Draft Environmental Impact Report

Heritage Valley Business Center Project

SCH No. 2025051051

Lead Agency

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

The environmental impact report (EIR) process, as defined by the California Environmental Quality Act (CEQA), requires the preparation of an objective, full-disclosure document in order to (1) inform agency decision-makers and the general public of the direct and indirect potentially significant environmental effects of a proposed action; (2) identify feasible or potentially feasible mitigation measures to reduce or eliminate potentially significant adverse environmental impacts; and (3) identify and evaluate reasonable alternatives to a project. In accordance with State CEQA Guidelines § 15168 (Title 14 of the California Code of Regulations [CCR]), this Draft EIR (State Clearinghouse No. 2025051051) has been prepared for the Heritage Valley Business Center (Project) and for the City of Menifee (City).

CEQA requires that projects subject to approval by a public agency of the State of California, and that are not otherwise exempt or excluded, undergo an environmental review process to identify and evaluate potential impacts. CEQA Guidelines § 15050 states that environmental review shall be conducted by the Lead Agency, defined in CEQA Guidelines § 15367 as the public agency with principal responsibility for approving a project. The Project is subject to approval actions by the City, which is, therefore the Lead Agency for CEQA purposes. In accordance with CEQA Guidelines § 15123, this section of the Draft EIR provides a brief description of the Project; identifies significant effects and proposed mitigation measures or alternatives that would reduce or avoid those effects; and describes areas of controversy and issues to be resolved.

This Draft EIR serves as a "Project EIR" as defined in § 15161 of the CEQA Guidelines related to the construction and operation of the Project site. The Draft EIR considers the environmental impacts of the Project, as well as the additive effects of growth throughout the County, neighboring areas, and of the City of Menifee. These latter impacts are referred to as cumulative impacts. The Draft EIR also evaluates a range of potential feasible alternatives anticipated to reduce significant impacts of the Project including the No Project Alternative, Reduced Building Intensity Alternative, and Transload Facility Alternative. This Draft EIR has been prepared for the City, pursuant to the requirements of CEQA.

Pursuant to CEQA Guidelines § 15082, the City circulated a Notice of Preparation (NOP) advising public agencies, special districts, and members of the public who had requested such notice that an EIR for the Project was being prepared. The NOP was distributed on May 23, 2025 to solicit comments related to the implementation of the Project. The NOP was circulated with a minimum 30-day public review period ending on June 23, 2025. This process and the comments submitted in response to the NOP is discussed in **Section 2.0: Introduction**, and **Section 1.7: Areas of Controversy**, below.

After receiving public comments on the NOP, the Project was analyzed for its potential to result in environmental impacts. Impacts were evaluated in accordance with the significance criteria presented in CEQA Guidelines Appendix G, "Environmental Checklist Form,". The criteria in the Environmental Checklist Form (checklist), was used to determine if the Project would result in, "no impact," "less than significant impact," "less than significant impact with mitigation measures," or "potentially significant impact" to a

particular environmental resource. In some instances, a project may use the checklist to provide an initial discussion of a project and to screen out certain topics from a full discussion in the Draft EIR. This Draft EIR discusses all environmental resources in CEQA Guidelines, Appendix G. A table listing the significant Project impacts and any associated mitigation measures is included at the end of this summary in **Table 1-1: Summary of Significant Impacts and Proposed Mitigation Measures**.

This Draft EIR describes the existing environmental resources on the Project site and in the vicinity of the site, analyzes potential impacts on those resources that would or could occur upon initiation of the Project, and identifies mitigation measures that could avoid or reduce the magnitude of those impacts determined to be significant. The environmental impacts evaluated in this Draft EIR concern several subject areas, including aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, transportation, tribal cultural resources, and utilities and service systems. As noted in the preceding paragraph, public comment was received during the NOP process and included written letters provided to the City. In addition to the list of the summary of comments below, a copy of the letters with the NOP is provided in Appendix A to this Draft EIR. The comments were used, as intended, to help inform the discussion of this Draft EIR and help determine the scope and framework of certain topical discussions.

The Draft EIR will be subject to further review and comment by the public, as well as responsible agencies and other interested jurisdictions, agencies, and organizations for a period of 45 days.

Following the public review period, written responses to all comments received on the Draft EIR will be prepared. Those written responses, and any other necessary changes to the Draft EIR, will constitute the Final EIR and will be submitted to the City of Menifee Planning Commission for their consideration. If the City finds that the Final EIR is “adequate and complete” in accordance with the CEQA Guidelines, the City may certify the EIR. The City of Menifee Planning Commission would also consider the adoption of Findings of Fact pertaining to the EIR, specific mitigation measures, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan (MMRP). Upon review and consideration of the Final EIR, the hearing body would take action concerning the Project.

Regarding the MMRP, CEQA Guidelines § 15097 requires public agencies to set up monitoring and reporting programs to ensure compliance with mitigation measures, which are adopted or made as a condition of project approval and designed to mitigate or avoid the significant environmental effects identified in environmental impact reports. A MMRP incorporating the mitigation measures set forth in this EIR will be considered and acted upon by the City decision-makers concurrent with adoption of the findings of this EIR and prior to approval of the Project.

1.2 Project Overview

Project Location

The Project is generally bounded by non-conforming single-family residential properties, a Riverside County Flood Control channel, Southern California Edison (SCE) utility corridor, and Mclaughlin Road to the south; commercial, light industrial uses and Ethanac Road beyond to the north; Sherman Road to the

east; and Trumble Road to the west. The Project site is generally located in the northeastern part of the City, within Riverside County, California (refer to Figure 3-1: Local Vicinity Map). The Project site is comprised of ten parcels. The Project site is located approximately 0.25 mile (1,300 feet) east of Interstate 215 (I-215) and approximately 0.6 mile (2,900 feet) southwest of State Highway (SH) 74 (see **Figure 3-2: Regional Vicinity Map**).

1.3 Project Description

The Project applicant proposes the development of one warehouse building, totaling approximately 829,755 square feet (sq. ft.) of warehouse space which includes 10,000 sq. ft. of office and 819,755 sq. ft. of ground floor warehouse on an approximately 41-acre site. The building is contemplated to have a structural height of approximately 60 feet (see **Figure 3-8: Conceptual Elevations**) and includes approximately 503 automobile parking spaces, approximately 258 truck trailer parking spaces, and approximately 111 dock high doors. The building is speculative in nature; however, the Project will be evaluated as a warehouse for purposes of this Draft EIR analysis. Refer to **Figure 3-9: Conceptual Site Plan**. As previously mentioned, the Project applicant has filed a Specific Plan Amendment, Zone Change, and General Plan Amendment to change the land use and zoning designation of three parcels from HI to the Menifee North Specific Plan. As part of the Specific Plan Amendment the project will also increase the permitted height of buildings in Planning Area 2 to 60 feet.

1.4 Project Objectives

1. Develop an industrial project that conforms to the City's General Plan and the Menifee North Specific Plan.
2. Provide a new development that will generate a positive fiscal balance for the City moving forward.
3. Design and build a Class-A institutional quality industrial project that will attract high-end tenants and increase the City's tax base.
4. Generate employment opportunities within the City while improving the local balance of housing to job ratio.
5. Facilitate the movement of goods and services for the benefit of local and regional economic growth.
6. Develop a warehouse project adjacent to transportation corridors, truck routes, local amenities, and the nearby Interstate 215 Freeway and Highway 74 for employee convenience and efficiencies of transporting goods.
7. Improve public safety and traffic flow in North Menifee with roadway and infrastructure improvements.
8. Provide enhanced landscaping along project frontage streets in landscaping setbacks.
9. Provide the backbone infrastructure for future growth and prosperity of the surrounding benefit area that will serve the immediate and long term needs of the community.

10. Provide a warehouse project in proximity to other warehouse uses in industrial zoned land.
11. Provide a warehouse building that is appropriately sized for the property on which it is placed to insure an efficient use of the property.

1.5 Significant Unavoidable Impacts

The Project's potentially significant impacts are discussed in Section 4.1: Aesthetics through Section 4.15: Utilities and Service Systems of this Draft EIR. As noted in these sections, most of the potentially significant impacts can be mitigated to a less than significant level through implementation of Project design features, standard conditions, and feasible mitigation measures. There are unavoidable significant impacts associated with Greenhouse Gas (GHG) Emissions and Transportation.

- Greenhouse Gas Emissions
  - Impact 5.7-1 and 5.7-2 were found to contain potentially significant and unavoidable impacts. Significant unavoidable impacts would occur despite the implementation of the mitigation measures and laws, ordinances, and regulations.
- Transportation
  - Even with implementation of regulatory requirements and reasonable and feasible mitigation measures, the Project would result in unavoidable significant impacts with respect to conflicts or inconsistencies with CEQA Guidelines Section 15064.3, subdivision (b) Impact (5.13-2) and significant cumulative transportation impacts.

1.6 Alternatives to the Project

State CEQA Guidelines § 15126.6(a) requires a Draft EIR to "describe the range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." In response to the potentially significant impacts that were identified, the EIR includes the following alternatives for consideration by decision-makers upon action related to the Project:

Alternative 1: No Project Alternative

The purpose of describing and analyzing a No Project Alternative is to allow decision-makers the ability to compare the impacts of approving the Project with impacts of not approving the Project. The No Project/No Build Analysis is required to discuss the existing conditions (at the time the Notice of Preparation was published on May 23, 2025), as well as what would be reasonably expected to occur in the foreseeable future, if the Project were not approved, based on current plans and consistent with available infrastructure and services.

Under the No Project Alternative, the following would occur:

- The Project site would not be developed, which means there would be no warehousing facilities, landscape improvements, or surface lot improvements developed for the Project.

Alternative 2: Reduced Building Intensity Alternative

The "Reduced Building Intensity" Alternative allows for implementation of the previously approved Ethanac Business Center (SCH No. 2024091019) and Building 2 of the Menifee Commerce Center (SCH No. 2021060247). The structures would total approximately 650,680 sf, or a 23 percent reduction in square footage when compared to the Project and would therefore create a less intense usage of the land area.

Alternative 3: Transload Facility Alternative

Alternative 3 assumes an 84 percent reduction in building square footage as an approximately 120,000 sf transload building and 15,000 sf maintenance building would be implemented. Additionally, 910 parking stalls would be added (240 auto parking stalls and 670 trailer parking stalls) across the 41-acre site.

Environmentally Superior Alternative

State CEQA Guidelines requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. The No Project Alternative is the Environmentally Superior Alternative because it would avoid many of the proposed Project's impacts. If the No Project Alternative is the environmentally superior Alternative, CEQA Guidelines § 15126.6(e)(2) requires that another alternative that could feasibly attain most of the Project's basic objectives be chosen as the Environmentally Superior Alternative. Based on the analysis conducted in **Section 7.0: Alternatives**, Alternative 2 was chosen as the Environmentally Superior Alternative. These alternatives are further discussed in **Section 7.0: Alternatives**.

1.7 Areas of Controversy

The CEQA Guidelines § 15123 (b)(2) and (3) require that a Draft EIR identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public and issues to be resolved, including the choice among alternatives and whether, or how to, mitigate the significant effects. The following issues of concern have been identified during the review period of the distribution of the NOP and public meetings:

- Potential impacts to Biological Resources (Draft EIR **Section 5.1: Aesthetics**).
- Potential impacts to Air Quality and Greenhouse Gas Emissions (Draft EIR **Section 5.2: Air Quality** and **Section 5.7 Greenhouse Gas Emissions**).
- Potential impacts to storm drain facilities (Draft EIR **Section 5.9: Hydrology and Water Quality**).
- Potential impacts to noise generated by the Project on surrounding sensitive receptors (Draft EIR **Section 5.11: Noise**).

1.8 Summary of Environmental Impacts & Mitigation Measures

The following table is a summary of significant impacts and proposed mitigation measures associated with the Project as identified in this EIR. Refer to Sections 5.1 through 5.15, for a detailed description of the environmental impacts and mitigation measures for the Project. All impacts of the Project can be mitigated to less than significant levels with the exception of greenhouse gas emissions and transportation.

Table 1-1: Summary of Significant Impacts and Proposed Mitigation Measures

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 5.2, Air Quality		
Impact 5.2-1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant With Mitigation Incorporated	**MM AQ-1:** To reduce VOC emissions associated with architectural coating, the Project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications to assure that these requirements are implemented. The specifications shall be reviewed by the City of Menifee's Building and Safety Department for compliance with this mitigation measure prior to issuance of the Project's building permit.
Impact 5.2-2 Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less than Significant With Mitigation Incorporated	Refer to **MM AQ-1** above.
Section 5.3, Biological Resources		
Impact 5.3-1 Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less than Significant Impact with Mitigation Incorporated	**MM BIO-1:** If grading or construction activities, including vegetation removal, occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within 3 days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The Project Applicant shall ensure that impacts to nesting bird species at the Project site and off-site improvement areas are avoided through the implementation of preconstruction surveys, ongoing monitoring, and if necessary, establishment of minimization measures. The Project Applicant shall adhere to the following: a. Applicant shall designate a qualified biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures. b. Surveys shall be conducted by the Designated Biologist at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and

Resource Impact	Level of Significance	Mitigation Measure(s)
		structures. Survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. If a nest is suspected, but not confirmed, the Designated Biologist shall establish a disturbance-free buffer until additional surveys can be completed, or until the location can be inferred based on observations. If a nest is observed, but thought to be inactive, the Designated Biologist shall monitor the nest for one hour (four hours for raptors during the non-breeding season) prior to approaching the nest to determine status. The Designated Biologist shall use their best professional judgement regarding the monitoring period and whether approaching the nest is appropriate. c. If an active (i.e., occupied with eggs or fledglings) avian nest is confirmed, the Designated Biologist shall immediately establish a conservative avoidance buffer surrounding the nest (generally 300 feet for migratory and non-migratory songbirds and 500 feet raptors and special-status species) based on their best professional judgement and experience. The Designated Biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Designated Biologist determines that such Project activities may be causing an adverse reaction, the Designated Biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. If the Designated Biologist determines that a buffer will provide insufficient protection to an active avian nest, all work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified Designated Biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City for mitigation monitoring compliance record keeping. **MM BIO-2:** In order to comply with the conservation goals of the MSCHP, a 30-day burrowing owl pre-construction clearance survey be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area prior to any ground disturbing activities. If burrowing owls and/or birds displaying nesting behaviors are observed within the Project site and off-site improvement areas during future construction, further review may be needed to ensure compliance with the MSHCP, MBTA and Fish and Game Code.

Resource Impact	Level of Significance	Mitigation Measure(s)
Impact 5.3-6 Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	Less than Significant Impact with Mitigation incorporated	Refer to **MM BIO-1** and **MM BIO-2** above.
Section 5.5, Energy		
Impact 5.5-1 Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	Less Than Significant With Mitigation Incorporated	Refer to **MM GHG-7** below.
Impact 5.5-2 Would the Project conflict with or obstruct a state or Local plan for renewable energy or energy efficiency?	Less Than Significant With Mitigation Incorporated	Refer to **MM GHG-7** below.
Section 5.6, Geology and Soils		
Impact 5.6-5 Would the Project result in substantial soil erosion or the loss of topsoil?	Less Than Significant With Mitigation Incorporated	**MM GEO-1:** Prior to the issuance of any grading permit or building permit, City Staff shall review all Project plans involving grading, foundation, structural, infrastructure, and all other relevant construction to ensure compliance with the applicable recommendations from the Update Geotechnical Investigation for the Heritage Valley Business Center – Building 2 (Geotechnical Investigation), and the California Building Code requirements to minimize soil erosion or the loss of topsoil. Specific design considerations as outlined in the Geotechnical Investigation, included in Appendix F1, shall be implemented in the Project construction plans to minimize the risk for soil erosion and other geologic hazards.
Impact 5.6-7 Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less Than Significant With Mitigation Incorporated	Refer to **MM GEO-1** above.
Impact 5.6-9 Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant With Mitigation Incorporated	**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. **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

Resource Impact	Level of Significance	Mitigation Measure(s)
		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:** Paleontological 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.
Section 5.7, Greenhouse Gas Emissions		
Impact 5.7-1 Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?	Significant and Unavoidable	**MM GHG-1:** Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place. **MM GHG-2:** All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be electric or non-diesel fueled. All on-site indoor forklifts shall be powered by electricity.

Resource Impact	Level of Significance	Mitigation Measure(s)
		MM GHG-3: Prior to tenant occupancy, the Project Applicant or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment. **MM GHG-4:** Conduits for the installation of electrical hookups to allow future EV trucks and trucks with APU shall be installed at a ratio of one charging station for every 50 dock high doors. **MM GHG-5:** Parking areas shall be designed to accommodate EV charging stations for passenger cars consistent with CALGreen requirements. **MM GHG-6:** All landscaping equipment (e.g., leaf blower) used for property management shall be electric powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Planning Department to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric powered. **MM GHG-7:** Prior to issuance of tenant occupancy permits, the Project applicant shall be required to install a solar photovoltaic (PV) system sufficient to offset at least 20% of the Project's projected energy demand. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. The City of Menifee Building and Safety Division shall verify that the building includes an electrical system and that other infrastructure is sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage.
Impact 5.7-2 Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Significant and Unavoidable	Refer to **MMs GHG-1** through **GHG-7** above.
Section 5.9, Hydrology and Water Quality		
Impact 5.9-1 Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant with Mitigation Incorporated	**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 Notice of Intent, Risk Assessment, Post-Construction Calculations, a Site Map, the Stormwater Pollution Prevention Plan (SWPPP), a signed certification statement by the Legally Responsible Person, and the first annual fee.

Resource Impact	Level of Significance	Mitigation Measure(s)
		The required 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 the Final Tentative Parcel Map 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 Operations and Maintenance (O&M) Plan for submittal together with the associated grading and improvement plans which must be approved prior to the issuance of a building or grading permit. These documents shall be prepared in accordance with applicable City (Menifee) and County (Riverside) water quality requirements, for review and approval by the City of Menifee Engineering Department, including the following: • Site Design Best Management Practices (BMPs) • Source Control BMPs

Resource Impact	Level of Significance	Mitigation Measure(s)
		• Treatment Control BMPs • BMP Sizing • Equivalent Treatment Control Alternatives • Regionally-Based Treatment Control BMPs • O&M Responsibility for Treatment Control BMPs.
Impact 5.9-3 Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) Result in substantial erosion or siltation on- or off-site?	Less than Significant with Mitigation Incorporated	Refer to **MM HYD-1** and **MM HYD-2** above.
Impact 5.9-4 Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: ii) Substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site? iii) Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?	Less than Significant with Mitigation Incorporated	**MM HYD-3:** Prior to issuance of grading permits, the tentative parcel maps, 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.
Impact 5.9-5 Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would? iv) Impede or redirect flood flows?	Less than Significant with Mitigation Incorporated	Refer to **MMs HYD-1** through **MM HYD-3** above.
Impact 5.9-6 Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than Significant with Mitigation Incorporated	Refer to **MMs HYD-1** through **MM HYD-3** above.
Section 5.13, Transportation		
Impact 5.13-2 Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	Significant and Unavoidable	**MM TRA-1:** Implement Commute Trip Reduction (CTR) Marketing. Future project employers shall implement a marketing strategy to promote a CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond single occupancy driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness.

Resource Impact	Level of Significance	Mitigation Measure(s)
		• On-site or online commuter information services. • Employee transportation coordinators. • On-site online transit pass sales. • Guaranteed ride home service. Project employers will provide their employees with materials and online resources as a means to promote the commute trip reduction program. **MM TRA-2:** Provide Ridesharing Program. The Project will provide a ridesharing program and establish a permanent transportation management association. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Ridesharing must be promoted through a multifaceted approach. Required measures include: • 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. **MM TRA-3:** Provide End-of-Trip Bicycle Facilities. The measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions. This will promote an alternative mode of commuting for employees.

2.0 INTRODUCTION AND PURPOSE

This document is a Draft Environmental Impact Report (EIR) prepared for the Heritage Valley Business Center Project (Project) in compliance with the California Environmental Quality Act (CEQA), Public Resources Code (PRC) Section 21000 et seq, and the California Code of Regulations (CCR) Section 15000 et seq. This Draft EIR has been prepared for the City of Menifee (City) and evaluates the potential environmental impacts associated with construction and operation of an approximately 829,755 square feet (sq. ft.) of non-sort warehouse space (including office space) on approximately 41 acres. The Project is generally bound by single-family residential properties, a Riverside County Flood Control channel, Southern California Edison (SCE) utility corridor, and Mclaughlin Road to the south; commercial, light industrial uses, and Ethanac Road beyond to the north; Sherman Road to the east; and Trumble Road to the west, in the northeastern part of the City, within Riverside County, California.

The Project site is an approximately 41-acre site made up of ten parcels (APNs: 331-110-031, -024, -025, -026, -035, -027, -041, -038, -039, -023) and the Project site's existing land use designations are Heavy Industrial (HI) and Menifee North Specific Plan (SP). As shown in **Figure 3-7: Menifee North Specific Plan**, the Project would be located primarily within Planning Area 2 which is an area designated Industrial under the Menifee North SP, three parcels are currently located within the Heavy Industrial (HI) land use designation. The Menifee North SP (Industrial) designation and HI designation both allow for the development of industrial and warehousing related uses which the Project's proposed industrial uses would be consistent with.

The Project site's existing zoning is Heavy Industrial/Manufacturing (HI) and Menifee North SP Planning Area 2 Industrial. The Project would require a General Plan Amendment (GPA), Change of Zone (ZC), and Specific Plan Amendment (SPA) to change the land use/zoning from HI to Specific Plan for three parcels located within the HI land use and zoning designation to have consistent development standards with the rest of the Project. The SPA also proposes to increase the maximum height of 50 feet to 60 feet. See **Section 3.8: Discretionary Actions and Approvals** for detailed information.

This Draft EIR evaluates the potentially significant and adverse impacts on the environment resulting from implementation of the Project. **Section 3.0: Project Description**, provides detailed descriptions of the construction and operational components of the Project. **Section 5.0: Environmental Analysis**, discusses the regulatory environment, existing conditions, environmental impacts, and mitigation measures for the Project. Following public review of the Draft EIR, a Final EIR will be prepared, in which the City of Menifee will respond to public comments on the Draft EIR.

2.1 Purpose of the Environmental Impact Report

According to Section 15121 of the CEQA Guidelines, an EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a proposed project. The purpose of this Draft EIR for the Project is to review the existing conditions at and in the vicinity of the Project site; identify and analyze the potential environmental impacts; and suggest feasible mitigation measures or alternatives to reduce significant adverse environmental effects, as described in **Section 3.0: Project Description** and **Section 7.0: Alternatives**. The potential impacts include both

temporary construction-related effects and the long-term effects of development, operation, and maintenance of the Project, as described in **Section 3.0: Project Description**.

The intent of this EIR is to address the potential Project impacts utilizing the most current and detailed plans, technical studies, and related information available. This EIR will be used by the City as the lead agency, other responsible and trustee agencies, interested parties, and the general public to evaluate the potential environmental impacts of the Project.

2.2 Compliance with CEQA

According to the CEQA Guidelines (14 CCR Section 15064[f][1]), preparation of an EIR is required whenever a project may result in a significant effect on the environment. An EIR is an informational document used to inform public agency decision-makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project. CEQA requires that state and local government agencies consider the environmental effects of projects over which they have discretionary authority before taking action on those projects.

