility is discussed in additional detail below.

Water

EMWD's available water supplies would be sufficient to meet all of the water demands of the entire customer base, including the Project, through 2045, including during single and multiple dry years. **Table 22, Total Retail and Wholesale Water Supply (AFY)** below shows these values. In all cases through year 2045, even during single and multiple dry year conditions, water supplies available to EMWD would be sufficient to meet all present and future water supply requirements of the entire customer base, including the Project, for the next twenty-five years, as shown in **Table 23, Single Dry Year Supply and Demand Comparison**, and **Table 24, Multiple Dry Years Supply and Demand Comparisons**. Additionally, EMWD provided a Water and Sewer "Will Serve" letter (refer to **Appendix K: Water and Sewer Will Serve Letter**) which stated that EMWD is willing to provide water and sewer services to the Project site. The Project's proposes domestic and fire water extensions from the existing recycled water line and 12-inch water lines located on Sherman Road right-of-way.

Therefore, based on the incremental increase in demand that would result from implementation of the Project, impacts would be less than significant. Impacts of required water facilities are addressed throughout this IS/MND. The majority of Project water facilities would be installed below ground and within existing road rights-of-way, and as such the only physical impacts would be associated with temporary impacts during construction. All Project water facilities would be constructed and operated in accordance with applicable guidelines and regulations in the EMWD and City and would also follow applicable mitigation measures in each topical area addressed in this IS/MND. Therefore, a less than significant impact is anticipated with respect to Project water facilities.

Table 22: Total Retail and Wholesale Water Supply (AFY)

Supply	2020	2025	2030	2035	2040	2045
Retail						
Purchased/Imported Water	65,577	66,447	72,147	70,247	74,747	78,847
Groundwater	11,785	18,753	18,753	18,753	18,753	18,753
Desalinated Groundwater	7,310	13,400	13,400	13,400	13,400	13,400
Recycled Water	39,642	43,330	49,020	54,500	59,800	61,100
Other	0	4,000	4,000	12,000	12,000	12,000
Total Retail Supply	124,314	145,930	157,320	168,900	178,700	187,100
Wholesale						
Purchased/Imported Water	36,384	58,200	52,400	54,400	56,700	58,800
Recycled Water	1,285	4,770	5,180	5,600	5,600	5,600
Total Wholesale Supply	37,669	62,970	57,580	60,000	62,300	64,400
Source: EMWD. 2021. 2020 UWMP, Tables 6-8 and 6-9. https://www.emwd.org/sites/main/files/file-attachments/appb_dwstandardizeduwmpta_0.pdf?1625160758 (accessed March 2024).						

Table 23: Single Dry Year Supply and Demand Comparison

	2025	2030	2035	2040	2045
Retail					
Supply Totals	151,130	162,820	174,700	184,700	193,300
Demand Totals	151,130	162,820	174,700	184,700	193,300
Difference	0	0	0	0	0
Wholesale					
Supply Totals	64,770	59,080	61,600	63,600	65,900
Demand Totals	64,770	59,080	61,600	63,600	65,900
Difference	0	0	0	0	0

Source: EMWD. 2021. 2020 UWMP, Table 7-3. https://www.emwd.org/sites/main/files/file-attachments/appb_dwrstandardizeduwmpta_0.pdf?1625160758 (accessed March 2024).

Table 24: Multiple Dry Years Supply and Demand Comparisons

		2025	2030	2035	2040	2045
Retail						
First Year	Supply Totals	151,130	162,820	174,700	184,700	193,300
	Demand Totals	151,130	162,820	174,700	184,700	193,300
	Difference	0	0	0	0	0
Second Year	Supply Totals	132,700	143,300	153,700	162,500	170,300
	Demand Totals	132,700	143,300	153,700	162,500	170,300
	Difference	0	0	0	0	0
Third Year	Supply Totals	134,900	145,500	155,500	164,100	171,900
	Demand Totals	134,900	145,500	155,500	164,100	171,900
	Difference	0	0	0	0	0
Fourth Year	Supply Totals	137,100	147,600	157,400	165,700	173,500
	Demand Totals	137,100	147,600	157,400	165,700	173,500
	Difference	0	0	0	0	0
Fifth Year	Supply Totals	140,200	150,800	160,000	168,000	175,800
	Demand Totals	140,200	150,800	160,000	168,000	175,800
	Difference	0	0	0	0	0
Wholesale						
First Year	Supply Totals	64,770	59,080	61,600	63,600	65,900
	Demand Totals	64,770	59,080	61,600	63,600	65,900
	Difference	0	0	0	0	0
Second Year	Supply Totals	63,200	59,100	61,400	63,400	65,600
	Demand Totals	63,200	59,100	61,400	63,400	65,600
	Difference	0	0	0	0	0
Third Year	Supply Totals	62,100	59,600	61,800	63,900	66,000
	Demand Totals	62,100	59,600	61,800	63,900	66,000
	Difference	0	0	0	0	0
Fourth Year	Supply Totals	61,000	60,100	62,200	64,300	66,400
	Demand Totals	61,000	60,100	62,200	64,300	66,400
	Difference	0	0	0	0	0
Fifth Year	Supply Totals	59,800	60,600	62,600	64,700	66,900
	Demand Totals	59,800	60,600	62,600	64,700	66,900
	Difference	0	0	0	0	0