This document analyzes the environmental effects of the Project to the degree of specificity appropriate to the current proposed actions, as required by Section 15146 of the CEQA Guidelines. The analysis considers the activities associated with the Project to determine the short-term and long-term effects associated with their implementation. This EIR discusses both direct and indirect impacts of the Project, as well as cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

Based on significance criteria, the effects of the Project have been categorized as either "no impact," "less than significant impact," "less than significant with mitigation incorporated," or "significant unavoidable impact" (refer to **Section 5.0: Environmental Analysis**). Mitigation measures are recommended for potentially significant impacts, to avoid or lessen impacts. In the event the Project results in significant unavoidable impacts, even with implementation of feasible mitigation measures, the decision-makers may approve the Project based on a "Statement of Overriding Considerations." This determination would require the decision-makers to balance the benefits of the Project to determine if they outweigh identified unavoidable impacts. The CEQA Guidelines Section 15093 provides in part the following:

- CEQA requires that the decision-makers balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not avoided or substantially lessened, the agency must state in writing the reason to support its action based on the Final EIR and/or other information on the record. This statement may be necessary if the agency also makes the finding under Section 15091 (a)(3) of the CEQA Guidelines.

If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination (NOD).

2.3 Notice of Preparation/Early Consultation

In compliance with the CEQA Guidelines, the City has provided opportunities for various agencies and the public to participate in the environmental review process. During preparation of the Draft EIR, efforts were made to contact various federal, State, regional, and local government agencies and other interested parties to solicit comments on the scope of review in this document. This included the distribution of the Notice of Preparation (NOP) to various responsible agencies, trustee agencies, and interested parties. Pursuant to CEQA Guidelines Section 15082, the City circulated the NOP directly to public agencies, special districts, and members of the public who had requested such notice, and property owners within a 300-foot radius. The NOP was distributed on May 23, 2025, with a minimum 30-day public review period ending on June 23, 2025. The NOP and comment letters received are provided in **Appendix A: Notice of Preparation and Scoping Meeting Notice**.

During the scoping process, certain environmental topics were identified as having the potential for significant environmental impacts. The following issues identified as "potentially significant impact" in the NOP are addressed in detail in this EIR:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The NOP also noted that cumulative and growth-inducing impacts would be analyzed and that alternatives would be considered. Discussions of cumulative impacts can be found at the end of each resource section (**Sections 5.1** through **5.15** of this Draft EIR). A discussion of alternatives can be found in **Section 7.0**.

Public Scoping Meeting

A notice of a public scoping meeting for the Project was included within the NOP. A public scoping meeting was held on June 3, 2025, at 5:30 pm at City Council Chambers located at 29844 Haun Road, Menifee, CA 92586. No one attended the scoping meeting.

A total of 10 comment letters were received in response to the NOP. The comment letters received during the NOP comment period (May 23, 2025 through June 23, 2025), along with the NOP are included in **Appendix A**.

Areas of concern that were identified during the comment period include:

- Traffic
- Air Quality
- Aesthetics
- Noise
- Land Use Incompatibility
- Biological Resources

Native American Consultation

In accordance with Assembly Bill (AB) 52 and Senate Bill (SB) 18, the City requested formal tribal consultation with tribes on November 24, 2024. The following tribes were contacted for consultation: Agua Caliente Band of Cahuilla Indians (ACBCI), Pechanga Band of Luiseño Indians (PBLI), Rincon Band of Luiseño Indians (Rincon Band), Augustine Band of Cahuilla Indians, and Soboba Band of Luiseño Indians (SBLI). To date, responses have been received from ACBCI, Rincon Band, and Augustine Band of Cahuilla Indians and are detailed in **Section 5.14: Tribal Cultural Resources.** Additionally, meetings with Soboba and Pechanga have occurred as part of the City's quarterly coordination meetings. The Project has been discussed at these quarterly coordination meetings. (?)

Compliance with CEQA

The Draft EIR is available to the public for review at the locations listed below and on the City website at:

- City of Menifee Community Development Department Counter located at 29844 Haun Road, Menifee, CA 92586.
- Sun City Library located at 26982 Cherry Hills Road, Menifee, CA 92586.
- Menifee Library located at 28798 La Piedra Road, Menifee, CA 92584.
- https://www.cityofmenifee.us/325/Environmental-Notices-Documents.

In accordance with CEQA Guidelines Sections 15087 and 15105, this Draft EIR will be circulated for a 45-day public review period. The public is invited to comment in writing on the information contained in this document. Interested agencies and members of the public are invited to provide written comments on the Draft EIR and are encouraged to provide information that they believe should be included in the EIR.

Comment letters should be sent to:

Fernando Herrera, Senior Planner
Community Development Department
City of Menifee
29844 Haun Road
Menifee, CA 92586
fherrera@cityofmenifee.us

Final EIR

Upon completion of the 45-day Draft EIR public review period, the City will evaluate all written comments received during the public review period on the Draft EIR. Pursuant to CEQA Guidelines Section 15088, the City will prepare written responses to comments raising environmental issues. Pursuant to CEQA Guidelines Section 15132 (Contents of Final Environmental Impact Report), the Final EIR will be prepared and will include:

a) The draft EIR or a revision of the draft;

b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

c) A list of persons, organizations, and public agencies commenting on the Draft EIR;

d) The lead agency's responses to significant environmental points raised in the review and consultation process; and

e) Any other information added by the lead agency.

Certification of the Final EIR

The Draft EIR, as revised by the Final EIR, will be considered by the City Council (the decision-making body for the Project) for certification, consistent with CEQA Guidelines Section 15090, which states:

Prior to approving a project, the lead agency shall certify that:

1. The Final EIR has been completed in compliance with CEQA;
2. The Final EIR was presented to the decision-making body of the lead agency, and the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the project; and
3. The Final EIR reflects the lead agency's independent judgment and analysis.

Regarding the adequacy of an EIR, according to CEQA Guidelines Section 15151, "An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

Project Consideration

After certification of the Final EIR, the City Council may consider approval of the Project. A decision to approve the Project would be accompanied by specific, written findings, in accordance with CEQA Guidelines Section 15091 and, if necessary, a specific, written Statement of Overriding Considerations, in accordance with CEQA Guidelines Section 15093.

2.4 Format of the EIR

The purpose of this EIR is to enable the City and other responsible and trustee agencies and interested parties to evaluate the environmental impacts of the Project.

This Draft EIR is organized into nine sections:

Section 1.0 **Executive Summary**, provides a project summary and summary of environmental impacts, and the proposed mitigation measures and alternatives.

Section 2.0 **Introduction**, provides CEQA compliance information.

Section 3.0 **Project Description**, provides Project history, as well as the environmental setting, Project characteristics and objectives, phasing, and anticipated permits and approvals that may be required for the Project.

Section 4.0 **Basis of Cumulative Analysis**, describes the cumulative analysis' proposed approach and methodology.

Section 5.0 **Environmental Analysis**, provides a discussion of the existing conditions for each of the environmental impact areas. This section also describes methodologies for significance determinations, identifies both short-term and long-term environmental impacts of the Project, recommends mitigation measures to reduce the significance of environmental impacts, and identifies any areas of potentially significant and unavoidable impacts. This section includes a discussion of cumulative impacts that could arise as a result of the implementation of the proposed Project.

Section 6.0 **Other CEQA Considerations**, summarizes unavoidable significant impacts, and discusses significant irreversible environmental changes and growth-inducing impacts.

Section 7.0 **Alternatives**, describes potential Project alternatives, including alternatives considered but rejected from further consideration, the No Project Alternative, various Project Alternatives, and identifies the Environmentally Superior Alternative.

Section 8.0 **Effects Found Not to Be Significant**, describes potential impacts that have been determined not to be significant throughout the EIR process.

Section 9.0 **EIR Consultation and Preparation** identifies the CEQA lead agency and EIR preparation team, as well as summarizes the EIR consultation process.

2.5 Responsible and Trustee Agencies

Lead Agency

City of Menifee

For this Project, the City of Menifee is the lead agency under CEQA. This Draft EIR has been prepared in accordance with PRC Section 21000 et seq. and the State CEQA Guidelines (CCR Section 15000 et seq.).

CEQA requires lead agencies to consider potential environmental effects that may occur with implementation of a project and to avoid or substantially lessen significant effects to the environment when feasible. When a project may have a significant effect on the environment, the agency with primary responsibility for carrying out or approving the project (the lead agency) is required to prepare an EIR.

Trustee, Responsible, and Cooperating Agencies

Other federal, state, and local agencies are involved in the review and approval of the Project, including trustee and responsible agencies under CEQA. Under CEQA, a trustee agency is a state agency that has jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. A responsible agency is an agency other than the lead agency that has responsibility for carrying out or approving a project. Responsible and trustee agencies are consulted by the CEQA lead agency to ensure the opportunity for input and also review and comment on the Draft EIR. Responsible agencies also use the CEQA document in their decision-making. Several agencies other than the City of Menifee may require permits, approvals, and/or consultation in order to implement various elements of the Project.

2.6 Incorporation by Reference

Pertinent documents relating to this EIR have been cited in accordance with CEQA Guidelines Section 15148 or have been incorporated by reference in accordance with CEQA Guidelines Section 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR and are available for review online and at the City. Information contained within these documents has been utilized for various sections of this EIR.

City of Menifee General Plan

The City adopted the comprehensive Menifee General Plan (GP) in 2013. Additionally, the City's 2021-2029 Housing Element was adopted in November 2022. The City of Menifee General Plan - Land Use Map was updated in March 2023. The Menifee GP constitutes the City's overall vision, values, goals, policies, and implementation actions to guide growth and development in the City for the next several decades. The Menifee GP Community Values provide the foundation of the GP and will help preserve or build upon the features or items that create the essence of Menifee. The community values are: small town atmosphere, balanced growth, town center/urban core, infrastructure, employment, circulation, natural resources, growth opportunities, recreation, and public services. The GP evaluates the existing conditions and provides long-term goals and policies necessary to guide growth and development in the direction that the community desires. Through its goals and policies, the Menifee GP serves as a decision-making tool to guide future growth and development decisions.

The Menifee GP consists of the following elements and was used throughout this EIR as a source of baseline data:

- Land Use Element
- Housing Element

- Circulation Element
- Open Space and Conservation Element
- Community Design Element
- Economic Development Element
- Safety Element
- Noise Element

The Menifee GP is accessible here: https://www.cityofmenifee.us/221/General-Plan.

City of Menifee General Plan Final Environmental Impact Report (December 2013, Amended February 2014, March 2020, and May 2020) (SCH #2012071033)

The Menifee GP Final Environmental Impact Report (Menifee GP Final EIR) analyzed the potential environmental impacts that would result from Menifee GP implementation. At the time of the preparation of the Menifee GP Final EIR, the City was 62 percent developed. Approximately 33 percent was developed with residential land uses. Agricultural land uses accounted for approximately six percent (1,651 acres), and the remaining land (approximately 10 percent) was occupied by educational, commercial, industrial, manufacturing, utilities, golf courses, and local park and recreation land uses. The City had approximately 32,859 dwelling units and 11,982,509 square feet of nonresidential uses. The theoretical buildout of the proposed Land Use Plan is projected to accommodate approximately 63,754 dwelling units and 158,948 people. Buildout of the Menifee GP is not linked to a time frame. Based on the historical rate of growth in the City, the amount of development that can be accommodated by the Land Use Plan is not likely to occur within the next 50 years. The Menifee GP Final EIR concluded significant and unavoidable impacts concerning Agricultural and Forestry Resources, Air Quality, Greenhouse Gas Emissions, Noise, and Transportation and Traffic.

The Menifee GP Final EIR is accessible here: https://www.cityofmenifee.us/262/Environmental-Impact-Report.

Menifee Municipal Code

The Menifee Municipal Code (MC) regulates municipal affairs within the City's jurisdiction including, without limitation, zoning regulations (codified in MC Title 9). MC Title 9 is the primary tool for implementing the Menifee GP's Goals and Policies. The MC is referenced throughout this EIR to establish the Project's baseline requirements according to the City's regulatory framework.

The Menifee MC is accessible here: https://codelibrary.amlegal.com/codes/menifee/latest/overview.

Title 9 is available here: http://online.encodeplus.com/regs/menifee-ca/doc-viewer.aspx#secid--1.

Menifee North Specific Plan 260

The Menifee North Specific Plan 260 was approved by the County of Riverside in 1994 and provides a comprehensive set of plans, regulations, conditions, and programs for guiding the systematic development of the Specific Plan area. The Project site is located within Menifee North SP PA 2: Industrial.

The first planning objective of the Menifee North SP is to provide a development plan of superior environmental sensitivity including a high quality of visual aesthetics, suppression of noise, protection of health and safety, and the promotion of the community and region.

The Menifee North Specific Plan 260 is accessible at:

Menifee City Hall
29844 Haun Road
Menifee, CA 92586

3.0 PROJECT DESCRIPTION

3.1 Purpose

The City of Menifee (City), as the Lead Agency under the California Environmental Quality Act (CEQA), has prepared this Draft Environmental Impact Report (EIR) for the Heritage Valley Business Center Project (Project). The following Project Description is provided in conformance with CEQA Guidelines Section 15124 and discusses the geographic setting, Project location, Project setting, current City land use and zoning designations, Project characteristics, Project objectives, and discretionary actions required to implement the Project. This information will be the basis for analyzing the Project's impacts on the existing physical environment in **Section 5.0: Environmental Analysis** of this EIR. The Project Description contains the following:

1. The precise location and boundaries of the Project shown on a detailed map, along with a regional location map;
2. A statement of the objectives sought by the Project including the underlying purpose of the Project and Project benefits;
3. A description of the Project's technical, economic, and environmental characteristics along with engineering and public service facilities details; and
4. A statement describing the intended uses of the EIR, including a list of all necessary approvals and permits, a list of agencies that may use the document in their decision-making, and a list of related consultation and environmental review necessary under local, state, and federal laws, regulations, and policies.

The information presented within the Project Description will both accurately describe the Project and assist in further review and assessment of its potential environmental impacts.

3.2 Project Location

The Project is generally bounded by non-conforming single-family residential properties, a Riverside County Flood Control channel, Southern California Edison (SCE) utility corridor, and Mclaughlin Road to the south; commercial, light industrial uses and Ethanac Road beyond to the north; Sherman Road to the east; and Trumble Road to the west. The Project site is generally located in the northeastern part of the City, within Riverside County, California (refer to **Figure 3-1: Local Vicinity Map**). The Project site is comprised of ten parcels; refer to **Table 3-1: Assessor Parcel Numbers**. The Project site is located approximately 0.25 mile (1,300 feet) east of Interstate 215 (I-215) and approximately 0.6 mile (2,900 feet) southwest of State Highway (SH) 74 (see **Figure 3-2: Regional Vicinity Map**).

Table 3-1: Assessor Parcel Numbers

Parcel	APN	General Plan Land Use Designation/Zoning
1	331-110-031	Menifee North Specific Plan
2	331-110-024	Heavy Industrial
3	331-110-025	Heavy Industrial
4	331-110-026	Heavy Industrial
5	331-110-035	Menifee North Specific Plan
6	331-110-027	Menifee North Specific Plan
7	331-110-041	Menifee North Specific Plan
8	331-110-038	Menifee North Specific Plan
9	331-110-039	Menifee North Specific Plan
10	331-110-023	Menifee North Specific Plan

Source: Riverside County. ND. *Map My County*. https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public (accessed April 2025).

3.3 Existing Site Conditions

The Project site is currently a mixture of developed and undeveloped land. The southerly and northwestern portions of the Project site consist of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances associated with prior ground disturbance activities and discing. These disturbances have eliminated the natural plant communities that once occurred on the Project site which has resulted in a majority of the Project site being dominated by non-native vegetation and heavily compacted soils. The west-central portion (APNs: 331-110-024, -025, and -026) is currently occupied by non-conforming single-family residences with associated light industrial activity and truck storage. The northeast portion of the site (APNs: 331-110-023, -039, and -038) is occupied by an equipment yard that is currently in operation. It should be noted that the Project's baseline conditions considered current impacts from these users.

Vegetation and Topography

The existing elevations across the site vary from 1,432 above mean sea level (amsl) at the easterly property line to 1,427 amsl at the westerly property line.[1] Ground surface cover within APNs: 331-110-031, -035, -027, and 041 consists of grassland, weeds, and exposed soil with limited gravel pavements with some scattered bushes on the perimeters of some parcels. As previously mentioned, the west-central and northeast portions of the Project site are occupied by non-conforming single-family residences, light industrial, truck storage, and equipment yard uses that are currently in operation. Site topography slopes downward at approximately 0.3 percent grade towards the west.

Hydrologic Conditions and Watershed

The existing runoff from the Project site flows westerly from Sherman Road to Trumble Road. Flow will ultimately reach and discharge into Romoland Line-A which drains into the San Jacinto River before finally reaching Canyon Lake and Lake Elsinore.[2]

[1] Albert A. Webb Associates. 2024. *Preliminary Drainage Study*. Page 1-1.
[2] Ibid.

According to available topographic maps, the direction of groundwater flow in the vicinity of the Project site trends toward the west. No natural bodies of water are located within one mile of the Project site. The nearest surface water in the vicinity of the Project site is a man-made lake known as Heritage Lake located approximately 2.1 miles to the southeast.

No settling ponds, lagoons, surface impoundments, wetlands or natural catch basins are located on-site.

According to information obtained from the California Department of Water Resources (DWR)[3], the depth to groundwater in the vicinity of the subject property is inferred to be approximately 71 to 74 feet below ground surface (bgs), and groundwater flow is inferred to be toward the west following surface topography.

3.4 General Plan Land Use Designations and Zoning

The site's existing land use designations are Heavy Industrial (HI) and Menifee North Specific Plan (SP) (see **Figure 3-3: Existing General Plan Land Use Designations**). The Project applicant proposes a General Plan Amendment (GPA) to change the HI land use to Menifee North SP land use for three parcels to ensure consistent development standards (see **Figure 3-4: Proposed General Plan Land Use Designations**). The Project site's existing zoning is Heavy Industrial/Manufacturing (HI) and Menifee North SP Industrial (see **Figure 3-5: Existing Zoning**). The Project applicant proposes a Zone Change to change the HI zoning to Menifee North SP zoning for three parcels to ensure consistent development standards (**Figure 3-6: Proposed Zoning**). The Project's proposed industrial uses would be consistent with the proposed land use designation and zoning upon approval of a proposed Specific Plan Amendment that proposes to amend the Menifee North Specific Plan's Industrial Planning Areas maximum height of 50 feet to 60 feet. Upon approval of the SPA, the Project would be consistent with the land use designation and zoning.

As shown in **Figure 3-7: Menifee North Specific Plan**, the Project would be located within Planning Area 2 which is an area designated "Industrial" under the Menifee North SP. As noted above, the Project site is made up of two different land use designations. The majority of the site designated as Industrial under the Menifee North SP is made up of seven parcels and the balance of the site is made up of a small pocket of land consisting of three parcels designated as Heavy Industrial (HI). **Table 3-2: General Plan Permitted Uses**, provides a description of the allowed uses for the land uses currently making up the Project site.

[3] California DWR. ND. *Water Data Library (WDL) Station Map*. https://wdl.water.ca.gov/waterdatalibrary/ (accessed April 2025).

Table 3-2: General Plan Permitted Uses

Designation	Details
Specific Plan (SP) Menifee North SP Planning Area 2	The purpose of a specific plan is to provide detailed policies, standards, and criteria for the development or redevelopment of an area. As required by state law, specific plans generally consist of a land plan, circulation plan, development standards, design guidelines, and phasing plan and set forth detailed implementation programs necessary to serve the development. The actual designation of each area will be SP followed by a corresponding number (e.g., SP-1). Land uses within the SP areas depicted on the land use plan are conceptual and will be shown to provide context with surrounding uses. Actual land uses are illustrated in detail in the specific plan documents (zoning). Amendments to land use in the specific plan will not warrant a revision to the General Plan (General Plan Amendment). Planning Area 2 includes industrial parcels which allow industrial uses intended to support the commercial uses in the region and to blend in with the adjacent industrial uses.
Heavy Industrial (HI) Maximum 0.50 FAR	More intense industrial activities, such as manufacturing uses, that can generate significant impacts such as excessive noise, dust, and other nuisances.

Source: City of Menifee. 2020. General Plan - Land Use Element. Exhibit LU-3. https://www.cityofmenifee.us/DocumentCenter/View/14701/FINAL_Land-Use-Element_11322 (accessed April 2025).

As shown in **Table 3-2**, the Menifee North SP (Industrial) and HI allows for the development of industrial and warehousing-related uses which the Project would be consistent with.

However, because three parcels making up a minority of the Project site differ from the Menifee North SP (Industrial) designation (see **Table 3-1**), the amendments noted in **Section 3.8, Discretionary Actions and Approvals** would be required to consolidate the site's designation to Menifee North SP, and thus, provide for a single set of development and design standards to be uniformly applied to the entirety of the Project site under the Menifee North SP Planning Area 2. The necessary amendments are summarized below:

- Change the General Plan land use designation of APNs 331-110-024, -025, and -026 from Heavy Industrial (HI) to Menifee North SP.
- Change the zoning classification of APNs 331-110-024, -025, and -026 from Heavy Industrial/Manufacturing (HI) to Specific Plan No. 260, Planning Area 2 ("Industrial").
- The General Plan land use and zoning classification amendments would allow for the boundary modification of Specific Plan No. 260 (Menifee North Specific Plan) to include APNs 331-110-024, -025, and -026 within Planning Area 2 ("Industrial").

3.5 Surrounding Land Uses

Surrounding land uses north of the Project site include commercial and light industrial uses. Further north is Ethanac Road, located approximately 630 feet north of the Project site. East of the Project site is Sherman Road and beyond the road is vacant and undeveloped land. Menifee Commerce Center (SCH 2021060247) is proposed for development east of Sherman Road, between Sherman Road and Dawson Road. South of the Project site, a Riverside County Flood Control channel and a SCE utility corridor

separate the Project site from McLaughlin Road. Lastly, west of the Project site is Trumble Road and beyond that is vacant undeveloped land in the City of Perris. See **Table 3-3: Surrounding Land Uses** for surrounding land uses and their existing land use designations and zoning.

Table 3-3: Surrounding Land Uses

Location	Existing Uses	General Plan Land Use	Zoning
North	Commercial; Light Industrial; Ethanac Road	Heavy Industrial (HI), Menifee North SP	Heavy Industrial/Manufacturing (HI), Menifee North SP
East	Sherman Road; Vacant and Currently Undeveloped Land (Proposed Menifee Commerce Center)	Menifee North SP	Menifee North SP
South	Flood Control Channel; Utility Corridor	Public Utility Corridor (PUC), 2.1-5 du/ac Residential (2.1-5 R)	Public Utility Corridor (PUC), Low Density Residential-1 (LDR-1)
West	Trumble Road; City of Perris; Vacant and Undeveloped Land	Commercial Community (CC) City of Perris	Commercial Community (CC) City of Perris

Sources: City of Menifee. ND. *Menifee General Plan Land Use*. https://cityofmenifee.maps.arcgis.com/apps/instant/minimalist/index.html?appid=034dad9fadd94af6b983e005bc880160 (accessed May 2025); City of Menifee. ND. *City of Menifee Zoning Districts*. https://cityofmenifee.maps.arcgis.com/apps/instant/interactivelegend/index.html?appid=b385b9d7da9f4d04a231c840637a0209 (accessed May 2025); and City of Perris. ND. *City of Perris Map Viewer*. https://experience.arcgis.com/experience/63da7b7d741c4a7f8851b035e85e18d5#data_s=id%3AdataSource_1-18eced3a61a-layer-25%3A744 (accessed April 2025).

3.6 Proposed Project

The Project applicant proposes the development of one warehouse building, totaling approximately 829,755 square feet (sq. ft.) of warehouse space which includes 10,000 sq. ft. of office and 819,755 sq. ft. of ground floor warehouse (inclusive of up to 80,000 square feet of high-cube cold storage use) on an approximately 41-acre site. The building is contemplated to have a structural height of approximately 60 feet (see **Figure 3-8: Conceptual Elevations**) and includes approximately 503 automobile parking spaces, approximately 258 truck trailer parking spaces, and approximately 111 dock high doors. The building is speculative in nature; however, the Project will be evaluated as a warehouse for purposes of this Draft EIR analysis. Refer to **Figure 3-9: Conceptual Site Plan**. As previously mentioned, the Project applicant has filed a Specific Plan Amendment, Zone Change, and General Plan Amendment to change the land use and zoning designation of three parcels from HI to the Menifee North Specific Plan. As part of the Specific Plan Amendment the project will also increase the permitted height of buildings in Planning Area 2 to 60 feet.

Landscaping

Irrigated landscaped areas for the Project site would be comprised of approximately 263,583 sq. ft. of landscaping (including landscaping within the Sherman Road and Trumble Road rights-of-way). Landscaping would be comprised of a variety of trees, drought-tolerant shrubs and ground cover and shrub masses. A total of approximately 528 trees are proposed to be planted and are composed of 24-inch box street trees, 36-inch box specimen trees, 36-inch box flowering accent trees, 24-inch box

property line screen trees, 24-inch box narrow upright growing trees, 24-inch parking lot shade trees, and 24-inch box evergreen screen trees. Refer to **Figure 3-10: Conceptual Landscape Plan**.

Project Circulation and Parking

Regional access to the Project site would be provided from I-215, via the truck route, Ethanac Road (per the City's GP Circulation Element Exhibit C-7: Potential Truck Routes). Local access would be provided via Trumble Road and Sherman Road. Project site ingress and egress would be provided via four 40-foot-wide driveways; two each on Sherman Road and on Trumble Road. At this time, all Project driveways would be unsignalized. Project site access points are detailed as follows:

- Sherman Road north – 40 feet wide; auto and truck access.
- Sherman Road south – 40 feet wide; auto and truck access.
- Trumble Road north – 40 feet wide; auto and truck access.
- Trumble Road south – 40 feet wide; auto and truck access.

Internal circulation consists of a minimum 26-foot-wide fire lane that would allow for auto, truck, and emergency vehicles to drive throughout the Project site. The Project, required to install 450 auto parking stalls, would provide approximately 503 (9-feet by 18-feet) auto parking stalls and approximately 258 (10-feet by 55-feet) trailer parking stalls. Lastly, the Project site would provide a total of approximately 111 dock doors, located on the west and east portions of the proposed industrial building (see **Figure 3-9: Conceptual Site Plan** for illustrative purposes).

Offsite Improvements

The Project applicant would construct the following site adjacent roadway improvements:

- Trumble Road
  - Construction along the Project frontage to its ultimate half width as a 2-Lane Collector (City of Menifee Standard 113).
- Sherman Road
  - Construction along the Project frontage to its ultimate half width as a 4-Lane Major Street (City of Menifee Standard 110).

Project Grading

The Project would consist of 27,000 cubic yards of cut and 145,000 cubic yards of fill, resulting in an import of 118,000 cubic yards of dirt; refer to **Figure 3-11: Conceptual Grading Plan**.

Project Phasing and Construction

The Project is anticipated to be developed in one phase. Construction is anticipated to occur over a duration of approximately 11 months, beginning September 2026 through August 2027.

3.7 Project Objectives

The following objectives have been established for the Project by the City and Project applicant:

1. Develop an industrial project that conforms to the City's General Plan and the Menifee North Specific Plan.
2. Provide a new development that will generate a positive fiscal balance for the City moving forward.
3. Design and build a Class-A institutional quality industrial project that will attract high-end tenants and increase the City's tax base.
4. Generate employment opportunities within the City while improving the local balance of housing to job ratio.
5. Facilitate the movement of goods and services for the benefit of local and regional economic growth.
6. Develop a warehouse project adjacent to transportation corridors, truck routes, local amenities, and the nearby Interstate 215 Freeway and Highway 74 for employee convenience and efficiencies of transporting goods.
7. Improve public safety and traffic flow in North Menifee with roadway and infrastructure improvements.
8. Provide enhanced landscaping along project frontage streets in landscaping setbacks.
9. Provide the backbone infrastructure for future growth and prosperity of the surrounding benefit area that will serve the immediate and long term needs of the community.
10. Provide a warehouse project in proximity to other warehouse uses in industrial zoned land.
11. Provide a warehouse building that is appropriately sized for the property on which it is placed to insure an efficient use of the property.

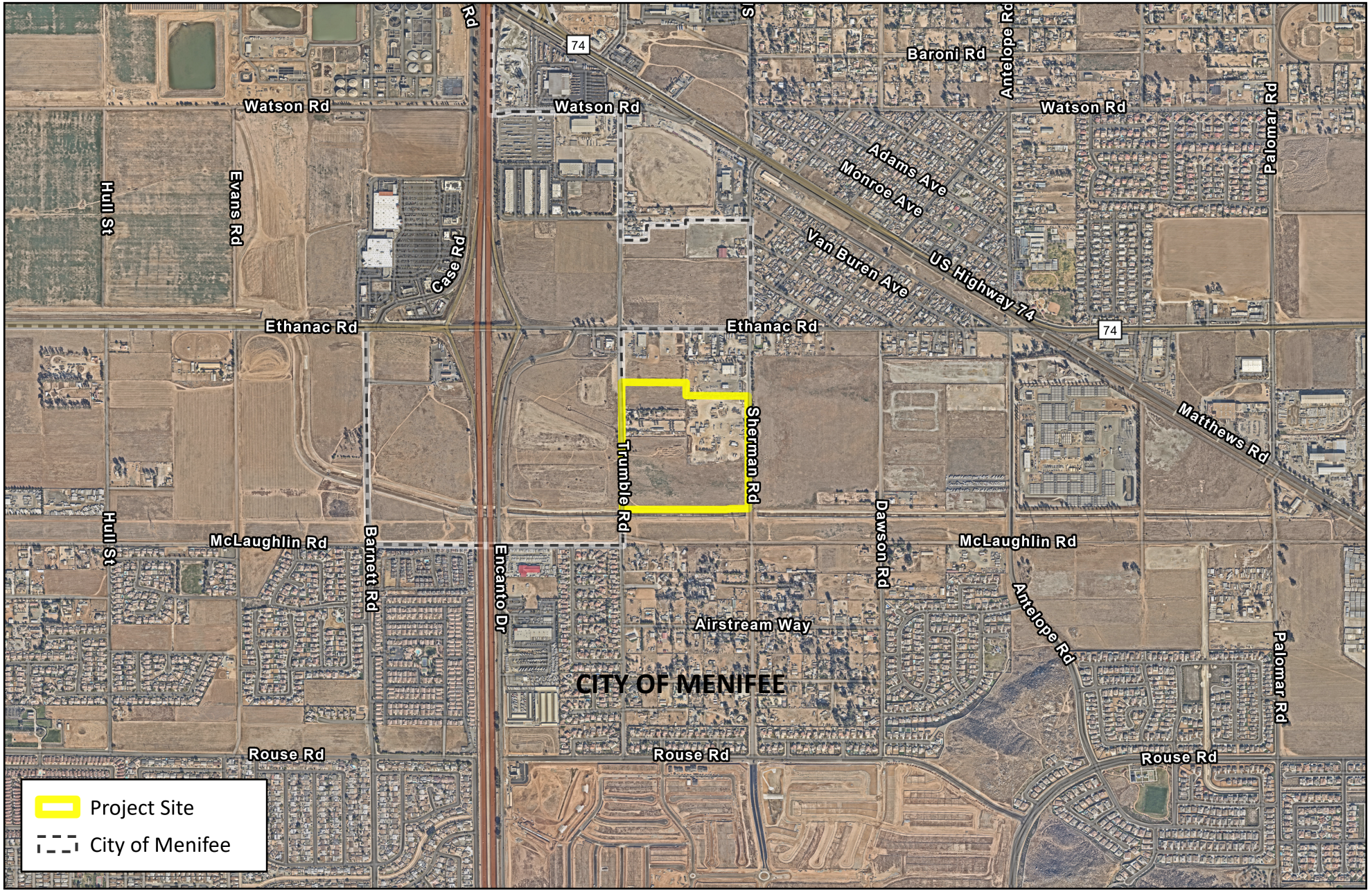
3.8 Discretionary Actions and Approvals

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

- **General Plan Amendment No. PLN24-0197** proposes to change the General Plan land use designation of APNs 331-110-024, -025, -026 from Heavy Industrial (HI) to Specific Plan (SP).
- **Specific Plan Amendment No. PLN24-0199** proposes to increase the acreage and modify the boundary of the Specific Plan No. 260 (Menifee North Specific Plan) to include APNs 331-110-024, -025, and -026 within Planning Area 2 ("Industrial"). The amendment also proposes to increase the allowable building height within Planning Area 2 from 50 feet to 60 feet.

- **Change of Zone No. PLN24-0198** proposes to change the zoning classification of APNs 331-110-024, -025, and -026 from Heavy Industrial (HI) to Menifee North SP.
- **Vesting Tentative Parcel Map No. 39292** proposes to combine (APNs 331-110-031, -024, -025, -026, -035, -027, -041, -038, -039, -023) into two parcels for a total of 41.16 acres.
- **Plot Plan No. PLN24-0195** is for the design review of one concrete tilt-up building totaling 829,755 sq. ft. which includes 10,000 sq. ft. of office and 819,755 square feet of ground floor warehouse space on an approximately 41-acre Project site. The building proposes a structural height of approximately 60 feet and includes approximately 503 automobile parking spaces, approximately 258 truck trailer parking spaces, and approximately 111 dock doors.

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; building permits; grading permits; tenant improvement permits; landscaping approvals; sign permits; permits for new utility connections and South Coast AQMD Permits.

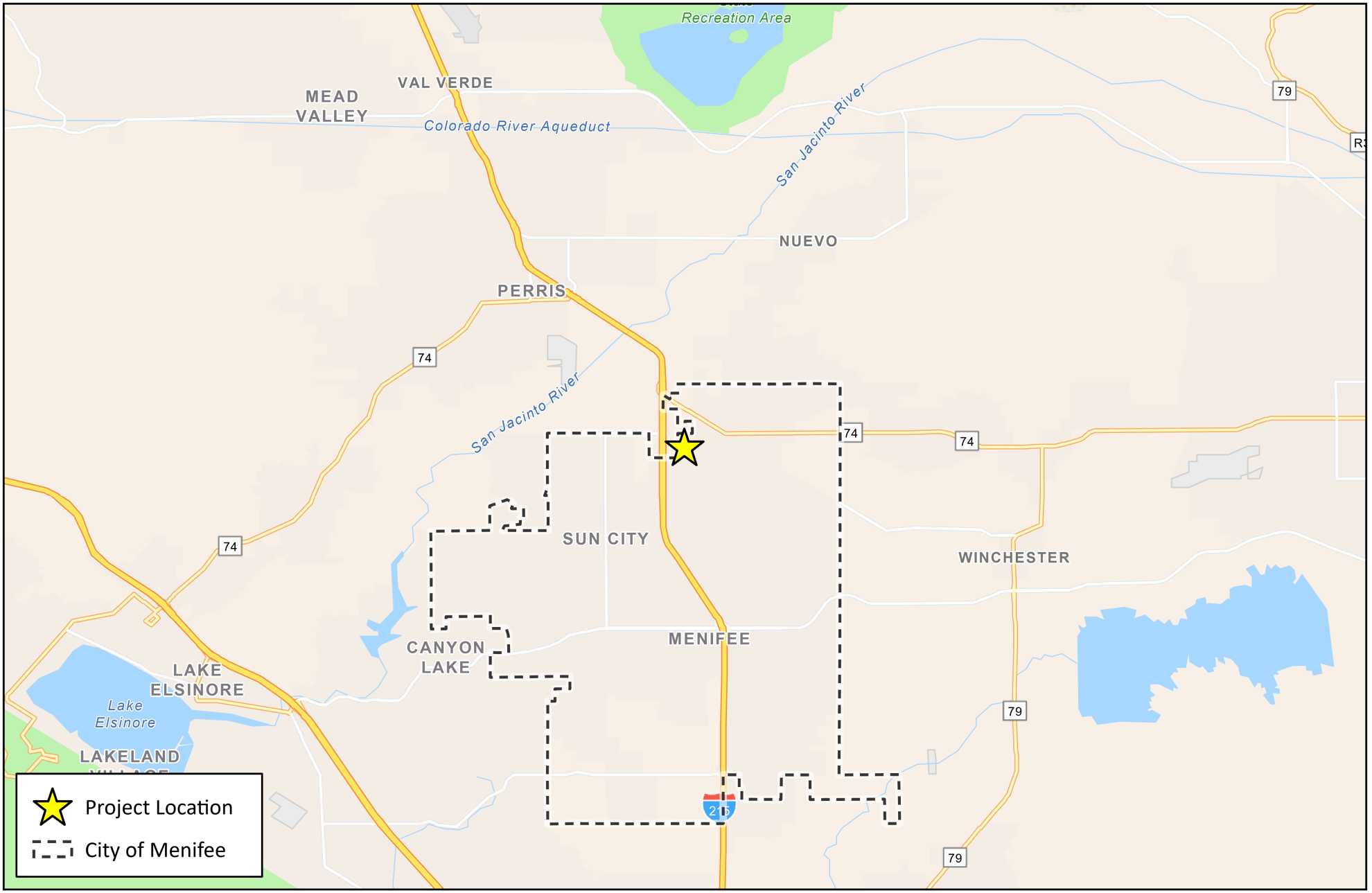


Sources: Nearmap Aerial Imagery, 2025; Riverside County Open Data [Cities Data set], 2022.

FIGURE 3-1: Local Vicinity Map
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn

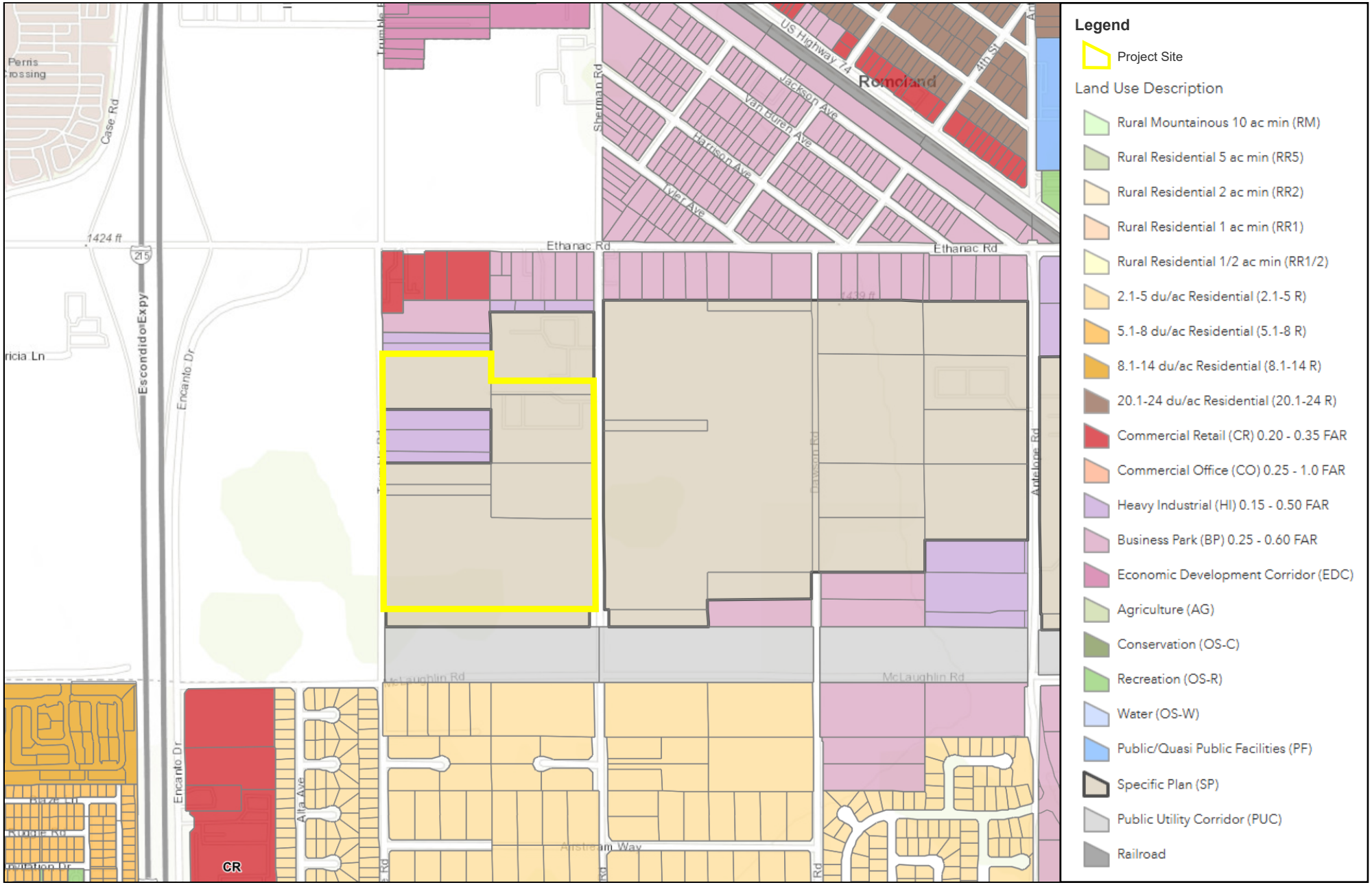


Source: ESRI World Navigation Map, 2025.

FIGURE 3-2: Regional Vicinity Map
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn

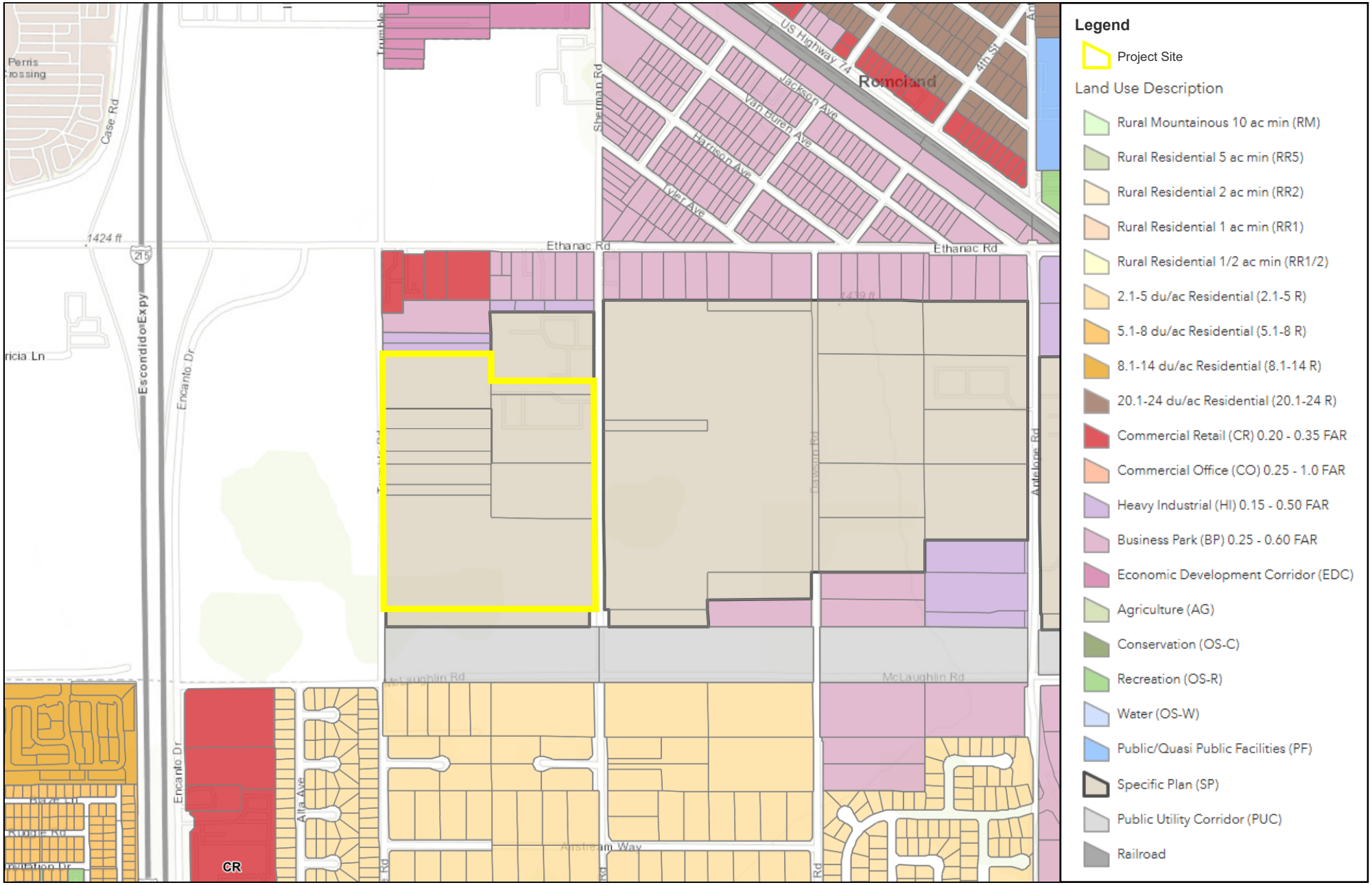


Source: City of Menifee General Plan Land Use [Web Map], 2025.

FIGURE 3-3: Existing General Plan Land Use Designations
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn

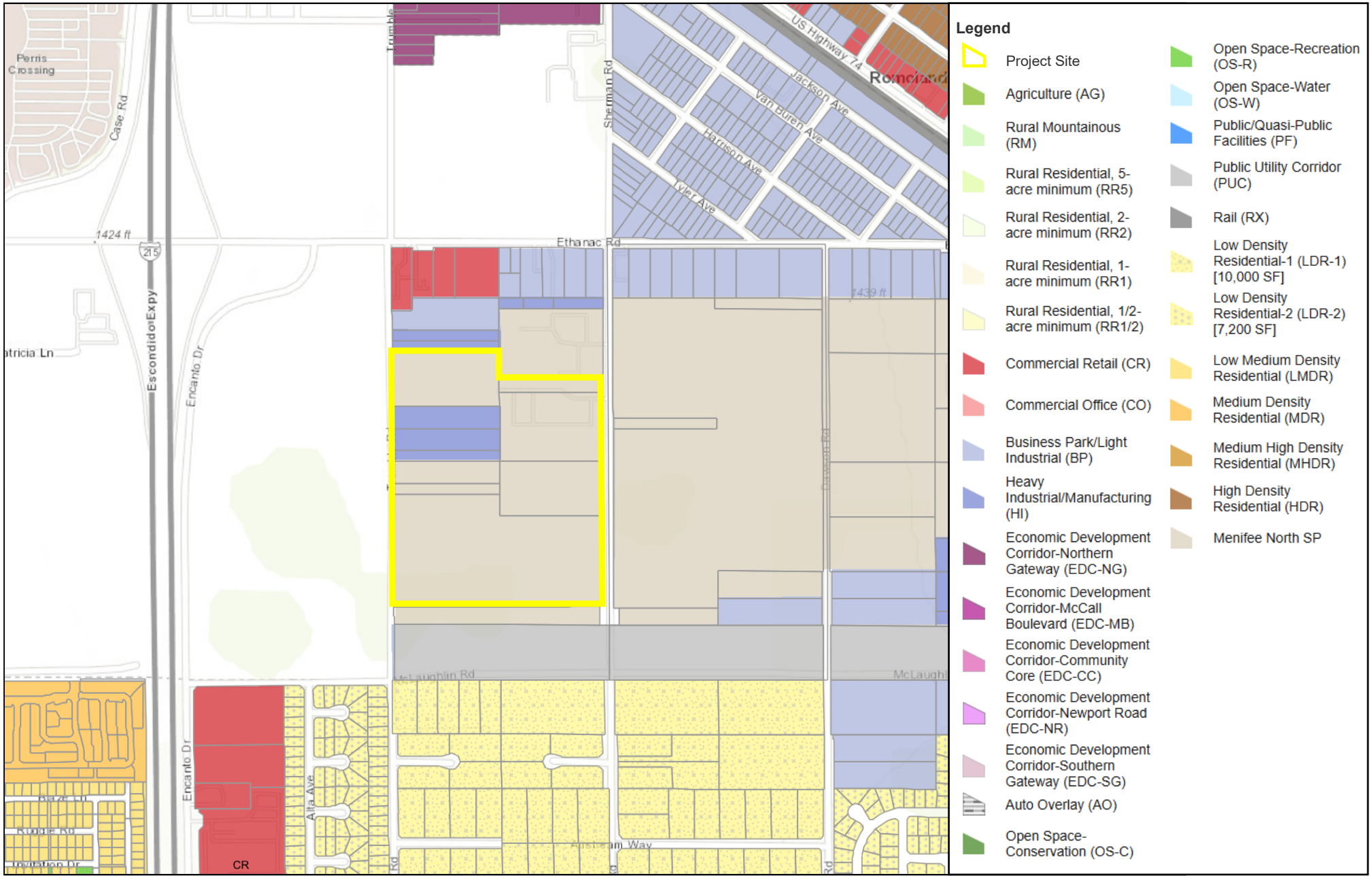


Source: City of Menifee General Plan Land Use [Web Map], 2025.