Source: EMWD. 2021. 2020 UWMP, Table 7-4. https://www.emwd.org/sites/main/files/file-attachments/appb_dwrstandardizeduwmpta_0.pdf?1625160758 (accessed June 2023).

Storm Water and Drainage

Refer to **Section 4.10, Hydrology and Water Quality**, regarding existing conditions and Project impacts with respect to storm water and drainage facilities. The Project includes a drainage system that would be designed with an extensive drainage plan which includes ribbon gutters, subsurface storm drains, curb cuts, u-channels, and detention basins. Off-site improvements for stormwater and drainage includes Sherman Road being constructed as part of the previously approved Menifee Commerce Center project and analyzed as part of that EIR. Should the previously approved Menifee Commerce Center project not be developed prior to the proposed Project, the proposed Project is conditioned to develop these improvements prior to construction.

As shown in **Exhibit 9**, the Project would also include a potential off-site storm drain system at Trumble Road. All other storm drain connections would be extended into existing storm drain lines. Additionally, all proposed storm water and drainage facilities would be constructed and operated in accordance with applicable guidelines and regulations of the RCFCWCD and City and applicable mitigation measures. Therefore, a less than significant impact is anticipated with respect to Project storm water and drainage facilities.

Wastewater

Prior to the construction or operations of the Project, the Project applicant would comply with EMWD's New Development Process (<https://www.emwd.org/new-development-process>). Notwithstanding the will serve letter EMWD has issued (**Appendix K**), a Sewer Capacity Study may be completed to ensure adequate capacity is available to treat the anticipated wastewater to be generated by the Project. The EMWD has previously used wastewater generation rates for industrial uses of approximately 1,700 gallons per day (GPD) per acre.⁴⁴ Based on this value, wastewater generated by the Project would be approximately 19,499 GPD. This represents approximately 0.02% of the total daily capacity of EMWD's 78 million gallon per day (MGD). Therefore, the increase in the daily wastewater generated by the Project site would be minimal and result in a less than significant impact.

Improvements to facilitate service to the Project site would consist of tie-ins to the existing wastewater lines. All areas needed for improvement would occur in previously disturbed or areas already proposed to be disturbed (excluding the proposed on-site wastewater system). Proposed wastewater facilities would be below ground, along Sherman Road as depicted in **Exhibit 9** and as such are addressed in respective IS/MND section(s). All Project wastewater facilities would be constructed and operated in accordance with applicable guidelines and regulations of the EMWD and City, and would also follow applicable MMs in each topical area addressed in this IS/MND. Therefore, a less than significant impact is anticipated with respect to Project wastewater facilities.

Electricity

SCE currently operates electric power in the City through electricity distribution lines both aboveground and buried. SCE also operates at least three substations (one of which is

⁴⁴ EMWD. (Rev. 2006). *Sanitary Sewer System Planning and Design*.

approximately 1.6 miles east of the Project site) within the City and no power plants.⁴⁵ Electricity facilities such as powerlines and other similar system components would be required for the Project. However, this new infrastructure would be installed within the proposed development areas. It is anticipated that SCE would provide more electricity to the Project compared to what is currently consumed by existing uses, due to the difference of current (e.g., office building) and proposed uses. As depicted in **Exhibit 9**, the Project proposes off-site electrical lines along Sherman Road between Ethanac Road to McLaughlin Road to support the Project. The electrical lines would be extended into the Project to provide additional electrical services needed to service the Project during operations. Lastly, the Project would be consistent with planned uses for the Project site, and would implement energy-saving design standards in compliance with applicable regulations. Therefore, a less than significant impacts concerning the Project's electricity use would occur with the development of the additional electrical facilities.