FIGURE 3-4: Proposed General Plan Land Use Designations
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn

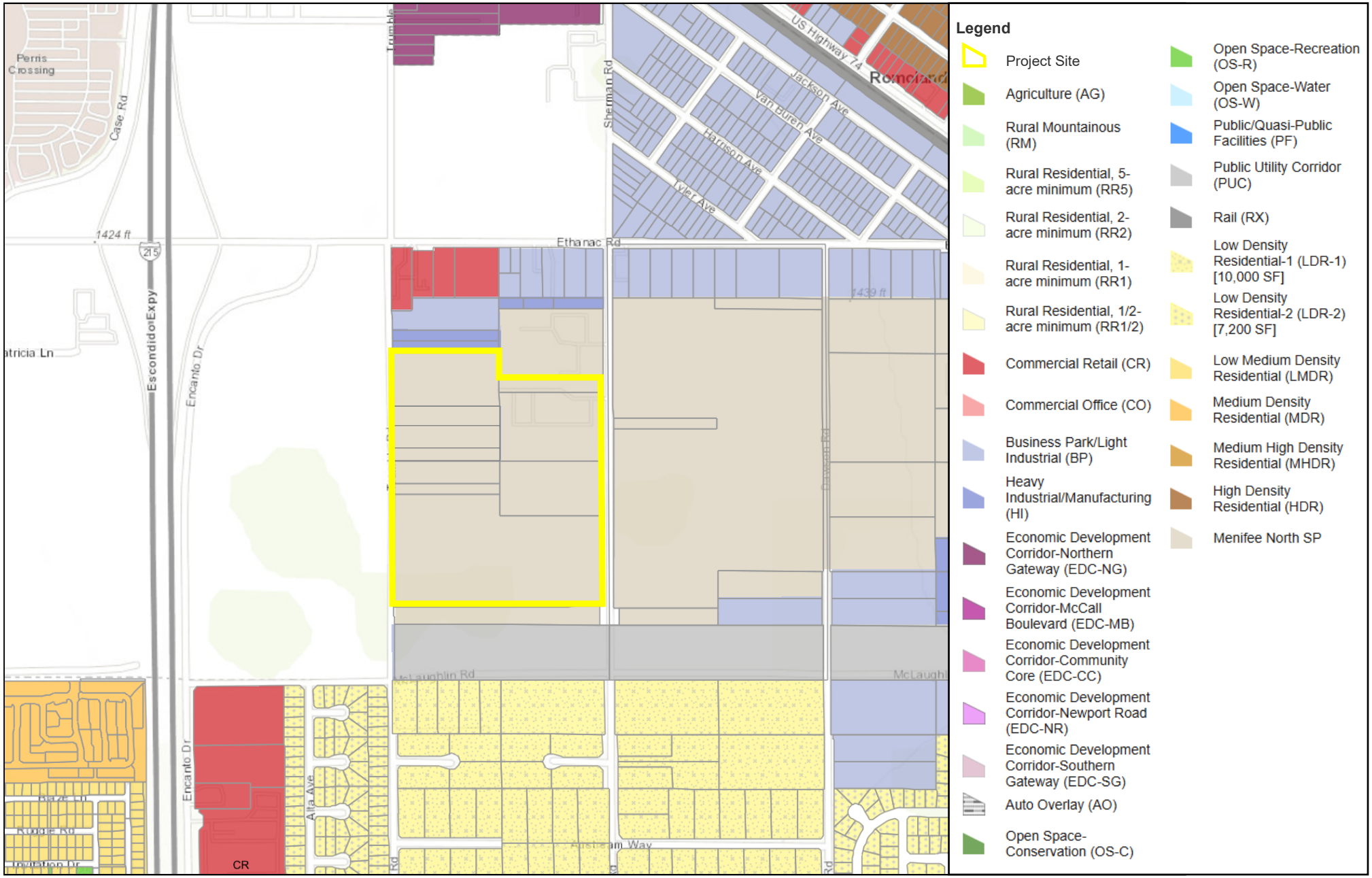


Source: City of Menifee Zoning Districts [Web Map], 2025.

FIGURE 3-5: Existing Zoning
Heritage Valley Business Park Center Project, City of Menifee

Not to scale

Kimley»Horn

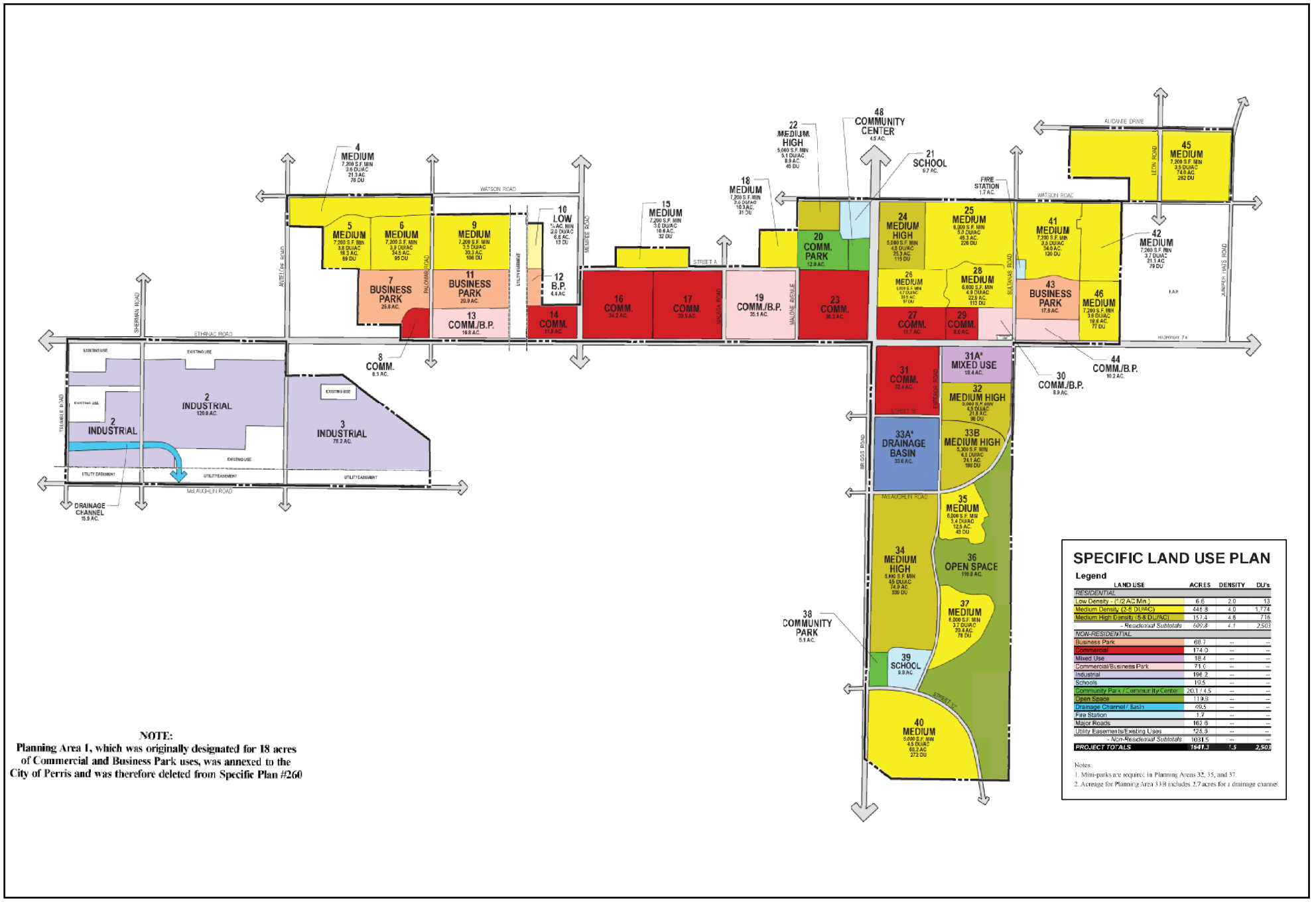


Source: City of Menifee Zoning Districts [Web Map], 2025.

FIGURE 3-6: Proposed Zoning
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn



NOTE:
Planning Area 1, which was originally designated for 18 acres of Commercial and Business Park uses, was annexed to the City of Perris and was therefore deleted from Specific Plan #260

SPECIFIC LAND USE PLAN

Legend

LAND USE	ACRES	DENSITY	DU's
RESIDENTIAL			
Low Density - (1/2 AC Min.)	6.6	2.0	13
Medium Density (2-5 DU/AC)	448.8	4.0	1,774
Medium High Density (5-8 DU/AC)	157.4	4.8	716
- Residential Subtotals	*609.8*	*4.1*	*2,503*
NON-RESIDENTIAL			
Business Park	68.7	--	--
Commercial	174.0	--	--
Mixed Use	18.4	--	--
Commercial/Business Park	71.0	--	--
Industrial	196.2	--	--
Schools	19.5	--	--
Community Park / Community Center	20.1 / 4.5	--	--
Open Space	119.8	--	--
Drainage Channel / Basin	69.5	--	--
Fire Station	1.7	--	--
Major Roads	162.6	--	--
Utility Easements/Existing Uses	123.5	--	--
- Non-Residential Subtotals	*1031.5*	*--*	*--*
PROJECT TOTALS	*1641.3*	*1.5*	*2,503*

Notes:
1. Mini-parks are required in Planning Areas 32, 35, and 37.
2. Acreage for Planning Area 33B includes 2.7 acres for a drainage channel.

Source: City of Menifee, 2007.

FIGURE 3-7: Menifee North Specific Plan
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn







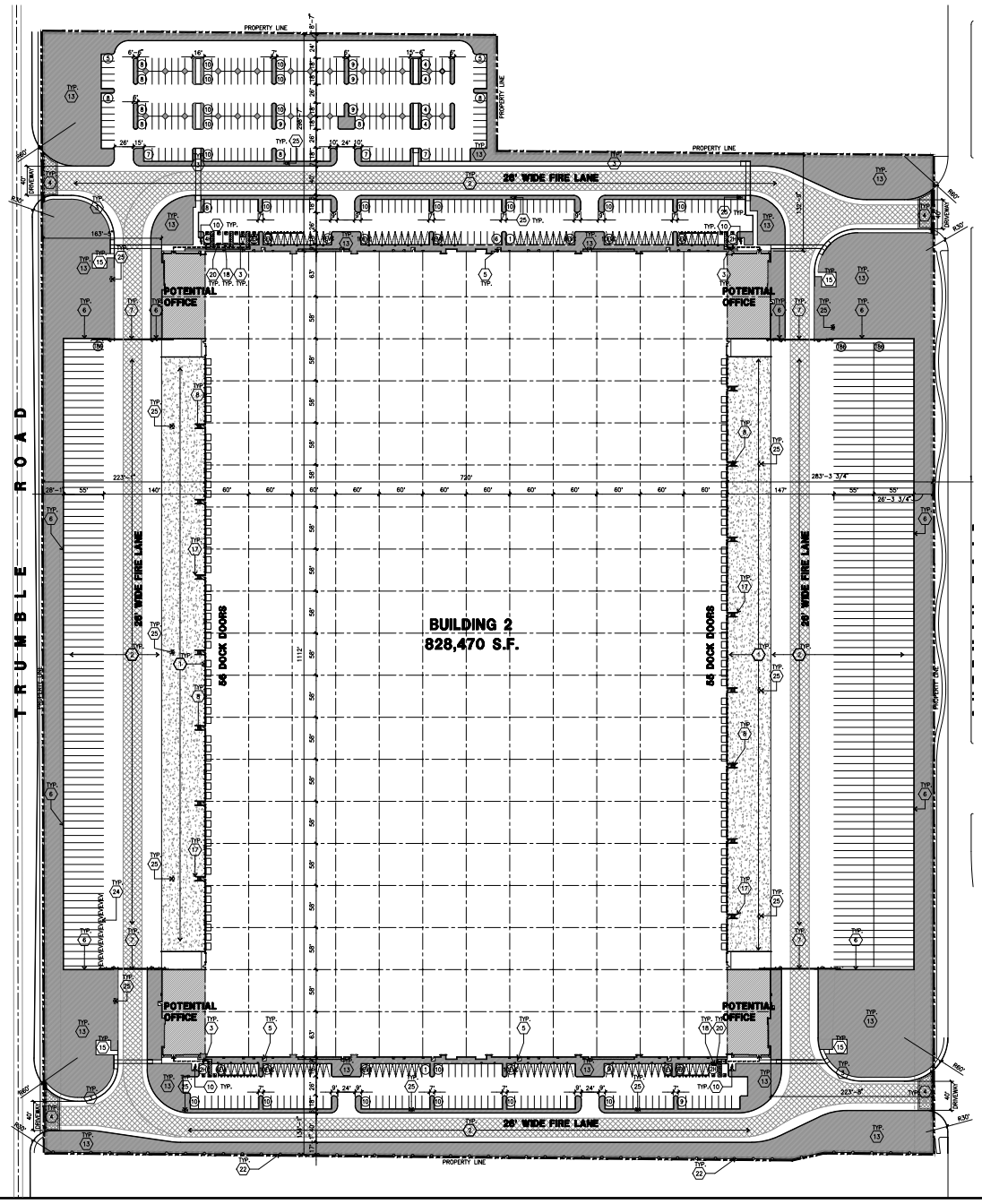


Source: HPA Architecture, Inc., 2024.

FIGURE 3-8: Conceptual Elevations
Heritage Valley Business Center Project, City of Menifee

Not to scale

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PROJECT DATA

	BLDG. 2
SITE AREA	
In s.f.	1,792,902 s.f.
In acres	41.16 ac
BUILDING AREA	
Office	10,000 s.f.
Warehouse	818,470 s.f.
TOTAL	828,470 s.f.
COVERAGE	46.2%
AUTO PARKING REQUIRED	
Office: 1/200 s.f.	50 stalls
Whse: 1/2,000 s.f.	410 stalls
TOTAL	460 stalls
AUTO PARKING PROVIDED	
Standard (9' x 18')	384 stalls
ADA Standard (9' x 18')	6 stalls
ADA Van (12' x 18')	4 stalls
Standard EV stall with EVSE (9' x 18')	47 stalls
Van Accessible EV stall with EVSE (12'x18')	1 stalls
Accessible EV stall with EVSE (9' x 18')	1 stalls
Ambulatory EV stalll with EVSE (10'x18')	1 stalls
Standard EV capable stall (9' x 18')	49 stalls
TOTAL	**493 stalls**
TRAILER PARKING PROVIDED	
Trailer (10' x 55')	258 stalls
CLASS I OR II BICYCLE PARKING REQUIRED	
1 bicycle space for every 25 Auto Spaces	20 stalls
CLASS I OR II BICYCLE PARKING PROVIDED	
5 bicycle spaces at each potential office	20 stalls
ZONING ORDINANCE FOR CITY	
Zoning Designation - Menifee North SP - P.A. 2 Industrial	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 60 FT	
MAXIMUM FLOOR AREA RATIO	
FAR - TBD	
SETBACKS	
25' Industrial Collector	

SITE LEGEND

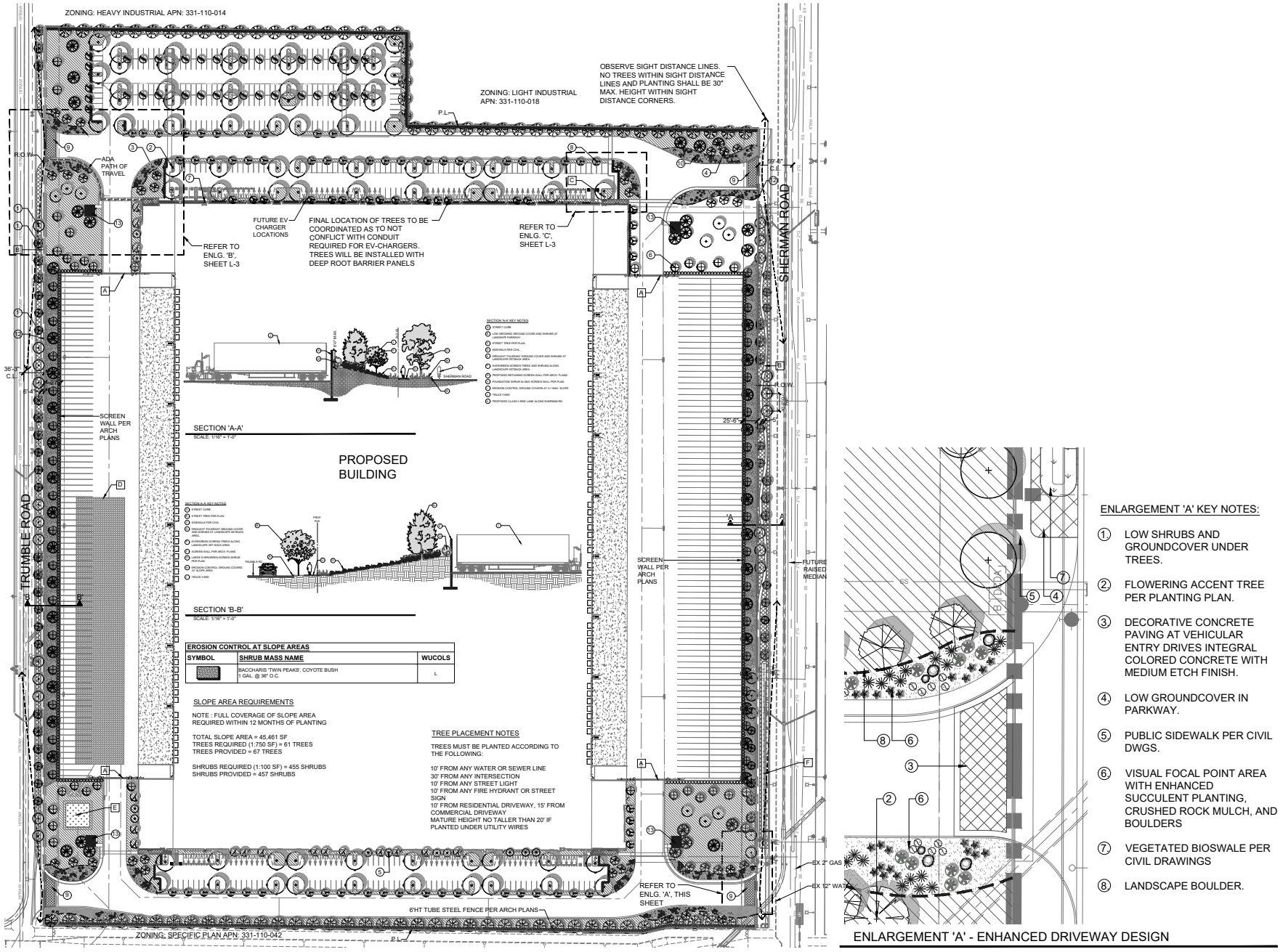
- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- LANDSCAPED AREA
- STANDARD PARKING STALL (9' X 19')
- HANDICAP PARKING STALL (9' X 19') + 5' W/ ACCESSIBLE AISLE
- HANDICAP PARKING (VAN) STALL (12' X 19') + 5' W/ ACCESSIBLE AISLE
- LIGHT STANDARD
- EXISTING PUBLIC FIRE HYDRANT
- PRIVATE FIRE HYDRANT APPROXIMATE LOCATION (F.H.)
- STEEL TUBE FENCE
- PROPERTY LINE
- PATH OF TRAVEL 5% MAX SLOPE 2% MAX CROSS-SLOPE
- 26' FIRE LANE. PROVIDE RED CURBS AND SIGNAGE PER FIRE DEPT REQUIREMENT

Source: HPA Architecture, Inc., 2024.

FIGURE 2-9: Conceptual Site Plan
Heritage Valley Business Park Center Project, City of Menifee

Not to scale

Kimley»Horn



Source: HPA Architecture, Inc., Rodarte Landscape Architecture, and Core5 Industrial Partners, 2025.

FIGURE 3-10: Conceptual Landscape Plan
Heritage Valley Business Park Center Project, City of Menifee

Not to scale

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DESIGN KEY NOTES:

1. NEW STREET TREE PER LEGEND.
2. PROPOSED NEW PARKING LOT SHADE TREE PER LEGEND.
3. DROUGHT TOLERANT SHRUBS AND GROUND COVER PER LEGEND.
4. NEW FLOWERING ACCENT TREES AT KEY FOCAL AREAS SUCH AS DRIVEWAY AND BUILDING ENTRIES.
5. VERTICAL GROWING TREE PER LEGEND.
6. EVERGREEN SCREEN TREE PER LEGEND.
7. FOUNDATION SHRUB PLANTING PER LEGEND.
8. ALL TREES WITHIN SIX FEET OF HARDSCAPE OR BUILDINGS SHALL BE INSTALLED WITH LINEAR ROOT CONTROL BARRIER FROM DEEP ROOT CORPORATION (OR APPROVED SUBSTITUTION). ROOT BARRIER LENGTH SHALL BE 16 FEET MIN. CENTERED ON TREE TRUNK. ROOT BARRIER SHALL BE PLACED IN A LINEAR INSTALLATION ADJACENT TO HARDSCAPE PER MANUF. SPECIFICATIONS AND NOT ENCIRCLING ROOTBALL. ROOT CONTROL BARRIER DEPTH SHALL BE 18 INCHES MIN. ADJACENT TO FLATWORK AND 24 INCHES. MIN. ADJACENT TO CURBS.
9. ENHANCED PAVING AT VEHICULAR AND BUILDING ENTRY AREAS.
10. ASSORTED ACCENT SUCCULENTS IN D.G. AT VEHICULAR ENTRY.
11. 12" CONCRETE STEP-OUT STRIPS IN PARKING LOT FINGER PLANTERS ADJACENT TO PARKING STALLS. PARKING LOT PLANTERS SHALL BE 7'-0" WIDE MIN. IN ACCORDANCE WITH CITY STANDARDS, WITH AT LEAST FIVE FEET OF PLANTING WIDTH BETWEEN THE CONCRETE STEP-OUT STRIPS AT BACK OF CURBS.
12. 6" CONCRETE HEADER TO SEPARATE ON-SITE IMPROVEMENTS FROM R.O.W. IMPROVEMENTS
13. BREAK AREA WITH OVERHEAD TRELLIS, TABLES AND CHAIRS FURNISHED BY TENANT

REFERENCE KEY NOTES:

- A. FENCE AND GATE PER ARCH PLANS.
- B. NEW PUBLIC SIDEWALK PER CIVIL PLANS.
- C. BIKE RACK PER ARCH PLANS.
- D. UNDERGROUND STORMWATER FACILITY PER CIVIL PLANS.
- E. PROPOSED BIOSCAPE UNIT PER CIVIL PLANS.
- F. STORM WATER AREA PER CIVIL PLANS.

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AB-1881 WATER ORDINANCE.

GENERAL NOTES:

- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS, FIRE CHECK VALVE, AND AIR CONDITIONING UNITS WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.
- DOUBLE DETECTOR CHECKS AND BACKFLOW PREVENTERS SHALL NOT BE LOCATED AT VISUALLY PROMINENT LOCATIONS SUCH AS SITE ENTRIES AND DRIVE AISLES

PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	PROPOSED STREET TREE ALONG SHERMAN RD. PLATANUS A. 'COLUMBIA', PLANE TREE 24" BOX SIZE	26	M
	PROPOSED STREET TREE ALONG SHERMAN RD. QUERCUS VIRGINIANA, SOUTHER LIVE OAK 24" BOX SIZE.	26	L
	PROPOSED STREET TREE ALONG SHERMAN RD. PISTACIA CHINENSIS 'KEATH DAVEY', CHINESE PISTACHE 24" BOX SIZE.	24	L
	SPECIMEN SIZE TREE QUERCUS AGRIFOLIA, COAST LIVE OAK 36" BOX SIZE.	51	L
	FLOWERING ACCENT TREE CERCIDIUM F. 'DESERT MUSEUM', PALO VERDE 36" BOX SIZE.	36	L
	FLOWERING ACCENT TREE CERCIS OCCIDENTALIS, WESTERN REDBUD 36" BOX SIZE.	11	L
	SECONDAY PARKING LOT TREE GEIJERA PARVIFLORA, AUSTRALIAN WILLOW	33	L
	PROPERTY LINE SCREEN TREE QUERCUS ILEX, HOLLY OAK 24" BOX SIZE SIZE	85	L
	NARROW UPRIGHT GROWING TREE BRACHYCHITON POPULNEUS, BOTTLE TREE 24" BOX SIZE.	74	L
	NARROW UPRIGHT GROWING TREE TRISTANIA CONFERTA, BRISBANE BOX 24" BOX SIZE.	16	L
	PROPOSED PARKING LOT SHADE TREE RHUS LANCEA, AFRICAN SUMAC 24" BOX SIZE.	75	L
	EVERGREEN SCREEN TREES ALONG STREET FRONTAGE AND ADJACENT TO TRUCK YARD PINUS ELDARICA, AFGHAN PINE 24" BOX SIZE.	62	L
	PLATANUS RACEMOSA, CALIFORNIA SYCAMORE 15 GAL. SIZE.	9	M

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
	LIGUSTRUM 'TEXANUM', JAPANESE PRIVET 5 GAL. SIZE	M
	PITTOSPORUM TOBIRA 'WHEELER'S DWARF', TOBIRA 5 GAL. SIZE	L
	WESTRINGIA F. 'WYNYABBIE GEM', COAST ROSEMARY 5 GAL. SIZE.	L
	DODONAEA V. 'PURPUREA', PURPLE HOPSEED BUSH 5 GAL. SIZE	M

WUCOLS PLANT FACTOR
THIS PROJECT IS LOCATED IN 'WUCOLS' REGION '4-SOUTH INLAND VALLEY'.

H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL= VERY LOW WATER NEEDS

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
	ENCELIA DESERTII, 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
	ROUMNEYA 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

RIGHT OF WAY PLANTING PALETTE (SEE TREE LEGEND FOR STREET TREES)

R.O.W. GROUND COVER AND SHRUB MASSES		
SYMBOL	GROUND COVER/SHRUB MASS NAME	WUCOLS
	BACCHARIS P. 'PIGEON POINT', DWARF COYOTE BRUSH 5 GAL. SIZE @ 36" O.C.	L
	WESTRINGIA FRUTICOSA 'MUNDI', COAST ROSEMARY 5 GAL. SIZE @ 36" O.C.	L
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE @ 36" O.C.	M
	FESTUCA MAIREI, MARI'S FESCUE 1 GAL. SIZE @ 24" O.C.	M

NOTES:
1. APPLY A 3" MIN. LAYER OF SHREDDED BARK MULCH WITHIN ALL PLANTING AREAS. A SAMPLE IS REQUIRED PRIOR TO APPLICATION.
2. MINIMUM NURSERY CONTAINER SIZES FOR TREES SHALL BE 24-INCH BOX, SHRUBS - 5 GALLON, AND GROUNDCOVERS/GRASSES/PERENNIALS - 1 GALLON. A MINIMUM OF 10% OF TOTAL TREE QUANTITY SHALL BE SPECIMEN SIZE (36" BOX SIZE OR LARGER)

PLANTING AT STORM WATER DETENTION BASIN BOTTOMS		
SYMBOL	SHRUB MASS NAME	WUCOLS
	MUHLENBERGIA CAPPILARIS, PINK MUHLY GRASS 1 GAL. SIZE @ 42" O.C.	L

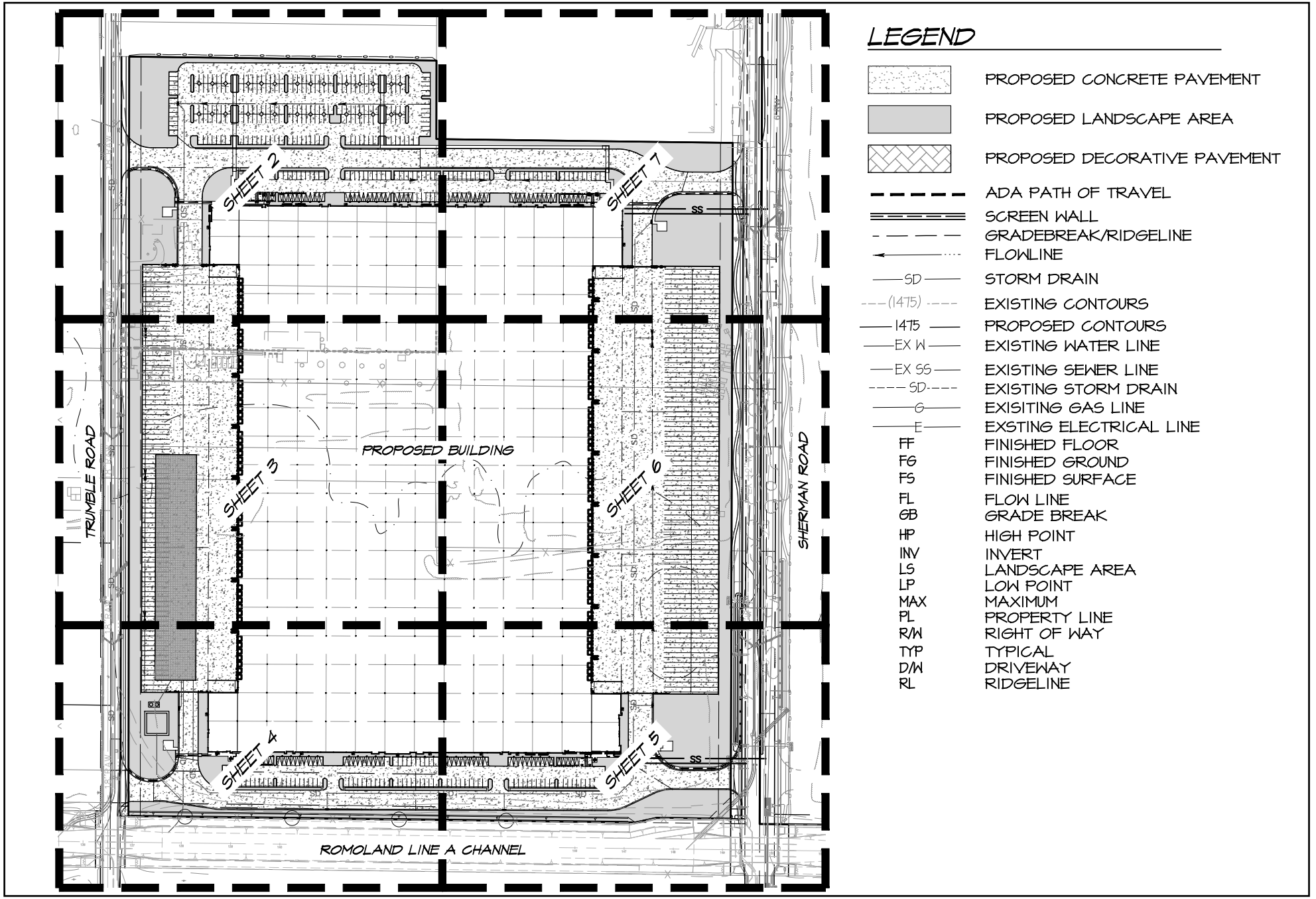
ACCENT SUCCULENTS		
SYMBOL	SUCCULENT NAME	WUCOLS
	AGAVE MEDIOPICTA ALBA, CENTURY PLANT 5 GAL. SIZE.	L
	AGAVE 'BLUE FLAME', BLUE FLAME AGAVE 5 GAL. SIZE.	L
	AGAVE 'BLUE GLOW', BLUE GLOW AGAVE 5 GAL. SIZE.	L
	AGAVE P. 'TRUNCATA', ARTICHOKE AGAVE 5 GAL. SIZE.	L

Source: HPA Architecture, Inc., Rodarte Landscape Architecture, and Core5 Industrial Partners, 2025.

FIGURE 3-10: Conceptual Landscape Plan
Heritage Valley Business Park Center Project, City of Menifee

Not to scale

Kimley»Horn



Source: Albert A. Webb Associates, 2026.

FIGURE 3-11: Conceptual Grading Plan
Heritage Valley Business Park Center Project, City of Menifee

Not to scale

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4.0 BASIS OF CUMULATIVE ANALYSIS

4.0.1 Introduction

A project's cumulative impact is "an impact to which that project contributes and to which other projects contribute as well. The project must make some contribution to the impact; otherwise, it cannot be characterized as a cumulative impact of that project." [1] Under the California Environmental Quality Act's (CEQA) cumulative impact analysis requirements, the pertinent question is not whether there is a significant cumulative impact but whether the effects of an individual project are cumulatively considerable. Thus, the analysis must assess whether the additional amount of impact resulting from the Heritage Valley Business Center Project (Project) should be considered significant in the context of the existing cumulative effect. Importantly, this does not mean that any contribution to a cumulative impact should be considered cumulatively considerable.

State CEQA Guidelines Section 15355 provides the following definition of cumulative impacts:

"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

a) The individual effects may be changes resulting from a single project or a number of separate projects.

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

State CEQA Guidelines Section 15130(a) further addresses the discussion of cumulative impacts, as follows:

1) As defined in Section 15355, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.

2) When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A lead agency shall identify facts and analysis supporting the lead agency's conclusion that the cumulative impact is less than significant.

3) An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The lead agency

[1] *Sierra Club v. West Side Irrigation Dist.* (2005) 128 Cal.App.4th 690, 700.

shall identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

Pursuant to State CEQA Guidelines Section 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements:

1) Either:

   A. A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or

   B. A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projects may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

2) When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.

3) Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.

4) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.

5) A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects."

4.0.2 Cumulative Projects List

The cumulative study area varies from one environmental topic to another depending upon the nature of impacts related to the topic. For example, cumulative aesthetic considerations encompass only the surrounding areas with direct views of the Project site, while air quality is a regional issue that is analyzed on a broader scale, and greenhouse gas emissions are analyzed on an even broader scale. To determine the Project's potential cumulative impacts, this Draft EIR includes the use of a list of past, present, and future projects that have been approved but are not yet constructed/occupied, and projects that are in various stages of the application and approval process but have not yet been approved; **Table 4-1: List of Cumulative Projects** and **Figure 4-1: Location of Cumulative Projects**.

The cumulative impacts analysis are provided in **Sections 5.1** through **5.15**. These analyses describe the potential environmental changes to the existing physical conditions that may occur as a result of the Project together with the cumulative projects listed in the table. Not all related projects would contribute to significant cumulative impacts for each topical area. For example, not all related projects would have visual impacts. The cumulative impact analysis in each topical area provides an evaluation of the cumulative projects and how these would contribute to cumulative impacts. Some of the impacts are very site-specific and would not compound the impacts associated with the Project. In other cases, short-term impacts would not contribute to cumulative impacts because the construction of the cumulative project and the development of the Project would not occur in the same time period or be near to each other.

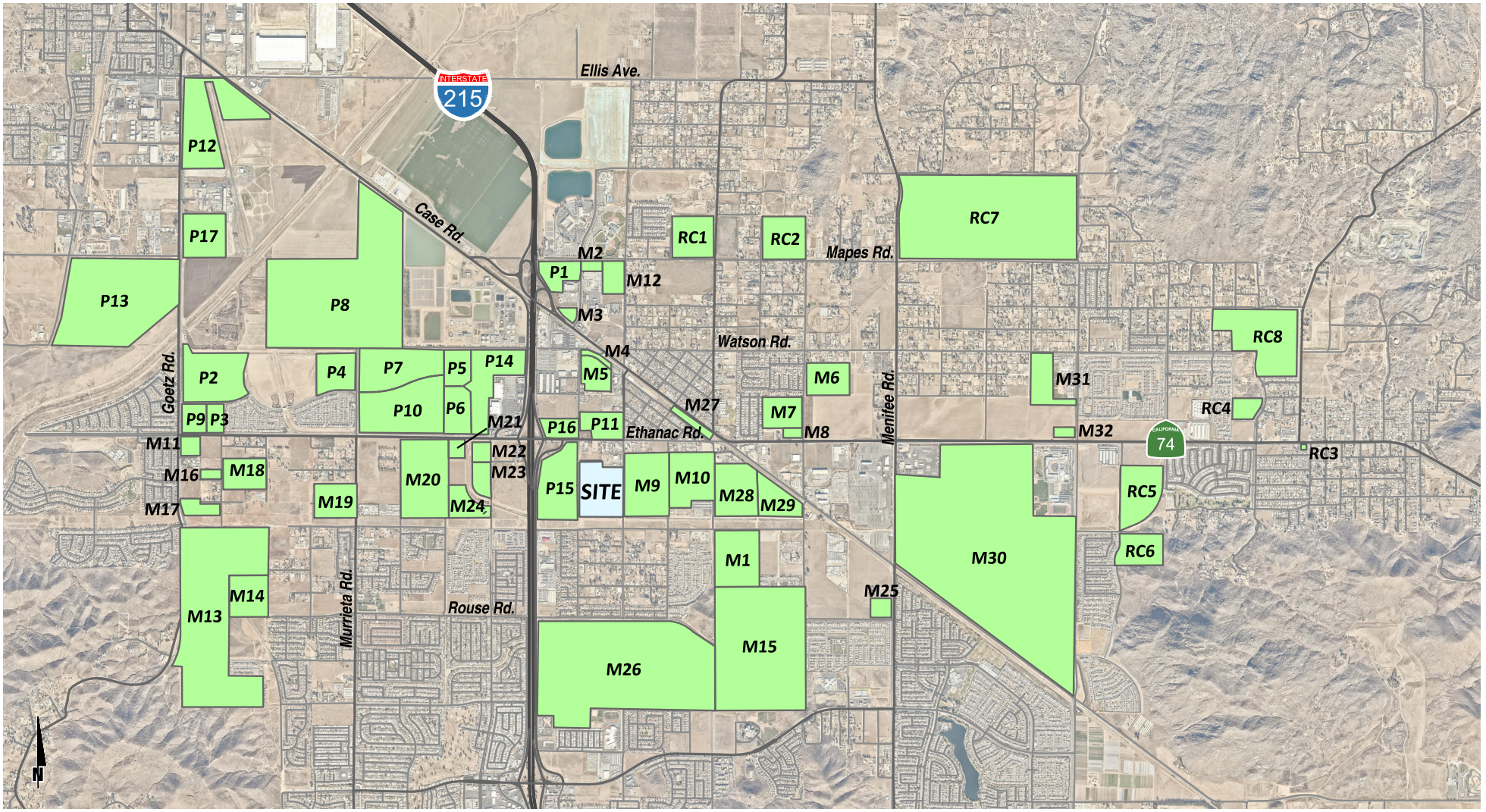
Table 4-1: Cumulative Development Land Use Summary

No.	Project Name / Case Number	Jurisdiction	Land Use	Quantity	Units[1]
P1	Mapes and Trumble Industrial Green Valley Specific Plan (GVSP)	Perris	High-Cube Fulfillment Center	396.000	TSF
P2	GVSP - Track 37262		Single Family Housing	191	DU
P3	GVSP - Track 37816		Multifamily Housing	97	DU
P4	GVSP - Track 37722 (75% Complete)		Single Family Housing	116	DU
P5	GVSP - Track 37817		Multifamily Housing	227	DU
P6	GVSP - Track 37818		Multifamily Housing	374	DU
P7	GVSP - Track 37223		Single Family Housing	235	DU
P8	GVSP - Phase 2 (North)		Multifamily Housing	1,183	DU
			Single Family Housing	462	DU
			Commercial	5.9	AC
			School	15.0	AC
P9	GVSP - Phase 2 (South)		Multifamily Housing	111	DU
			Commercial	5.4	AC
P10	GVSP (PA 46, 47, & 48)		Single Family Housing	483	DU
P11	Hillwood Ethanac	Perris	High-Cube Transload Warehouse	362.348	TSF
			High-Cube Cold Storage Warehouse	50.000	TSF
P12	Perris Airport Center Industrial	Perris	High-Cube Fulfillment Center	795.109	TSF
			General Light Industrial	71.961	TSF
			Truck/Trailer Lot	323	Spaces
P13	Perris Logistics Center South	Perris	High-Cube Warehouse	3,448.734	TSF
P14	Case Road Mixed-Use	Perris	Self-Storage Facility	211.900	TSF
			Recreational Vehicle (RV) Storage	215	Spaces
			High-Cube Fulfillment Center (Sort)	498.000	TSF
			Hotel	128	RM
			High Turnover (Sit-Down) Restaurant	27.000	TSF

No.	Project Name / Case Number	Jurisdiction	Land Use	Quantity	Units[1]
			Fast-Food Restaurant with Drive-Thru	5.000	TSF
P15	Motte Towne Center (DPR06-0337)	Perris	Commercial	286.000	TSF
			Free-Standing Discount Store	221.000	TSF
P16	Perris Travel Center (P22-05002)	Perris	Gas Station and Truck Stop	23	VFP
P17	Airport Industrial	Perris	Industrial	650.000	TSF
RC1	TTM/TR37358	County	Residential lots	154	DU
RC2	TR31687	County	Single Family Residential	65	DU
RC3	CUP180014	County	High Turnover (Sit-Down) Restaurant	5.000	TSF
			Shopping Center	5.000	TSF
			Office	5.000	TSF
RC4	TR31820	County	Single Family Residential	17	DU
RC5	Menifee North SP (PA32)	County	Multifamily Housing	206	DU
RC6	Menifee North SP (PA35)	County	Multifamily Housing	43	DU
RC7	TR35045	County	Single Family Detached Residential	712	DU
RC8	Menifee North (SP No. 260)	County	Single Family Detached Residential	115	DU
			Single Family Detached Residential	201	DU
			Mini-Warehouse (Storage)	55.539	TSF
M1	McLaughlin Warehouses (DEV2024-016)	Menifee	Warehouse	491.467	TSF
M2	United Carports Warehouse (DEV2024-009)	Menifee	Warehouse	58.643	TSF
M3	Trumble Retail (CUP2016-290)	Menifee	Hotel	108	RM
			Quality Restaurant	5.500	TSF
			Fast-Food w/ Drive-Thru	3.000	TSF
			Gas Station	12	VFP
M4	Paragon Framing (CUP2018-126)	Menifee	Office/Storage	10.454	TSF
M5	Trumble/Watson Warehouse (DEV2024-019)	Menifee	Warehouse	327.631	TSF
M6	TR 38132 & 38133 (SPA DEV2021-005)	Menifee	Single Family Residential	322	DU
M7	MR-27 LLC Rancon (TTM 34118)	Menifee	Multifamily (Low-Rise)	85	DU
M8	Motte Country Plaza (PP2018-300)	Menifee	Gas Station	12	VFP
M9	Menifee Commerce Center (PP2019-005)	Menifee	Warehouse	1,640.130	TSF
M10	Motte Business Center	Menifee	Warehouse	1,138.638	TSF
M11	Goetz/Ethanac Commercial (PP PLN21-0319)	Menifee	Gas Station w/ C-Store	7.250	TSF
			Car Wash	2.790	TSF
			Retail	7.040	TSF
M12	Mapes and Sherman Warehouse	Menifee	High-Cube Fulfillment Center	277.578	TSF
M13	Cimarron Ridge (25% Complete)	Menifee	Residential	756	DU

No.	Project Name / Case Number	Jurisdiction	Land Use	Quantity	Units[1]
M14	TTM 38128 (DEV2024-001)	Menifee	Single Family Residential	96	DU
M15	Underwood	Menifee	Residential	543	DU
M16	Wheat Warehouse	Menifee	Warehouse Distribution Center	87.676	TSF
M17	Corsica Business Park (DEV2024-010)	Menifee	Business Park	234.921	TSF
M18	CADO Warehouse	Menifee	Warehouse	700.037	TSF
M19	Ares Warehouse on Murrieta (DEV2024-017)	Menifee	Warehouse	517.720	TSF
M20	N. Gateway Commerce Center II (PP PLN21-0281)	Menifee	High-Cube Warehouse	1,286.607	TSF
M21	Ethanac/Evans Warehouse (DEV2024-018)	Menifee	Warehouse	137.896	TSF
M22	Ethanac Square (MJMOD PLN21-0104)	Menifee	Gas Station	3.800	TSF
M23	Ethanac/Barnett Warehouse (PP PLN21-0290)	Menifee	Warehouse	251.133	TSF
M24	Menifee Logistics (PLN23-0040)	Menifee	Warehouse	411.829	TSF
M25	LDW TTM 38346	Menifee	Condominiums	162	DU
M26	Legado SP	Menifee	Single Family Detached Residential	1,061	DU
			Shopping Center	225.000	TSF
			Sports Park	11.23	AC
			Recreational Community Center	10.000	TSF
M27	Self-Storage Facility	Menifee	Self-Storage Facility	71.637	TSF
M28	Nova Battery Project (DEV2024-015)	Menifee	Battery Energy Storage System	44.220	AC
M29	Double Butte (DEV2024-026)	Menifee	Battery Energy Storage System	27.000	AC
M30	Menifee Valley Specific Plan	Menifee	Single Family Housing	1,328	DU
			Multifamily (Low-Rise)	390	DU
			Elementary School	750	STU
			Industrial Uses	5,510.000	TSF
			Commercial	560.000	TSF
			Public Facilities	120.000	TSF
			Sports Park w/ Aquatic Sports	54.000	TSF
M31	MR-27 LLC (Rancon)	Menifee	Multifamily Housing	153	DU
M32	Harvest Glen Marketplace	Menifee	Fast-Food Restaurant with Drive-Thru	5.000	TSF
			Gas Station with Convenience Market	16	VFP

Source: Urban Crossroads. 2025. Traffic Analysis. Table 4-2. Pages 59-60.
[1] TSF = Thousand Square Feet; DU = Dwelling Units; VSP = Vehicle Fueling Positions; STU = Students; AC = Acres



Source: Urban Crossroads, 2026.

FIGURE 4-1: Location of Cumulative Projects
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn

5.0 ENVIRONMENTAL IMPACT ANALYSIS

5.0.1 Approach to Environmental Analysis

Organized by environmental resource category, **Section 5.0: Environmental Impact Analysis** provides an integrated discussion of the affected environment including regulatory and environmental settings and environmental impacts and mitigation measures to reduce or avoid potentially significant impacts associated with implementation of the Project. **Section 6.0: Other CEQA Considerations**, discusses mandatory findings of significance and other required California Environmental Quality Act (CEQA) topics.