Natural Gas

The SoCalGas Company provides gas services to most of southern California. The Project would not require the use natural gas resources and therefore, construction of new or expanded natural gas lines would not occur.

Telecommunications

The Project site would require telecommunication services to be provided by Frontier Communications. As discussed above, existing telecommunication lines would be located within existing adjacent rights-of-way needed to serve the existing surrounding development. Service to the Project site would require tying into these lines but these improvements would occur within existing areas of disturbance such as those adjacent to existing roadways. As depicted in **Exhibit 9**, the project proposes off-site communication facilities along Sherman Road between Ethanac Road to McLaughlin Road to service the Project. The new facilities required for the Project would be placed underground as per the City's Development Code, Title 9. Therefore, construction of the Project's telecommunication, cable and internet facilities would not create an increased impact on the environment beyond what is addressed for the overall Project, in respective IS/MND sections. A less than significant impact would occur.

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

As discussed in Impact a) above, EMWD would supply water to the Project. EMWD's 2020 UWMP Tables 7-3 through 7-8 indicate water supplies would meet water demands for normal, single-dry, and multiple dry-year conditions through 2040.⁴⁶ According to the Menifee GP Final EIR, the projected net increase in water demands by General Plan buildout – approximately 15 MGD, or 16,800 afy - is within EMWD forecasts of increases in its water supplies over the 2025-2045 period. EMWD forecasts that its total water supplies would increase by 41,170 afy over that period. UWMP

⁴⁵ SCE. ND. *SCE Power Site Search Tool*. Retrieved at: <https://www.arcgis.com/apps/webappviewer/index.html?id=05a84ec9d19f43ac93b451939c330888> (accessed January 2024).

⁴⁶ EMWD. 2021. *Eastern Municipal Water District 2020 Urban Water Management Plan*. https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721 (accessed June 2024).

water demand forecasts are based on adopted General Plans.⁴⁷ The Project's proposed land uses would be generally consistent with the assumptions of the General Plan buildout and thus, would not increase water demands associated with the Project site beyond what the UWMP assumed/planned. Furthermore, the Water and Sewer Will-Serve letter provided by EMWD (**Appendix K**), stated that EMWD is willing to provide water and sewer services to the Project site. Therefore, Project impacts concerning water demand would be less than significant and no mitigation is required.

- c) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less than Significant Impact. As discussed in Impact a), EMWD's will-serve letter states that the EMWD is anticipated to have adequate capacity to treat the projected demand of the Project. Wastewater generated by the Project would be approximately 19,499 GPD. This represents approximately 0.02 percent of the total daily capacity of EMWD's 78 million MGD. Therefore, EMWD would have adequate capacity to serve the Project's projected demand in addition to the EMWD's existing commitments. Impacts would be less than significant.

- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less than Significant Impact. The City contracts with Waste Management Industries Inc. (WMI) for general waste, construction and demolition debris, green/organic waste, and recycling disposal. The Project is anticipated to generate solid waste during the temporary, short-term construction phase, as well as the operational phase, but it is not anticipated to result in inadequate landfill capacity. According to Menifee GP EIR, the majority of solid waste is diverted to two landfills: El Sobrante Landfill (10910 Dawson Canyon Road, Corona, CA 91719) and Badlands Sanitary Landfill (31125 Ironwood Avenue, Moreno Valley, CA 92555). Based on a construction waste factor of 3.89 pounds per square foot, construction of the Project would generate approximately 1,029 tons of waste (Environmental Protection Agency, 1998) during construction. However, Section 5.408.1 of the 2022 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Therefore, construction activities would generate approximately 360 tons of solid waste to be disposed of at the landfill.

According to CalRecycle's Estimated Solid Waste Generation Rates, a warehouse facility is estimated to produce 13.82 pounds of waste per employee per day.⁴⁸ The estimated number of employees to operate the warehouses would be approximately 311 people.⁴⁹ This equates to approximately 4,298 pounds (2.1 tons). This is approximately 0.04% of Badlands Sanitary Landfill's

⁴⁷ City of Menifee. 2013. *Menifee General Plan Draft EIR, Section 5.18: Utilities and Service Systems*. <https://www.cityofmenifee.us/DocumentCenter/View/1117/Ch-05-17-USS?bidId=>. (accessed June 2024).