5.0.2 Environmental Issue Areas Deemed to be Not Significant

The environmental setting, impacts, and mitigation measures related to each environmental impact area are described in **Sections 5.1** through **5.15**. **Section 5.0** is organized into the following environmental topic areas:

- Section 5.1: Aesthetics
- Section 5.2: Air Quality
- Section 5.3: Biological Resources
- Section 5.4: Cultural Resources
- Section 5.5: Energy
- Section 5.6: Geology and Soils
- Section 5.7: Greenhouse Gas Emissions
- Section 5.8: Hazards and Hazardous Materials
- Section 5.9: Hydrology and Water Quality
- Section 5.10: Land Use and Planning
- Section 5.11: Noise
- Section 5.12: Public Services
- Section 5.13: Transportation
- Section 5.14: Tribal Cultural Resources
- Section 5.15: Utilities and Service System

CEQA Guidelines Section 15128 states, “an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.” **Section 8.0: Effects Found Not to be Significant** briefly describes effects found to have no impact or a less than significant impact based on the analysis conducted during the Draft EIR preparation process. Environmental issues related to agriculture and forestry resources, mineral resources, population and housing, recreation, and wildfire were found to result in no impacts or less than significant impacts, and were therefore not discussed in further detail in this Draft EIR. See **Section 8.0: Effects Found Not to be Significant** for more information regarding these resources.

Each potentially significant environmental issue area is addressed in a separate environmental impact report (EIR) section (**5.1** through **5.15**) and is organized into the following subsections:

- **"Introduction"** briefly introduces the section's purpose, environmental issues that would be addressed, and key source documentation used to prepare the analysis.
- **"Environmental Setting"** provides an overview of the existing physical environmental conditions in the study area that could be affected by implementation of the Project.
- **"Regulatory Setting"** identifies the plans, policies, laws, and regulations that are relevant to each resource area and describes permits and other approvals necessary to implement the Project. As noted above, the EIR needs to address possible conflicts between the Project and the requirements of federal, State, regional, or local agencies, including consistency with adopted land use plans, policies, or other regulations for the area. Therefore, this subsection summarizes or lists the potentially relevant policies and objectives, such as from the applicable City of Menifee (City) General Plan (Menifee GP) and City Municipal Code (Menifee MC).
- **"Impact Thresholds and Significance Criteria"** provides the criteria used in this document to define the level at which an impact would be considered significant in accordance with CEQA. Significance criteria used in this EIR are based on the checklist presented in Appendix G of the State CEQA Guidelines, factual or scientific information and data, and regulatory standards of federal, state, regional, and local agencies.
- **"Impacts and Mitigation Measures"** are listed numerically and sequentially throughout each section. A bold font impact statement precedes the discussion of each impact and provides a summary of each impact and its level of significance. The discussion that follows the impact statement includes the analysis on which a conclusion is based regarding the level of impact.
- **"Cumulative Impacts"** identifies potential environmental impacts of past, present, and reasonably foreseeable future projects, in combination with the Project.
- **"Significant Unavoidable Impacts"** describes impacts that would be significant and cannot be feasibly mitigated to a less than significant, and thus would be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If a project's benefits are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (State CEQA Guidelines Section 15093(a)).
- **"References"** identifies the sources used in and throughout the subsection.

The level of impact of the Project is determined by comparing estimated effects with baseline conditions, in light of the thresholds of significance identified in the EIR. Under CEQA, the existing environmental setting normally represents baseline conditions against which impacts are compared to determine significance. The environmental baseline is typically set as the date of Notice of Preparation distribution, unless more recent data is determined appropriate for utilization in the EIR. Project component-specific analyses are conducted to evaluate each potential impact on the existing environment. This assessment also specifies why impacts are found to be significant, potentially significant, or less than significant, or why there is no environmental impact.

"Mitigation Measures" are recommended where feasible to avoid, minimize, offset, or otherwise compensate for significant and potentially significant impacts of the Project, in accordance with the State CEQA Guidelines (Section 15126.4). Each mitigation measure is identified by resource area, numerically, and sequentially. For example, mitigation measures in **Section 5.7: Greenhouse Gas Emissions**, are numbered GHG 1, GHG-2, and so on. Pursuant to CEQA, the EIR provides a brief discussion of potential significant impacts of a given mitigation measure, if applicable.

A significant effect on the environment is defined for CEQA purposes as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project. A potentially significant impact is one that, if it were to occur, would be considered a significant impact; however, the occurrence of the impact is uncertain. A "potentially significant" impact and "significant" impact are treated the same under CEQA in terms of procedural requirements and the need to identify feasible mitigation. A "less than significant" impact is one that would not result in a substantial adverse change in the physical environment (applicable significance thresholds would not be exceeded in consideration of Project design features and existing laws, ordinances, standards, or regulations).

Both direct and indirect effects of the Project are evaluated for each environmental resource area. Direct effects are those that are caused by the action and occur at the same time and place. Indirect effects are reasonably foreseeable consequences that may occur at a later time or at a distance that is removed from the Project area, such as growth-inducing effects and other effects related to changes in land use patterns, population density, or growth rate, and related effects on the physical environment.

Cumulative impacts are discussed throughout **Section 5.0** at the end of each individual resource section.

As authorized under CEQA, there are no mitigation measures proposed when there is no impact, or the impact is determined to be "less than significant" prior to mitigation. Where sufficient feasible mitigation is not available to reduce impacts to a less than significant level, the impacts are identified as remaining "significant and unavoidable."

5.1 AESTHETICS

5.1.1 Introduction

This section describes the existing regulatory framework and environmental conditions related to aesthetics and other visual resources in the vicinity of the Heritage Valley Business Center (Project) and identifies potential impacts that could result from construction and operation of the Project warehouse, including the office space, vehicle parking, loading dock doors, trailer parking, on-site landscaping, and related on-site and off-site improvements. This section discusses the visual changes that would occur upon implementation of the Project and recommends mitigation measures to avoid and/or reduce the significance of impacts, if warranted. Aesthetic and other visual resources include both natural and built environments. Impacts are discussed in terms of the changes that would result from Project implementation and include analysis of adverse effects on a scenic vista(s), changes to scenic resources (e.g., trees, rock outcroppings, or historic buildings) within a state scenic highway, and/or degradation of the sites or the surrounding visual character. Impacts could also result from the creation of a new source of substantial light or glare.

This section and environmental discussion use information from the following City of Menifee (City) documents:

- City of Menifee General Plan (Menifee GP)
- City of Menifee General Plan Final Environmental Impact Report (EIR)
- Menifee North Specific Plan (SP)

Visual Resource Terminology and Concepts

People can have different responses when viewing a landscape. Viewer responses would vary based upon the viewer's values, familiarity, concern, or expectations of the scenic quality of that landscape. Because each person's attachment to and value for a landscape is unique, visual changes to that landscape inherently affect viewers differently. Nonetheless, generalizations can be made about viewer sensitivity to scenic quality and visual changes. Recreational users (e.g., hikers, equestrians, tourists, and people driving for pleasure) generally have high concern for scenery and landscape character. People commuting daily through the same landscape generally have a moderate concern for scenery, while people working at an industrial site would generally have a lower concern for scenic quality or changes to existing landscape character. Regarding travelers navigating through a landscape, the visual sensitivity of these types of viewers is affected by the travel speed at which they are moving, the landscape they are viewing, and the area in which they are traveling, for example, an interstate or scenic highway. Other considerations may include changes as seen by viewers from hiking trails or stationary viewers from a residence.

The visual sensitivity of a viewer is also affected by variables such as the viewing distance to the landscape. For example, a project feature or natural environment can be perceived differently depending on distance. Greater detail of an object or landscape is visible at a lesser distance. In these instances, changes to the viewed object have a greater potential to influence the visual quality of the object because changes

to form or scale (the object's relative size in relation to the viewer) are more noticeable. When the same object is viewed at background distances, details may be imperceptible while changes to the overall forms of terrain and vegetation may be evident. In the middle ground, some detail is evident (e.g., the foreground), and landscape elements are seen in context with landforms and vegetative patterns (e.g., the background). Nonetheless, changes in views from all distances can result in negative consideration from viewers.

Specific terms and concepts are used to assess the visual elements, aesthetic setting, and potential for a project to have effects on visual resources. These terms are included in the discussions throughout this section and are listed below.

Scenic Vista. An area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, state, or local agency.

Scenic Highway. Any stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency.

Sensitive Receptors. Viewer responses to visual settings are inferred from a variety of factors, including distance and viewing angle, types of viewers, number of viewers, duration of view, and viewer activities. The viewer type and associated viewer sensitivity are distinguished among project viewers in recreational, residential, commercial, military, and industrial areas. Viewer activities can range from a circumstance that encourages a viewer to observe the surroundings more closely (such as recreational activities) to one that discourages close observation (such as commuting in heavy traffic). Viewers in recreational areas are considered to have high sensitivity to visual resources. Residential viewers generally have moderate sensitivity but extended viewing periods. Viewers in commercial, military, and industrial areas are generally considered to have low sensitivity.

Viewshed. A project's viewshed is defined as the surrounding geographic area from which the project is likely to be seen, based on topography, atmospheric conditions, land use patterns, and roadway orientations. "Project viewshed" is used to describe the area surrounding a project site where a person standing on the ground or driving a vehicle can view the project site.

Visual character typically consists of landforms, vegetation, water features, and cultural modifications that impart an overall visual impression of an area's landscape. Scenic areas typically include open space, landscaped corridors, and viewsheds. Visual character is influenced by many different landscape attributes including color contrasts, landform prominence, repetition of geometric forms, and uniqueness of textures among other characteristics.

5.1.2 Environmental Setting

Visual Setting

The majority of the Project site consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances associated with prior ground disturbance activities and discing. These disturbances have eliminated the natural plant communities that once occurred on the Project site which

has resulted in a majority of the Project site being dominated by non-native vegetation and heavily compacted soils.

The existing elevations across the site vary from 1,432 above mean sea level (amsl) at the easterly property line to 1,427 amsl at the westerly property line.[1] Ground surface cover within APNs: 331-110-031, -035, -027, and 041 consists of grassland, weeds, and exposed soil with limited gravel pavements with some scattered bushes on the perimeters of some parcels. The west-central and northeast portions of the Project site are occupied by non-conforming single-family residences, light industrial, truck storage, and equipment yard uses that are currently in operation. Site topography slopes downward at approximately 0.3 percent grade towards the west.

Views of the Project site are primarily available to travelers on Ethanac Road, Trumble Road, Sherman Road, and McLaughlin Road. Trumble Road and Sherman Road provide a connection between Ethanac Road and McLaughlin Road. The Project site is located approximately 0.25 mile (1,300 feet) east of Interstate 215 (I-215) and approximately 0.6 mile (2,900 feet) southwest of State Highway (SH) 74 and would be visible from these locations.

Scenic Vistas

Topography and a lack of dense vegetation or urban development offer scenic views throughout the City, including to and from hillside areas. Scenic features include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills with boulder outcrops, farmland, and open space. Scenic vistas provide views of these features from public spaces. Scenic views from the City and 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.[2]

The Menifee GP does not officially designate any scenic vistas near the Project site. According to the Open Space and Conservation Element of the GP "the steepest slopes and largest cluster of hillsides can be found north of Menifee Lakes, traveling northward across McCall Boulevard. Quail Valley also has a number of steep hillsides that influence development patterns in the area. Menifee's two tallest peaks-Quail Hill at 2,250 feet and Bell Mountain at 1,850 feet-are important features in the City. Menifee's prominent natural hillsides are one of the city's most identifiable features."[3] Exhibit OSC 2 of the City's GP illustrates the City's significant slopes.[4] The closest prominent peaks to the Project site are to the southeast, south of McCall Boulevard between I-215 and Menifee Road, known as Menifee Hills.

[1] Albert A. Webb Associates. 2024. *Preliminary Drainage Study*. Page 1-1.
[2] 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 May 2025).
[3] City of Menifee. 2013. *Open Space and Conservation Element OSC-3: Natural Landforms*. https://www.cityofmenifee.us/874/OSC-3-Natural-Landforms (accessed May 2025).
[4] City of Menifee. 2013. *Open Space and Conservation Element Exhibit OSC 2.* https://www.cityofmenifee.us/DocumentCenter/View/1083/ExhibitOSC-2_SignificantSlopes_HD0913?bidId= (accessed May 2025).

Scenic Highways

The City's GP identifies enhanced landscape corridors and scenic corridors in the City and scenic highways.[5,6] The Project site is not located directly adjacent to any of these resources.

There are no scenic highways officially designated by California Department of Transportation (Caltrans) in or near the City.[7] State Highway (SH) 74, located approximately 0.6 mile (2,900 feet) north/northeast of the Project, is currently eligible for scenic highway designation by Caltrans. The eligible segment of SH 74 extends from I-5 (San Juan Capistrano) to SR-111 in Palm Desert.[8]

Light and Glare

Light and glare sources around the Project site are typical to those found in semi-urban environments. Due to the undeveloped nature of the Project site and surrounding area, sources of light and glare are minimal. Sources of light and glare include adjacent residential and industrial development, and roadways from vehicle headlights. There are no streetlights present along roadways adjacent to the Project site (Ethanac Road, Trumble Road, Sherman Road, and McLaughlin Road).

5.1.3 Regulatory Setting

State

California Department of Transportation

The California Scenic Highway Program (CSHP) was created in 1963 to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. Caltrans manages the CSHP and designates highways based on how much of the landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which views are compromised by development.

State laws governing State Scenic Highways are found in Streets and Highways Code Sections 260 to 263.

Section 260 designates certain portions of the state highway system as state scenic highways to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty.

Section 261 requires local government agencies to take the following actions to protect the scenic appearance of a scenic corridor:

- Regulate land use and density of development
- Provide detailed land and site planning

[5] City of Menifee. 2013. *Community Design Element Exhibit CD-2*. https://www.cityofmenifee.us/DocumentCenter/View/1061/Exhibit_CD-2_Corridors_HD0913?bidId= (accessed May 2025).
[6] City of Menifee. 2013. *Circulation Element Exhibit C-8*. https://www.cityofmenifee.us/DocumentCenter/View/1025/C-8-Scenic_Highways_HD0913?bidId= (accessed May 2025).
[7] 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 May 2025).
[8] Caltrans. 2019. *California State Scenic Highway System Map*. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (accessed May 2025).

- Prohibit off-site outdoor advertising and control on-site outdoor advertising
- Pay careful attention to and control of earthmoving and landscaping
- Scrutinize the design and appearance of structures and equipment

Official designation requires a local jurisdiction to enact a scenic corridor protection program that protects and enhances scenic resources.

Section 262 designates the highway as an official state scenic highway and shall so indicate the highway in any publications of the department or in any maps issued by the department to the public. The department shall also maintain appropriate signs along the portions of the scenic highway system. The department, with the advice of the Departmental Transportation Advisory Committee, determines the corridor protection program of local government agencies and may revoke the designation and remove the signs of an official state scenic highway.

Section 263 provides the CSHP's Scenic Highway System List which identifies scenic highways that are either eligible for designation or have already been designated as such.

Local

City of Menifee General Plan

Community Design Element

The Menifee GP Community Design Element is intended to enhance the current community identity through the identification of design techniques, guidelines, and features that would enhance the visual character of the City and its neighborhoods. It serves as a practical guide to City leaders, developers, business owners, and residents as they provide direction to implement new projects in Menifee and is intended to stimulate design creativity in the City.[9]

Goals and policies from the Community Design Element applicable to the Project include:

Goal CD-3 **Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.**

Policy CD-3.3 Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes, but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing).

Policy CD-3.5 Design parking lots and structures to be functionally and visually integrated and connected; off-street parking lots should not dominate the street scene.

[9] City of Menifee. 2013. *Menifee General Plan Community Design Element*. https://www.cityofmenifee.us/882/Community-Design-Element (accessed May 2025).

Policy CD-3.8 Design retention/detention basins to be visually attractive and well-integrated with any associated project and with adjacent land uses.

Policy CD-3.9 Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.

Policy CD-3.10 Employ design strategies and building materials that evoke a sense of quality and permanence.

Policy CD-3.12 Utilize differing but complementary forms of architectural styles and designs that incorporate representative characteristics of a given area.

Policy CD-3.14 Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.

Policy CD-3.15 Require property owners to maintain structures and landscaping to high standards of design, health, and safety.

Policy CD-3.16 Avoid use of long, blank walls in industrial developments by breaking them up with vertical and horizontal façade articulation achieved through stamping, colors, materials, modulation, and landscaping.

Policy CD-3.17 Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.

Policy CD-3.19 Design walls and fences that are well integrated in style with adjacent structures and terrain and utilize landscaping and vegetation materials to soften their appearance.

Policy CD-3.20 Avoid the blocking of public views by solid walls.

Goal CD-6 **Attractive landscaping, lighting, and signage that conveys a positive image of the community.**

Policy CD-6.3 Require property owners to maintain the existing landscape on developed nonresidential sites and replace unhealthy or dead landscaping.

Policy CD-6.4 Require that lighting and fixtures be integrated with the design and layout of a project and that they provide a desirable level of security and illumination.

Policy CD-6.5 Limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.

Menifee North Specific Plan 260

The Project site is located with Planning Area (PA) 2, which is an area designated “Industrial” under the Menifee North SP. The first planning objective of the SP is to provide a development plan of superior

environmental sensitivity including a high quality of visual aesthetics, suppression of noise, protection of health and safety, and the promotion of the community and region. The Project would be implemented in compliance with the design guidelines and development plans and standards outlined in the Menifee North SP. Section III.A. provides development plans and standards that apply site-wide. These standards pertain to such areas as circulation, drainage, grading, and landscaping.

Some general standards that apply site-wide include:

- Standards relating to signage, landscaping, parking and other related design elements will conform to the County of Riverside Zoning Ordinance No. 348 at the time the Menifee North Specific Plan was adopted. 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 Riverside County standards, including Ordinance No. 655 regarding Mt. Palomar Observatory standards.

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

- Primary access into PA 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 PA 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.
- A special landscape treatment, as shown on Figure IV-10 of the SP, shall be developed between the Industrial uses in PA 2 and the adjacent Drainage Channel easement.

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 entryways, courtyards, and other such areas.
- Lighting fixtures shall be complementary to the architectural concepts.

Menifee Industrial Good Neighbor Policies

The purpose of the Good Neighbor Policies is to provide local government and developers with ways to address environmental and neighborhood compatibility issues associated with permitting warehouse, logistics and distribution facilities. These Policies are designed to promote economic vitality and sustainability of businesses, while still protecting the general health, safety, and welfare of the public and sensitive receptors.

The following aesthetic-related policies are applicable to the Project:

- To the maximum extent feasible, buildings shall be designed so that truck driveways and loading docks are oriented away from sensitive receptors to minimize impacts.
- Sufficient landscape buffers and walls shall be provided on-site to screen sensitive receptors from truck access, parking, and storage.
- Decorative walls shall be used to screen industrial uses from adjacent sensitive receptors. Landscaping (and berming for walls greater than six feet in height) shall be used to reduce the visual impact of the walls.

5.1.4 Impact Thresholds and Significance Criteria

State California Environmental Quality Act (CEQA) Guidelines Appendix G has been utilized as significance criteria in this section. Accordingly, the development of the site would have a significant environmental impact if one or more of the following occurs:

- Except as provided in Public Resources Code Section 21099, would the project:
  - Have a substantial adverse effect on a scenic vista?
  - Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
  - 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?
  - Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Methodology and Assumptions

The Project site is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning aesthetics. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the potentially significant environmental impacts at the Project site.

Approach to Analysis

This analysis of impacts on aesthetic resources examines the temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts and (2) permanent impacts. Each criterion is discussed in the context of Project site and the surrounding characteristics and geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are from field observations conducted by Kimley-Horn personnel in May 2025; review of Project site plan, maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on scenic resources or visual character considers the site's aesthetic resource value and the severity of the Project component's visual impact (e.g., the nature and duration of the impact). For example, a Project component resulting in a severe impact on a site with a low aesthetic resource value would result in a less than significant impact concerning scenic or visual character. In other words, new conspicuous structures or visual changes in areas with a low aesthetic resource value may not necessarily result in substantial adverse effects on visual resources.

5.1.5 Impacts and Mitigation Measures

Impact 5.1-1 Would the Project have a substantial adverse effect on a scenic vista?

Level of Significance: Less than Significant

Construction and Operations

Construction activities would result in temporary changes to the visual characteristics of the site as viewed from the surrounding uses from temporary grading, equipment staging, and associated building activities. Construction activities would be visible to residents and passerby's along Ethanac Road, Trumble Road, McLaughlin Road, and Sherman Road. The Project would be developed in one phase. Construction would occur over a duration of approximately 11 months, beginning September 2026 through August 2027 during which a certain level of aesthetic changes would occur on the site.

Following a General Plan Amendment (GPA), Zone Change, and Specific Plan Amendment (SPA), the Project site would be fully designated/zoned as Menifee North SP, PA 2, "Industrial;" refer to **Figure 3-7:**

Menifee North Specific Plan. The Project's industrial use would be consistent with this land use designation/zoning upon approval of the aforementioned entitlements.

Per the Menifee North SP (which refers the reader to Riverside County Ordinance No. 348 for development standards), the Project is located within PA 2, which is an area designated Industrial. Pursuant to the ordinance adopting the Menifee North Specific Plan, PA 2 permitted uses and development standards shall be the same as those identified in Article XII (Manufacturing Heavy Zone) of Ordinance No. 348. The allowed building height under the Manufacturing Heavy zone is 50 feet. The warehouse building is contemplated to have a structural height of approximately 58 feet upon approval of the SPA, which would increase the maximum height to 60 feet (refer to **Section 3.0: Project Description**, **Figure 3-8: Conceptual Elevations**, and **Figure 3-9: Conceptual Site Plan**). Portions of the parapet wall would exceed 55 feet (but no more than 60 feet) to completely screen all rooftop equipment and to provide roof height offsets for an overall enhanced building façade on all sides. The warehouse building would be consistent with the allowed building height identified in the Menifee North Specific Plan upon approval of a SPA. Although the Project would be taller than the surrounding structures, the building height would not exceed the maximum 60 feet proposed height via the SPA and would be setback approximately 223 feet from Trumble Road and approximately 281 feet from Sherman Road in accordance with the setback standards of the Manufacturing Heavy Zone.

As previously discussed, scenic views from the City and 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. The closest prominent peak to the Project site is to the southeast, south of McCall Boulevard between I-215 and Menifee Road, known as Menifee Hills. Buildout of the Project site has the potential to obstruct views; however, of the San Jacinto Mountains to the northeast-east along Ethanac Road and Sherman Road, and the Menifee Hills to the south-southeast. However, the Project would not significantly obscure views of this relatively close scenic vista to nearby residents or motorists traversing along Trumble Road, Sherman Road, and Ethanac Road because the Project would be consistent with the allowed building height and setbacks upon approval of the SPA. The Menifee GP does not officially designate scenic vistas on or near the Project site. Additionally, the GP Draft EIR found that upon implementation of GP policies and adherence to the City's Municipal Code (MC), implementation of the 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.[10] Therefore, the Project would cause a less than significant impact to scenic vistas.

Mitigation Measures

No mitigation is necessary.

[10] 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 May 2025).

Impact 5.1-2 ***Would the Project Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

Level of Significance: No Impact

Construction and Operations

There are no officially designated state scenic highways within the City.[11] As previously mentioned, SR-74, located approximately 0.6 mile (2,900 feet) north/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. Due to the distance between the Project and officially designated SR-74, the Project would not obstruct views from this highway. Therefore, construction and operation of the Project site would not damage or obstruct scenic resources (i.e., trees, rock outcroppings, or historic buildings) within a state scenic highway. No impact would occur.

Mitigation Measures

No mitigation is necessary.

Impact 5.1-3 ***Would the Project In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

Level of Significance: Less than Significant

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.

According to Menifee Economic Development, the current population of the City is 119,127[12] 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.

Construction and Operations

The Project would require a GPA, Zone Change, and SPA. Following approval of these actions, the Project site would be fully zoned as Menifee North SP. Project construction and operation would comply with the development standards and design standards and guidelines laid out in the Menifee North SP. Standards

[11] Caltrans. 2019. California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (accessed May 2025).

[12] City of Menifee. 2025. *The Data – A Collection of Useful Data About Menifee*. https://www.menifeebusiness.com/data/#datademographics (accessed May 2025).

and guidelines specific to scenic quality include the general standards, PA 2 planning standards, and lighting standards discussed above in **Section 5.1.3**. The Project would also comply with the Menifee GP goals and policies listed in **Section 5.1.3** as they pertain to aesthetics and scenic quality. For a consistency analysis with these goals and policies, see **Table 5.10-5: City of Menifee General Plan Consistency** in **Section 5.10: Land Use and Planning**. Furthermore, for land use and development standards, the Menifee North SP refers the reader to Riverside County Ordinance No. 348 located at City Hall, located at 29844 Haun Road, Menifee, CA 92586. Section 17.28 of Article XVIIa SP Zone states "Uses shall conform to the development standards, conditions and any special restrictions contained in the adopted specific plan and any amendments thereto; provided, however, that if the specific plan lacks one or more standards, the applicable standards from the zoning classification which most closely fits the land use assigned to the site shall be utilized."

The Project site's proposed land use designation is Menifee North Specific Plan. The Project would be located within PA 2 which is an area designated Industrial under the Menifee North SP (which references Riverside County Ordinance No. 348 for development standards of the Manufacturing Heavy zone).

The site is comprised of ten parcels and would be designated as Industrial under the Menifee North SP. Surrounding land uses include Heavy Industrial (HI) and Commercial Retail (CR) (See **Table 3-3: Surrounding Land Uses** of **Section 3.0: Project Description**). The Project and surrounding land uses allow for industrial development and warehousing-related uses which the Project is consistent with.

The Project would be required to comply with the Menifee GP, zoning code standards, City wide design guidelines, the Industrial Good Neighbor Policies, as well as the Menifee North SP Development Standards for PA 2. A selection of the Menifee North SP Development Standards for PA 2 are listed below.

Some general standards that apply site-wide include:

- Standards relating to signage, landscaping, parking, and other related design elements will conform to the County of Riverside Zoning Ordinance No. 348 at the time the City incorporated in 2008. 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 Riverside County standards, including Ordinance No. 655 regarding Mt. Palomar Observatory standards.

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

- Primary access into PA 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 PA 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.
- Lighting fixtures shall be complementary to the architectural concepts.

Through compliance with the Menifee North SP development standards and design standards and guidelines, GP goals and policies, and Ordinance No. 348 and No. 655, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, no impact would occur.

Mitigation Measures

No mitigation is necessary.

Impact 5.1-4 ***Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Level of Significance: Less than Significant

Construction

As previously discussed, the Project site is largely undeveloped. Immediately north of the Project site is land identified as Heavy Industrial/Manufacturing and Business Park/Light Industrial land use and zoning. To the east of the Project site is designated as Menifee North SP, and to the west is Commercial Community in the City of Perris. Sources of light and glare exist minimally in the Project’s immediate vicinity. Existing lighting sources include outdoor lighting and lighting emitted from the indoors from on-site and adjacent developments including the non-conforming residences and equipment yard, and vehicle headlights from adjacent and surrounding roadways. Nighttime lighting would not be required until the site is operational. Therefore, no short-term construction impacts associated with light and glare would occur and the impact would be less than significant. Construction of the warehouse building would be limited to the daytime hours of construction permitted in the Menifee MC. According to the City MC Section 8.01.010 Hours of Construction, construction would not be permitted on Sunday or nationally

recognized holidays, unless approved from the City Building Official or City Engineer and would not take place between the hours of 7:00pm and 6:30am.[13]

Operations

Once operational, the building would include interior lighting and exterior security and parking lot lighting. Consistent with Section 10.4. Development Standards for Article XII M-H Zone of Ordinance No. 348, all lighting, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property. Thus, consistent with Section 10.4, as well as Article XVIII General Provisions of Ordinance No. 348, all lighting shall be indirect, hooded, and positioned so as not to reflect onto adjoining property or public streets.

The Project would also be consistent with the Menifee North SP lighting standards outlined above in **Section 5.1.3**. 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. Per Section E, Architectural Guidelines of the Menifee North SP, reflective glass skins on non-residential buildings should not be used where it would adversely impact the adjacent buildings, especially if the adjacent buildings are residential. In general, large amounts of reflective glass are not in keeping with the overall tone the community is attempting to maintain. Because of the semi-rural nature of the Project, shiny or flashing 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.[14] 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.

Overall, long-term impacts associated with light and glare would be less than significant.

Mitigation Measures

No mitigation is necessary.

5.1.6 Cumulative Impacts

For purposes of aesthetic resource impact analysis, cumulative impacts are considered for cumulative development according to the related projects; see **Table 4-1: List of Cumulative Projects**.

When evaluating cumulative aesthetic impacts, several factors must be considered. The context in which the Project is being viewed would also influence the potential significance of a cumulative aesthetic impact. Although the Project would result in a change in visual contrast with the surrounding uses, the Project would be consistent with the land use designation and zoning classification of the site upon approval of the GPA, Zone Change, and SPA.

[13] City of Menifee. 2025. Menifee Municipal Code. https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-1773 (accessed May 2025).
[14] Riverside County. 2001. *Menifee North Specific Plan 260, Amendment No. 1*.

As noted in **Section 3.0: Project Description**, the majority of the Project site consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances associated with prior ground disturbance activities and discing. These disturbances have eliminated the natural plant communities that once occurred on the Project site which has resulted in a majority of the Project site being dominated by non-native vegetation and heavily compacted soils. The west-central portion (APNs: 331-110-024, -025, and -026) is currently occupied by non-conforming single-family residences with associated light industrial activity and truck storage. The northeast portion of the site (APNs: 331-110-023, -039, and -038) are occupied by an equipment yard that is currently in operation.

The Project site would be located in the Menifee North SP. This is an area being generally built-up with similar industrial uses. The Project proposes approximately 829,755 square feet (SF) of warehouse space which includes 10,000 SF of office space and 819,755 SF of warehouse space on an approximately 41-acre site. The building proposes a structural height of approximately 58 feet (see **Figure 3-8: Conceptual Elevations** located in **Section 3.0: Project Description** of this EIR) and includes approximately 503 automobile parking spaces, approximately 258 truck trailer parking spaces, and approximately 111 dock doors. The building is speculative in nature; however, the Project would be evaluated as a warehouse for purposes of this Draft EIR analysis. Refer to **Figure 3-9: Conceptual Site Plan**. The Project includes irrigated landscaped areas comprised of 263,583 SF of on-site landscaping, (including landscaping within the Trumble Road and Sherman Road rights-of-way). Landscaping would be comprised of a variety of trees, drought-tolerant shrubs and ground cover and shrub masses. A total of approximately 528 trees are proposed to be planted. Refer to **Figure 3-10: Conceptual Landscape Plan** located in **Section 3.0: Project Description** of this EIR.

The Project, in conjunction with other past, present, and reasonably foreseeable projects would not substantially affect the already diminished and limited views of the San Gabriel Mountains or views of Menifee Mountain. The City is becoming more urbanized and the contrast of the potential development, in comparison to the surrounding natural environment would be minimal.

In order for a cumulative aesthetic impact to occur, the cumulative nature of the Project site taken with other projects' impacts, as seen together or in proximity to each other must be cumulatively considerable. In the case of the Project, the potential aesthetic impacts related to views, aesthetics, and light and glare are less than significant. Mitigation measures beyond the required conformance to applicable policies and guidance in the Menifee North SP and Menifee GP, are not required. As discussed above, Project-related impacts would be less than significant or result in no impact.

5.1.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

5.1.8 References

Albert A. Webb Associates. 2024. Preliminary Drainage Study. Page 1-1.

Caltrans. 2019. California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

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=.

City of Menifee. 2013. Menifee General Plan Community Design Element. https://www.cityofmenifee.us/882/Community-Design-Element.

City of Menifee. 2013. Open Space and Conservation Element OSC-3: Natural Landforms. https://www.cityofmenifee.us/874/OSC-3-Natural-Landforms.

City of Menifee. 2025. The Data – A Collection of Useful Data About Menifee. https://www.menifeebusiness.com/data/#datademographics.

City of Menifee. 2025. Menifee Municipal Code. https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-1773.

Riverside County. 2001. Menifee North Specific Plan 260, Amendment No. 1.

5.2 AIR QUALITY

5.2.1 Introduction

This section of the Draft Environmental Impact Report (EIR) discusses potential air quality impacts associated with the development and implementation of the Heritage Valley Business Center (Project). The current conditions were observed as the baseline for the analysis and were compared to the potential effects anticipated for the Project. The ambient air quality of the local and regional area is described, along with relevant federal, state, and local air pollutant regulations. The setting, context, and impact analysis in this section is based on the air quality and health risk assessment studies prepared by Urban Crossroads listed below and located in **Appendix B, Air Quality and Health Risk Assessments**:

- Urban Crossroads. (2026). *Air Quality Impact Analysis* (AQIA) (**Appendix B1**).
- Urban Crossroads. (2025). *Construction and Operational Health Risk Assessment*. (**Appendix B2**).

5.2.2 Environmental Setting

South Coast Air Basin and Regional Climate[1]

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards.

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality. The annual average temperatures throughout the SCAB vary from the low to mid 60s (degrees Fahrenheit °[F]). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO_2) to sulfates (SO_4) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

[1] Urban Crossroads. (2025). *Air Quality Impact Analysis.* pp. 7 – 8. Refer to **Appendix B1.**

More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in the County of Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast. Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year, there is approximately 10 hours of possible sunshine, and on the longest day of the year, there are approximately 14½ hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determine the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level. A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NO_X) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

Air Pollutants

Criteria Pollutants

Air quality regulations were first promulgated with the Federal Clean Air Act (FCAA) of 1970. Air quality is defined by ambient air concentrations of seven "criteria air pollutants," which are a group of common air pollutants identified by the United States Environmental Protection Agency (U.S. EPA) to be of concern with respect to the health and welfare of the general public. Federal and State governments regulate criteria air pollutants by using ambient standards based on criteria regarding the health and/or environmental effects of each pollutant. The seven "criteria" air pollutants defined by the U.S. EPA are:

carbon monoxide (CO); sulfur dioxide (SO_2); nitrogen dioxide (NO_2); ozone (O_3); respirable particulate matter with a diameter of 10 microns or less (PM10), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). Criteria pollutants are pollutants that are regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. Criteria pollutants, their typical sources, and health effects are identified in **Table 5.2-1: Criteria Pollutants** below and discussed more in detail in **Appendix B1**.

Table 5.2-1: Criteria Pollutants

Criteria Pollutant	Description	Sources	Health Effects
CO	CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Since CO is emitted directly from internal combustion engines, unlike ozone (O_3), motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.	Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen (O_2) supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with O_2 transport and competing with O_2 to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for O_2 supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (O_2 deficiency) as seen at high altitudes.
SO_2	SO_2 is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms SO_4. Collectively, these pollutants are referred to as sulfur oxides (SO_X).	Coal or oil burning power plants and industries, refineries, diesel engines	A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.
NO_2	NO_2 is a key component of nitrogen oxides (NO_X), which also includes nitric oxide (NO) and nitrous oxide (N_2O). NO_X compounds are primarily produced during combustion processes when nitrogen (N_2) reacts with oxygen (O_2). Both NO and NO_2 serve as precursors in the formation of O_3 and $PM_{2.5}$, making their monitoring crucial for air quality assessments. NO_2, being the more abundant form of NO_X in the atmosphere, has a relatively short lifespan of one to seven days, which	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating	Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g.,

Criteria Pollutant	Description	Sources	Health Effects
	enhances its significance as a major air pollutant. As a criteria air pollutant, NO_2 poses various health risks, including respiratory issues and increased vulnerability to infections. It also absorbs blue light, imparting a brownish-red hue to the atmosphere and contributing to reduced visibility and smog formation. Given that NO emissions largely convert to NO_2, the examination of NO_X emissions becomes essential when assessing potential air quality impacts. The concentrations of NO_2 are closely related to traffic density, often resulting in higher exposure levels for commuters in heavy traffic compared to what regional monitoring stations may indicate.		chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.
O3	O3 is a highly reactive and unstable gas that is formed when VOCs and NOX, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.	Formed when ROGs and NOX react in the presence of sunlight. ROG sources include any source that burns fuels, (e.g., gasoline, natural gas, wood, oil) solvents, petroleum processing and storage and pesticides.	Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for O_3 effects. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O_3 levels are associated with increased school absences. In recent years, a correlation between elevated ambient O_3 levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple outdoor sports and reside in communities with high O_3 levels.
Particulate Matter	PM_{10}: A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Particulate matter pollution is a major cause of reduce visibility (haze) which is caused by the scattering of light and consequently the significant reduction air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. Additionally, it should be noted that PM_{10} is considered a criteria air pollutant.	Sources of PM_{10} include road dust, windblown dust and construction. Also formed from other pollutants (acid rain, NO_X, SO_X, organics). Incomplete combustion of any fuel. $PM_{2.5}$ comes from fuel combustion in motor vehicles, equipment, and industrial sources,	A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer.

Criteria Pollutant	Description	Sources	Health Effects
	$PM_{2.5}$: A similar air pollutant to PM_{10} consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include SO_4 formed from SO_2 release from power plants and industrial facilities and nitrates that are formed from NO_X release from power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. $PM_{2.5}$ is a criteria air pollutant.	residential and agricultural burning. Also formed from reaction of other pollutants (acid rain, NO_X, SO_X, organics).	Daily fluctuations in $PM_{2.5}$ concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long term exposure to particulate matter.
Pb	Pb is a heavy metal that is highly persistent in the environment and is considered a criteria pollutant. In the past, the primary source of Pb in the air was emissions from vehicles burning leaded gasoline. The major sources of Pb emissions are ore and metals processing, particularly Pb smelters, and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. It should be noted that the Project does not include operational activities such as metal processing or Pb acid battery manufacturing. As such, the Project is not anticipated to generate a quantifiable amount of Pb emissions.	Metal smelters, resource recovery, leaded gasoline, deterioration of Pb paint.	Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Pb levels are associated with increased blood pressure. Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers.
Source: Urban Crossroads. (2025). *Air Quality Impact Analysis*. pp. 9– 15. Table 2-1. Refer to **Appendix B1**.			

The SCAQMD monitors levels of various criteria pollutants at 35 permanent monitoring stations and two single-pollutant source Pb air monitoring sites throughout the air district. On January 25, 2024, CARB adopted the proposed 2023 amendments to the state and national area designations. See **Table 5.2-2: Attainment Status of Criteria Pollutants in the SCAB** below for attainment designations for the SCAB.

Table 5.2-2: Attainment Status of Criteria Pollutants in the SCAB

Criteria Pollutant	State Designation	Federal Designation
O_3 - 1-hour standard	Nonattainment	--
O_3 - 8-hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassified/Attainment
NO_2	Attainment	Unclassified/Attainment
SO_2	Attainment	Unclassified/Attainment
PB[1]	Attainment	Unclassified/Attainment
Source: Urban Crossroads. (2025). Air Quality Impact Analysis. Appendix B1. P. 20. Table 2-4		

Additional Pollutants

The SCAQMD's primary focus is to achieve the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) for criteria pollutants. However, it also has a broader mandate to control emissions of air contaminants and safeguard public health. As a result, SCAQMD regulates additional pollutants beyond criteria pollutants, including reactive organic gases (ROGs), VOCs, and odors. Additional pollutants, their typical sources, and health effects are identified below in **Table 5.2-3: Additional Pollutants** and discussed in more detail in **Appendix B1**.

Table 5.2-3: Additional Pollutants

Pollutant	Description	Sources	Health Effects
VOC	VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms VOC and ROG (see below) interchangeably.	Organic chemicals are widely used as ingredients in household products. Paints, varnishes, and wax all contain organic solvents, as do many cleaning, disinfecting, cosmetic, degreasing and hobby products. Fuels are made up of organic chemicals. All of these products can release organic compounds while you are using them, and, to some degree, when they are stored.	Breathing VOCs can irritate the eyes, nose, and throat, can cause difficulty breathing and nausea, and can damage the central nervous system as well as other organs. Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several.

Pollutant	Description	Sources	Health Effects
ROG	Similar to VOC, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms ROG and VOC (see previous) interchangeably.	Sources similar to VOCs.	Health effects similar to VOCs.
Odor	Odor means the perception experienced by a person when one or more chemical substances in the air come into contact with the human olfactory nerves (4).	Odors can come from many sources including animals, human activities, industry, natures, and vehicles.	Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, studies have shown that the VOCs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.
Source: Urban Crossroads. (2025). Air Quality Impact Analysis. pp. 15– 16. Table 2-2. Refer to **Appendix B1**			

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all

diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Ambient Air Quality

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards.

These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. NAAQS and CAAQS currently in effect are shown in **Table 5.2-4: Ambient Air Quality Standards** below.

Table 5.2-4: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	---	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.070ppm (137 µg/m³)		
Respirable Particulate Matter (PM_{10})[9]	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		---		
Fine Particulate Matter ($PM_{2.5}$)[9]	24 Hour	---	---	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	9.0 µg/m³	15.0 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	---	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m³)		9 ppm (10 mg/m³)	---	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		---	---	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	---	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)		53 ppb (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Florescence	75 ppb (196 µg/m³)	---	Ultraviolet Florescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	---		---	0.5 ppm (1300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)[11]	---	
	Annual Arithmetic Mean	---		0.030 ppm (for certain areas)[11]	---	
Lead[12,13]	30 Day Average	1.5 µg/m³	Atomic Absorption	---	---	High Volume Sampler and Atomic Absorption
	Calendar Quarter	---		1.5 µg/m³ (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	---		0.15 µg/m³		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Florescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Source: Urban Crossroads. (2025). Air Quality Impact Analysis. p. 18. Table 2-3. Refer to **Appendix B1**

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For PM2.5, the 24 hours standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25° C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25° C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Referenced method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the referenced method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On February 7, 2024, the national annual PM2.5 primary standard was lowered from 12.0 µg/m^3 to 9.0 µg/m^3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15.0 µg/m^3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm).To directly compare the national 1-hr standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminates' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O_3, CO (except 8-hour Lake Tahoe), SO_2 (1 and 24 hour), NO_2, PM_{10}, and $PM_{2.5}$ are not to be exceeded. All others are not to be equaled or exceeded. It should be noted that the three-year period is presented for informational purposes and is not the basis for how the state assigns attainment status. Attainment status for a pollutant means that the SCAQMD meets the standards set by the U.S. EPA or the California EPA (CalEPA). Conversely, nonattainment means that an area has monitored air quality that does not meet the NAAQS or CAAQS standards. In order to improve air quality in nonattainment areas, a State Implementation Plan (SIP) is drafted by CARB. The SIP outlines the measures that the state will take to improve air quality. Once nonattainment areas meet the standards and additional redesignation requirements, the U.S. EPA will designate the area as a maintenance area.

Local Air Quality

The SCAQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas [SRA]) throughout the district in order to provide information regarding air quality conditions to southern California residents. The Project site is located within SRA 24 (Perris Valley). However, there are no monitoring stations located within SRA 24 that provides air quality conditions in the area. As such the following stations were used to report air quality data for O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$.

- SRA 25 (Lake Elsinore Area) located 9.17 miles southwest of the Project – O_3, CO, NO_2, and PM_{10}
- SRA 23 (Metropolitan Riverside County 1) located 23.4 miles northwest of the Project – $PM_{2.5}$

Data from the Lake Elsinore Area and Metropolitan Riverside County 1 monitoring stations were utilized only in instances where data was not available from the Perris Valley monitoring station.

The most recent three years of data available is shown in **Table 5.2-5: Project Area Air Quality Monitoring Summary 2022-2024** below and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Project site. Data for O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$ for 2022 through 2024 was obtained from the SCAQMD Air Quality Data Tables. Additionally, data for SO_2 has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO_2 concentrations.

Table 5.2-5: Project Area Air Quality Monitoring Summary 2022-2024

Pollutant	Standard	Year		
		2022	2023	2024
O_3				
Maximum Federal 1-Hour Concentration (ppm)		0.121	0.120	0.117
Maximum Federal 8-Hour Concentration (ppm)		0.091	0.103	0.099
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	17	10	21
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	37	35	51
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	0.9	1.3	1.8
Maximum Federal 8-Hour Concentration	> 20 ppm	0.6	0.7	1.0
NO_2				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.037	0.042	0.045
Annual Federal Standard Design Value		0.007	0.007	0.007
PM_{10}				
Maximum Federal 24-Hour Concentration (µg/m³)	> 150 µg/m³	91	186	81
Annual Federal Arithmetic Mean (µg/m³)		19.8	20.8	25.5
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m³	0	1	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m³	1	5	16
$PM_{2.5}$				
Maximum Federal 24-Hour Concentration (µg/m³)	> 35 µg/m³	38.5	48.7	63.5
Annual Federal Arithmetic Mean (µg/m³)	> 12 µg/m³	10.80	10.47	12.09
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m³	1	1	5

Source: Urban Crossroads. (2025). Air Quality Impact Analysis. p. 21. Table 2-5. Refer to **Appendix B1**

Project Site Air Quality

The Project site is currently developed with existing non-conforming residential homes and businesses. The estimated operation-source emissions from the existing development are summarized in **Table 5.2-6: Emissions From Existing Development**.

Table 5.2-6: Emissions From Existing Development

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Mobile	0.56	5.31	7.47	0.06	3.29	0.92
Area	0.12	0.00	0.17	0.00	0.00	0.00
Energy	0.00	0.02	0.02	0.00	0.00	0.00
Maximum Daily Emissions	0.68	5.33	7.66	0.06	3.29	0.92
Winter						
Mobile	0.54	5.56	6.37	0.06	3.29	0.92
Area	0.10	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.02	0.02	0.00	0.00	0.00
Maximum Daily Emissions	0.64	5.58	6.39	0.06	3.29	0.92

Source: Urban Crossroads. (2025). Air Quality Impact Analysis. p. 33 Table 3-1. Refer to **Appendix B1**

Sensitive Receptors

Localized air quality and health risk impacts were evaluated at sensitive receptor land uses near the Project site. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site. Sensitive receptors in and near the Project site are described below and shown in **Figure 5.2-1: Sensitive Receptors**:

R1: Location R1 represents the existing residence at 26061 Sherman Road, approximately 281 feet north of the Project site. Receptor R1 is placed at the facade facing the Project site.

R2: Location R2 represents the existing residence at 26026 Sherman Road, approximately 532 feet northeast of the Project site. Receptor R2 is placed at the facade facing the Project site.

R3: Location R3 represents the existing residence at 26550 Trumble Road, approximately 494 feet south of the Project site. Receptor R3 is placed at the façade facing the Project site.

R4: Location R4 represents the existing residence at 26505 Trumble Road, approximately 510 feet southwest of the Project site. Receptor R4 is placed at the facade facing the Project site.

R5: Location R5 represents the Summit Equipment Rental facility located at 26105 Sherman Road, approximately 262 feet north of the Project site. R5 is placed at the nearest building facade facing the Project site.

R6: Location R6 represents the Romoland Elementary School located at 25890 Antelope Road, approximately 3,267 feet northeast of the Project site. R6 is placed at the nearest building facade facing the Project site.