⁴⁸ CalRecycle. (2019). *Estimated Solid Waste Generation Rates*. <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates> (accessed January 2024).

⁴⁹ The Project socio-economic data was based on median factors for Riverside County from the SCAG Employment Density Survey (October 31, 2001). The SCAG Study recommends a factor of 819 square feet per employee for warehousing uses.

maximum daily throughput and 0.013% of El Sobrante Landfill's maximum daily throughput. Further details regarding the two landfills are presented below in **Table 25, Landfill Information**.

Table 25: Landfill Information

Landfill	Location	Max. Permitted Throughput (tons per day)	Remaining Capacity (cubic yards)	Max. Permit Capacity	Ceased Operation Date
Badlands Sanitary Landfill	Moreno Valley	5,000	7,800,000	82,300,000	1/1/2059
El Sobrante Landfill	Corona	16,054	143,977,170	2 09,910,000	1 /1/2051
Source: CalRecycle. (2023). <i>SWIS Facility/Site Search – Badlands Sanitary Landfill (33-AA-0006)</i> . Available at: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2367 (accessed January 2024). CalRecycle. (2023). <i>SWIS Facility/Site Search – El Sobrante Landfill (33-AA-0217)</i> . Available at: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2402 (accessed January 2024).					

Project implementation would increase solid waste disposal demands over existing conditions. Badlands Sanitary Landfill, located in Moreno Valley, has a maximum permitted throughput of 5,000 tons per day. The facility's remaining capacity is approximately 7.8 million cubic yards and maximum capacity is approximately 82 million cubic yards. El Sobrante Landfill, located in Corona, has a maximum permitted throughput is 16,054 tons per day. The facility's remaining capacity is approximately 144 million cubic yards and maximum capacity is approximately 210 million cubic yards. The Project would be served by a landfill with sufficient remaining permitted capacity to accommodate the Project's solid waste disposal needs. Therefore, the Project's solid waste disposal needs could be accommodated at one or a combination of the disposal facilities discussed above. Construction and operational activities would be subject to compliance with all applicable federal, state, and local statutes and regulations for solid waste, including those identified under CALGreen and AB 939. The Project would result in less than significant impacts concerning solid waste, and no mitigation is required.

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

Less than Significant Impact. The Project would comply with all applicable federal, State, and local regulations and reduction goals concerning solid waste. The City is required to adhere to AB 341, which requires that at least 75% of waste generated from construction activities be diverted to recycling centers and AB 939 which requires the City to divert at least 50% of its waste stream away from landfills either through waste reduction, recycling or other means.

Section 6.40.010(A) of the Menifee MC states:

Under California law embodied in the California Waste Management Act (Cal. Public Resources Code Section 40000 et seq.), the city is required to prepare, adopt and implement source reduction and recycling elements to reach reduction goals set forth therein, and is required to make substantial reductions in the amount of waste materials going to the state's landfills by diverting 50% of materials from landfills annually or will face substantial penalties. Debris from construction and demolition projects represents a significant portion of the volume of solid waste that is being disposed of in landfills, much of which is suitable for recycling.

Consequently, the purpose of this chapter is to increase the amount of construction and demolition debris that is recycled or reused so as to reduce the amount that is disposed of in landfills. (Ord. 2020-294, passed 3-18-2020)

Furthermore, Section 6.40.050: Diversion Requirements states:

Every applicant shall make a good fair effort to divert 50% of construction and demolition debris generated from every applicable construction, remodeling, or demolition project from landfills by using recycling, reuse, and diversion programs. Separate calculations and reports will be required for the construction and demolition portions of projects that involve both activities. (Ord. 2020-294, passed 3-18-2020)

Lastly, Section 5.408.1: Construction Waste Management of the California Green Building Standards Code states:

Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.408.1.2 or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent.

The Project would be constructed in compliance with Section 5.408.1, the more stringent of the code sections at 65% diversion, and a less than significant impact would occur.

Cumulative Impacts

Cumulative impacts are determined on a project-specific basis. As concluded above, all Project impacts concerning utilities and service systems would be less than significant in consideration of compliance with existing laws, regulations, regulations, and standards. Consistent with the Project, all cumulative projects would be subject to the City's discretionary review process and would comply with existing laws, regulations, and standards, and/or implement mitigation to fully mitigate their contributions concerning utilities and services systems. Therefore, there are no significant cumulative impacts anticipated associated with public utilities and service systems, and the Project's contribution toward potential future utility and service system impacts in the City is not cumulatively considerable.

Wildfire

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
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?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

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

No Impact. According to CAL FIRE's Fire Hazard Severity Zones Map for the City, the Project site is not located in or near a State Responsibility Area (SRA) nor Very High Fire Hazard Severity Zone (VHFHSZ). The Project site is located in a Local Responsibility Area (LRA) which means that the City is responsible for wildfire protection. The closest VHFHSZ is located 1.65 miles to the northeast of the Project site, north of the intersection of Palomar Road and Mapes Road.⁵⁰ Review of Menifee GP Exhibit S-8 further supports the finding that the Project site is not located in or near an SRA and the Project site is not within a VHFHSZ.⁵¹ Therefore, no impact associated with the substantial impairment of an adopted emergency response plan due to a wildfire would occur.

⁵⁰ CAL FIRE. (2023). *Fire Hazard Severity zones in State Responsibility Area*. Available at: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008> (accessed January 2024).

⁵¹ City of Menifee. (2013). City of Menifee General Plan Exhibit S-8: Very High Fire Hazard Severity Zones and Public Facilities. Available at: https://www.cityofmenifee.us/DocumentCenter/View/14710/2_Safety_Exhibits_8-5_2021-8---Very-High-Fire-Hazard-Sevurity-Zoones-and-Public-Facilities (accessed January 2024).

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

No Impact. As noted in Threshold (a) above, the Project site is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZs. The Project would not exacerbate wildfire risks or expose Project occupants to pollutant concentrations or the uncontrolled spread of a wildfire. Therefore, no impact would occur.

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

No Impact. As noted in Threshold (a) above, the Project site is not located in or near an SRA and does not contain lands classified as VHFHSZs. The Project would include construction of warehouse facilities, with parking and landscaping included. Construction and operation of the Project would not increase the risk of fire nor would it require the installation/maintenance of infrastructure that would exacerbate fire risk. Therefore, no impact would occur.

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. As noted in Threshold (a) above, the Project site is not located in or near an SRA and does not contain lands classified as VHFHSZs. Because the site is located within an urbanized area, it would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impact would occur.

Cumulative Impacts

As concluded above, the Project site is not located within an SRA or contains lands classified as VHFHSZ. The Project, in terms of wildfire hazards, would not contribute to an increase in other impacts including pollution, flooding, and emergency access and evacuation. Since the Project would not have any wildfire-related impacts, the Project would not contribute to any potential cumulative impact. The Project is fully developed and located in an urbanized area within the City. Similar to the Project, all cumulative development within the City would be subject to the City's discretionary review process, and would be required to conform to all applicable State, and local regulations and design standards and guidelines to minimize impacts concerning wildfire hazards. Since the Project would not result in incremental effects to wildfire when considered with other cumulative development, the Project would not result in any cumulative wildfire-related impacts.

Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

- a) *Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Less than Significant with Mitigation Incorporated.

All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this IS/MND in their respective sections. Where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less-than-significant levels. As such, with incorporation of **MMs BIO-1** and **BIO-2**, potential impacts to biological resources would be reduced to less than significant, incorporation of **MM CUL-1** would reduce impacts to historical and archaeological resources, and incorporation of **MM GEO-2** would reduce impacts to paleontological resources. With implementation of the previously noted MMs, the Project would not substantially degrade the quality of the environment and impacts would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated.

As discussed throughout this Draft IS/MND, implementation of the Project has the potential to result in effects to the environment that are individually limited and may be cumulatively considerable in specific areas. In all instances where the Project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less than significant levels. The Project is not considered growth-inducing, as defined by State CEQA Guidelines. The potential cumulative environmental effects of implementing the Project would be less than considerable with implementation of mitigation, and therefore, a less than significant impact would occur in this regard.

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

Less than Significant Impact with Mitigation Incorporated.

The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this IS/MND in each respective section. No portion of the proposed Project is anticipated to have or cause a substantial environmental effect that would cause substantial effects on human beings. A less than significant impact is anticipated to occur with incorporation of mitigation, as identified throughout this IS/MND.

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