Source: Urban Crossroads, Air Quality Impact Analysis Exhibit 4-A: Receptor Locations, 2025.

Figure 5.2-1: Sensitive Receptor
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn

5.2.3 Regulatory Setting

Federal

Federal Clean Air Act

Air quality is federally protected by the FCAA and its amendments. Under the FCAA, the U.S. EPA developed the primary and secondary NAAQS for the criteria air pollutants including O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and Pb. Proposed projects in or near non-attainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a SIP to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in **Table 5.2-7: State and Federal Ambient Air Quality Standards**.

Table 5.2-7: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]
Ozone (O_3) [2, 5, 7]	8 Hour	0.070 ppm (137 µg/m³)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m³)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)
	1 Hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m³)	0.10 ppm[11]
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	0.053 ppm (100 µg/m³)
Sulfur Dioxide (SO_2) [8]	24 Hour	0.04 ppm (105 µg/m³)	0.14 ppm (365 µg/m³)
	1 Hour	0.25 ppm (655 µg/m³)	0.075 ppm (196 µg/m³)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m³)
Particulate Matter (PM_{10}) [1, 3, 6]	24-Hour	50 µg/m³	150 µg/m³
	Annual Arithmetic Mean	20 µg/m³	NA
Fine Particulate Matter ($PM_{2.5}$) [3, 4, 6, 9]	24-Hour	NA	35 µg/m³
	Annual Arithmetic Mean	12 µg/m³	12 µg/m³
Sulfates (SO_{4-2})	24 Hour	25 µg/m³	NA
Lead (Pb) [10, 11]	30-Day Average	1.5 µg/m³	NA
	Calendar Quarter	NA	1.5 µg/m³
	Rolling 3-Month Average	NA	0.15 µg/m³
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (42 µg/m³)	NA
Vinyl Chloride (C_2H_3Cl) [10]	24 Hour	0.01 ppm (26 µg/m³)	NA

ppm = parts per million; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; – = no information available.

Notes:

1. California standards for O_3, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM_{10} annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.
2. National standards shown are the "primary standards" designed to protect public health. National standards other than for O_3, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O_3 standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]

less than one. The 8-hour O_3 standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m_3. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m^3.

3. Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM_{10} is met if the 3-year average falls below the standard at every site. The annual $PM_{2.5}$ standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard. NAAQS are set by the EPA at levels determined to be protective of public health with an adequate margin of safety.
4. On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O_3 concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O_3 level in the area.
5. The national 1-hour O_3 standard was revoked by the EPA on June 15, 2005.
6. In June 2002, CARB established new annual standards for $PM_{2.5}$ and PM_{10}.
7. The 8-hour California O_3 standard was approved by the CARB on April 28, 2005 and became effective on May 17, 2006.
8. On June 2, 2010, the EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO_2 NAAQS however must continue to be used until one year following EPA initial designations of the new 1-hour SO_2 NAAQS.
9. In December 2012, EPA strengthened the annual $PM_{2.5}$ NAAQS from 15.0 to 12.0 µg/m^3. In December 2014, the EPA issued final area designations for the 2012 primary annual $PM_{2.5}$ NAAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.
10. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.
11. National lead standards, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

Source: Urban Crossroads. (2025). Air Quality Impact Analysis. p. 18 – Table 2-3.

Federal Emissions Standards for On-Road Trucks

To reduce emissions from on-road, heavy-duty diesel trucks, the U.S. EPA established a series of increasingly strict emission standards for new engines, starting in 1988. The U.S. EPA promulgated the final and cleanest standards with the 2007 Heavy-Duty Highway Rule. The PM emission standard of 0.01 gram per horsepower-hour (g/hp-hr) is required for new vehicles beginning with model year 2007. Also, the NO_X and nonmethane hydrocarbon (NMHC) standards of 0.20 g/hp-hr and 0.14 g/hp-hr, respectively, were phased in together between 2007 and 2010 on a percent of sales basis: 50 percent from 2007 to 2009 and 100 percent in 2010.

Emission Standards for Nonroad Diesel Engines

To reduce emissions from off-road diesel equipment, the U.S. EPA established a series of cleaner emission standards for new off-road diesel engines. Tier 1 standards were phased in from 1996 to 2000 (year of manufacture), depending on the engine horsepower category. Tier 2 standards were phased in from 2001 to 2006. Tier 3 standards were phased in from 2006 to 2008. Tier 4 standards, which generally require add-on emission control equipment to attain them, were phased in from 2008 to 2015

State

California Air Resources Board

CARB, which became part of CalEPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (Assembly Bill [AB] 2595), responding to the FCAA, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for SO_4, visibility,

hydrogen sulfide (H_2S), and vinyl chloride (C_2H_3Cl). However, at this time, H_2S and C_2H_3Cl are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS. Local air quality management districts, such as the SCAQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

Serious non-attainment areas are required to prepare Air Quality Management Plans (AQMP) that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators; and
- Sufficient control strategies to achieve a 5 percent or more annual reduction in emissions or 15 percent or more in a period of three years for ROGs, NO_X, CO and PM_{10}. However, air basins may use an alternative emission reduction strategy that achieves a reduction of less than 5 percent per year under certain circumstances.

Diesel Risk Reduction Plan

The identification of DPM as a TAC in 1998 led CARB to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (DRRP) in October 2000. The DRRP's goals include an 85 percent reduction in DPM by 2020 from the 2000 baseline. CARB estimates that emissions of DPM in 2035 will be less than half those in 2010, further reducing statewide cancer risk and non-cancer health effects. The DRRP includes regulations to establish cleaner new diesel engines, cleaner in-use diesel engines (retrofits), and cleaner diesel fuel.

Truck and Bus Regulation Reducing Emissions from Existing Diesel Vehicles

On December 12, 2008, CARB approved the Truck and Bus Regulation to significantly reduce particulate matter (PM) and oxides of nitrogen (NO_X) emissions from existing diesel vehicles operating in California. The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks must be retrofitted with PM filters beginning January 1, 2012, and older trucks must be replaced starting January 1, 2015. Beginning January 1, 2023, nearly all trucks and buses are required to have 2010 model year engines or equivalent.

The regulation applies to most privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating (GVWR) greater than 14,000

pounds. Small fleets with three or fewer diesel trucks can delay compliance for heavier trucks and there are several extensions for low-mileage construction trucks, early PM filter retrofits, adding cleaner vehicles, and other situations. Privately and publicly owned school buses have different requirements.

Heavy-Duty Vehicle Idling Emission Reduction Program

The purpose of the CARB Airborne Toxic Control Measures (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling is to reduce public exposure to DPM and criteria pollutants by limiting the idling of diesel-fueled commercial vehicles. The driver of any vehicle subject to this ATCM is prohibited from idling the vehicle's primary diesel engine for greater than five minutes at any location and is prohibited from idling a diesel-fueled auxiliary power system (APS) for more than five minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if it has a sleeper berth and the truck is located within 100 feet of a restricted area (homes and schools).

CARB Final Regulation Order, Requirements to Reduce Idling Emissions from New and In-Use Trucks, beginning in 2008, requires that new 2008 and subsequent model-year heavy-duty diesel engines be equipped with an engine shutdown system that automatically shuts down the engine after 300 seconds of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged.

Section 2485 and Section 2449 of Title 13 of the California Code of Regulations limits diesel-fueled motor vehicle idling to no more than five minutes. Section 2485 limits idling for diesel-fueled commercial motor vehicles with gross vehicle weight ratings of greater than 10,000 pounds that are or must be licensed to operate on publicly maintained highways and streets within California. Section 2449 limits idling for off-road diesel-fueled fleets.

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.

On July 24, 2025, CARB approved amendments to the state's Advanced Clean Truck (ACT) and Zero-Emission Powertrain (ZEP) Certification standards to maintain the emissions benefits while providing manufacturers additional flexibility.[2]

- The amendments, which constitute minor changes with no significant cost or emissions impact, were developed in response to stakeholder comments and include:
- Adding a "pooling" option for manufacturers to transfer surplus zero-emission vehicle (ZEV) and near-zero emission vehicle (NZEV) credits generated between states that adopted the ACT regulation.
- Permitting manufacturers to offset a portion of deficits generated in the Class 7-8 tractor group with Class 2b-3 or Class 4-8 group ZEV credits for each model year, allowing manufacturers more flexibility and to account for fluctuations in ZEV and NZEV sales across states and vehicle classes.
- Adjusting the minimum all-electric range requirement for NZEV in later years
- Providing manufacturers increased flexibility on the order in which they retire credits.
- Modifying the communication protocols of the ZEV connector criteria for certifying zero-emission powertrains.

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-emission 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, the California Geologic Energy Management Division, 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. Refer to above regarding amendments to the ZEP certification standards.

Regional

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The agency's primary responsibility is ensuring that state and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also

[2] CARB. (2025). *CARB approves amendments to clean truck standards to provide flexibility while maintaining emissions benefits*. Available at: https://ww2.arb.ca.gov/news/carb-approves-amendments-clean-truck-standards-provide-flexibility-while-maintaining-emissions#:~:text=On%20June%2012%2C%202025%2C%20President,achieve%20state%20and%20federal%20standards. (accessed December 2025)

responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O_3 standards.

On October 1, 2015, the U.S. EPA strengthened the NAAQS for ground-level O_3. The 2022 AQMP, adopted by the SCAQMD Governing Board on December 2, 2022, was developed to address the requirements for meeting the 2015 8-hour O_3 standard. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_X technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour ozone standard.

The SCAQMD has published the CEQA Air Quality Handbook (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by the CEQA and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the CEQA Air Quality Handbook and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

In December 2022, the SCAQMD released the Final 2022 AQMP. The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the FCAA requirements. It should be noted that although SCAG has released an updated 2024-2050 RTP, the 2022 AQMP is based on the 2020-2045 RTP. Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the 1993 CEQA Handbook.

The following is a list of SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

  a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

  b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

  c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

  d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

  e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

- **Rule 2305 (Warehouse Indirect Source Rule)** - Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021, to reduce NO_X and PM emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

Air Toxics Control Plan

The Air Toxics Control Plan is a planning document designed to examine the overall direction of the SCAQMD's air toxics control program. It includes development and implementation of strategic initiatives to monitor and control air toxics emissions. Control strategies that are deemed viable and are within the SCAQMD's jurisdiction will each be brought to the SCAQMD Board for further consideration through the normal public review process. Strategies that are to be implemented by other agencies will be developed in a cooperative effort, and the progress will be reported back to the Board periodically.

Local

City of Menifee General Plan

Open Space & Conservation Element

The City of Menifee General Plan (Menifee GP) Open Space & Conservation Element provides policy direction for the City's parks and open space areas, recreational trails, and the conservation, development, and utilization of the City's natural resources with an overall goal of maintaining the high quality of life Menifee residents have enjoyed for generations, while also preserving and protecting the numerous nonrenewable and unique cultural and historic resources located within the City.[3]

Goals and policies from the Open Space & Conservation Element applicable to the Project include:

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

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

[3] City of Menifee. (2013). *Menifee General Plan Open Space & Conservation Element*. Available at: https://www.cityofmenifee.us/250/Open-Space-Conservation-Element (accessed September 2025).

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

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

City of Menifee Design Guidelines – Appendix A: Industrial Good Neighbor Policies[4]

According to the City's Design Guidelines, the purpose of the Good Neighbor Policies (Policies) is to provide local government and developers with ways to address environmental and neighborhood compatibility issues associated with permitting warehouse, logistics and distribution facilities. The Policies were designed to promote economic vitality and sustainability of businesses, while still protecting the general health, safety, and welfare of the public and sensitive receptors within the City of Menifee. Sensitive receptors include residential neighborhoods, schools, public parks, playgrounds, day care centers, nursing homes, hospitals, and other public places where residents are most likely to spend time.

The intent of the City of Menifee's Good Neighbor Policies, in siting new warehouse, logistics and distribution uses, include:

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

The Policies apply to all new warehouse, logistics and distribution facilities ("industrial uses"), excluding pending applications that have been deemed complete as the effective day of this policy, that include any building larger than 100,000 square feet in size or any sized building with more than 10 loading bays (dock-high). There are general performance standards, as well as site design, access and layout standards, signage and information standards, and environmental considerations, including air quality and noise and traffic.

City of Menifee Comprehensive Development Code – Title 9: Planning and Zoning of the City of Menifee Municipal Code

Chapter 9.210 Performance Standards – Section 9.210.030 Air Quality[5]

The purpose of the City of Menifee Development Code (Title 9 of the City of Menifee Municipal Code [Menifee MC]) Chapter 9.210 is to establish general uniform performance standards across all zones in

[4] City of Menifee. (2022). *Design Guidelines*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/14902/Design-Guidelines_Amended-March-2-2022?bidId= (accessed September 2025).

[5] City of Menifee. (2025). *Menifee Development Code – Chapter 9.210 Performance Standards – Section 9.210.030 Air Quality*. Available at: https://online.encodeplus.com/regs/menifee-ca/doc-viewer.aspx?secid=1547&keywords=air%27s%2Caired%2Cairing%2Cairs%2Cairs%27%2Cair%2Cqualities%2Cqualities%27%2Cquality%27s%2Cquality#secid-1547 (accessed September 2025).

order to ensure compatibility of operations with surrounding areas and land uses generally while continuing to implement the adopted Menifee GP.

Menifee MC Section 9.210.030 Air Quality contains the following air quality standards:

A. **Discharge Prohibited**. The operation of any structure or use shall not directly or indirectly discharge air contaminants (e.g., carbon, dust, fumes, gases, mist, noxious acids, odors, particulate matter, smoke, soot, sulfur compounds) into the atmosphere that exceed any local, state or federal air quality standards or that might be obnoxious or offensive to anyone residing or conducting business either on-site or abutting the site.

B. **Compliance with Rules and Regulations**. Stationary sources of air pollution shall comply with the requirements of the most recent Air Quality Management Plan and any rules identified by the California Environmental Protection Agency (CalEPA), the California Air Resources Board (ARB), and the South Coast Air Quality Management District (SCAQMD).

C. **SCAQMD Permit Filing Requirements**. If requested by the Community Development Director, operators of uses, activities or processes that require SCAQMD approval to operate shall file a copy of the permit with the Community Development Department within 30 days of approval by SCAQMD.

D. **Minimum Separation Distances**. The proximity of proposed sensitive land uses to air pollution sources should be considered in the siting of the sensitive use. For the purposes of this section, sensitive land uses are those land uses where individuals who are more susceptible to the effects of air pollution (e.g., athletes, children, the elderly, those with illnesses) than the population at large are most likely to spend time (e.g., schools and schoolyards, parks and playgrounds, day-care centers, nursing homes, hospitals, residential communities).

E. **Odor Emissions**. Noxious odorous emissions in a manner or quantity that is detrimental to or endangers the public health, safety, comfort or welfare are declared to be a public nuisance and unlawful within City limits. Therefore, the noxious odor source shall be minimized and/or mitigated to prevent further emissions release.

F. **Dust and Dirt**. Land use activities that may create dust emissions (e.g., construction, grading) shall be conducted so as to create as little dust or dirt emission beyond the boundary line of the parcel as possible, including, but not limited to, the following:

    1. Scheduling. Grading activities shall be scheduled to ensure that repeated grading will not be required and that implementation of the proposed land use will occur as soon as possible after grading.

    2. Operations During High Winds. Clearing, earthmoving, excavation operations or grading activities shall cease when the wind speed exceeds 25 miles per hour averaged over one hour.

    3. Area of Disturbance. The area disturbed by clearing, demolition, earthmoving, excavation operations or grading shall be the minimum required to implement the allowed use.

4. Dust Control. During clearing, demolition, earthmoving, excavation operations or grading, dust emissions shall be controlled by regular watering, paving of construction roads or other dust-preventive measures (e.g., hydroseeding), subject to the approval of the City Engineer.
    a. Material(s) excavated or graded shall be watered to prevent dust. Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day.
    b. Material(s) transported off-site shall be either sufficiently watered or securely covered to prevent dust.
5. On-site Roads. On-site roads shall be paved as soon as feasible. During construction, roads shall be watered periodically and/or shall be chemically stabilized.
6. Revegetation. Graded areas shall be revegetated as soon as possible to minimize dust and erosion. Portions of the construction site to remain inactive longer than three months shall be seeded and watered until grass cover is grown and maintained, subject to the discretion of the City Engineer.
7. Exhaust Emissions. Construction-related exhaust emissions shall be minimized by maintaining equipment in good running condition and in proper tune in compliance with manufacturer's specifications. Construction equipment shall not be left idling for long periods of time.

Impact Thresholds and Significance Criteria

The following significance criteria for air quality were derived from the Environmental Checklist Form in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it met one of the following criteria:

- 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:
    - Conflict with or obstruct implementation of the applicable air quality plan;
    - Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable state or federal ambient air quality standard;
    - Expose sensitive receptors to substantial pollutant concentrations; or
    - Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

SCAQMD Thresholds

The significance criteria established by SCAQMD may be relied upon to make the above determinations. The SCAQMD has developed regional and localized significance thresholds for criteria pollutants, as summarized within **Table 5.2-8: Regional Emissions Significance Thresholds** and **Table 5.2-9: Localized Emissions Significance Thresholds** below. The SCAQMD's CEQA Air Quality Significance Thresholds

(March 2023) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table 5.2-8: Regional Emissions Significance Thresholds.

Pollutants	Maximum Pounds Per Day	
	Construction-Related	Operational-Related
Nitrogen Oxides (NO_X)	100	55
Volatile Organic Compounds (VOC)	75	55
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55
Sulfur Oxides (SO_X)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)	3	3
Source: Urban Crossroads. (2025). Air Quality Impact Analysis. p. 34 – Table 4-1. Refer to **Appendix B1**		

Table 5.2-9: Localized Emissions Significance Thresholds

Pollutants	Construction-Related	Operational-Related
Nitrogen Oxides (NO_X)	0.18 ppm	0.18 ppm
Carbon Monoxide (1-hour average)	20 ppm	20 ppm
Carbon Monoxide (8-hour average)	9 ppm	9 ppm
Coarse Particulates (PM_{10})	10.4 µg/m³	2.5 µg/m³
Fine Particulates ($PM_{2.5}$)	10.4 µg/m³	2.5 µg/m³
Notes: lbs/day = Pounds Per Day ppm = Parts Per Million µg/m³ = Micrograms Per Cubic Meter		
Source: Urban Crossroads. (2025). Air Quality Impact Analysis. p. 35 – Table 4-2. Refer to **Appendix B1**		

Health Risk Assessment Analysis

The Health Risk Assessment (HRA; **Appendix B2**) was prepared in accordance with the document Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis and is comprised of all relevant and appropriate procedures presented by the U.S. EPA, CalEPA and SCAQMD.

The SCAQMD has established an incidence rate of ten persons per million as the maximum acceptable incremental cancer risk due to TAC exposure from a project such as the Project. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulatively considerable impact.

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 (3). In this report the Air Quality Management District (AQMD) states (Page D-3):

> *"…the AQMD 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 toxic air contaminant 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.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Non-carcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). A REL is a concentration at or below which health effects are not likely to occur. A hazard index of less than one (1.0) means that adverse health effects are not expected. In this HRA, non-carcinogenic exposures of less than 1.0 are considered less-than-significant. Both the cancer risk and non-carcinogenic risk thresholds are applied to the nearest sensitive receptors.

Methodology

Air Quality

Land uses such as the Project affect air quality through construction-source and operational-source emissions. The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this report has been utilized in this analysis. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in **Appendix B1**.

Health Risk Assessment

The Project's HRA evaluated potential health risks associated with the emission of DPM resulting from the implementation of the Project. The conservative nature of this HRA is due primarily to the following factors:

- The CARB-adopted diesel exhaust Unit Risk Factor (URF) of 300 in one million per $\mu g/m^3$ is based upon the upper 95 percentile of estimated risk for each of the epidemiological studies utilized to develop the URF. Using the 95th percentile URF represents a very conservative (health-protective) risk posed by DPM because it represents breathing rates that are high for the human body.
- The emissions derived assume that every truck accessing the Project site will idle for 15 minutes under the unmitigated scenario, and this is an overestimation of actual idling times and thus conservative. CARB's anti-idling requirements impose a 5-minute maximum idling time and therefore the analysis conservatively overestimates DPM emissions from idling by a factor of 3.

Dispersion Modeling

PM_{10} exhaust construction emissions rates in grams per second were calculated from the total annual on-site exhaust emissions reported in CalEEMod during construction. Maximum (worst-case) PM_{10} exhaust construction emissions over the entire construction period were used in AERMOD, a U.S. EPA-approved dispersion model, to approximate construction DPM emissions. The Project's HRA, utilized the Lakes AERMOD View (Version 13.0.0) to calculate annual average particulate concentrations associated with site operations. Lakes AERMOD View was also utilized to incorporate the U.S. EPA's latest AERMOD Version 24142.

The model offers additional flexibility by allowing the user to assign an initial release height and vertical dispersion parameters for mobile sources representative of a roadway. For this HRA, the roadways were modeled as adjacent volume sources. Roadways were modeled using the U.S. EPA's haul route methodology for modeling of on-site and off-site truck movement. More specifically, the Haul Road Volume Source Calculator in Lakes AERMOD View has been utilized to determine the release height parameters. Based on the U.S. EPA methodology, the Project's modeled sources would result in a release height of 3.49 meters and an initial lateral dimension of 4.0 meters, and an initial vertical dimension of 3.25 meters.

Risk and Hazard Assessment

Risk levels associated with carcinogenic and non-carcinogenic exposures were calculated based on the California Office of Environmental Health Hazard Assessment (OEHHA) guidance document, Air Toxics Hot Spots Program Risk Assessment Guidelines (February 2015). SCAQMD's threshold for cancer risk is ten in-one-million and the acute or chronic noncancer hazard index is one. Projects that do not exceed these thresholds would not result in a significant impact.

5.2.5 Impacts and Mitigation Measures

Impact 5.2-1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Level of Significance: Less than Significant With Mitigation Incorporated

Construction and Operations[6]

The Project site is located within the SCAB, which is characterized by relatively poor air quality. The 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 used 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 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 AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively

[6] Urban Crossroads. (2025). *Air Quality Impact Analysis*. pp. 39 – 41.

reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. The Project is subject to SCAQMD's 2022 AQMP.

Criteria for determining consistency with the AQMPs are defined by the following indicators:

- **Consistency Criterion No.1**: Potential to 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 NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

- **Consistency Criterion No. 2**: Potential to exceed the assumptions in the AQMP based on the years of Project build-out phase.

  The 2022 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. Development consistent with the growth projections in City of Menifee General Plan is considered to be consistent with the AQMP.

Construction Impacts – Consistency Criterion 1

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if LSTs or regional significance thresholds were exceeded. As evaluated in Impact 5.2-2 below, with implementation of **Mitigation Measure** (**MM**) **AQ-1**, the Project's regional and localized construction-source emissions would not exceed applicable thresholds. As such, the Project would result in a less than significant impact.

Operational Impacts – Consistency Criterion 1

As evaluated, the Project's localized and regional operation-source emissions would not exceed applicable regional significance threshold and LST thresholds. As such, a less than significant impact is expected.

Construction Impacts – Consistency Criterion 2

Peak day emissions generated by construction activities are largely independent of land uses 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 result.

Operational Impacts – Consistency Criterion 2

The Menifee GP and Zoning map designates the Project site for heavy industrial/manufacturing type uses. This land use and zoning designation is characterized by more intense industrial activities, such as manufacturing uses, that can generate significant impacts such as excessive noise, dust, and other nuisances.

The Project applicant proposes the development of an 829,755 square foot (sf) industrial building and surface parking for trucks and employee vehicles. The industrial building would consist of approximately 10,000 square feet of office space and approximately 749,755 square feet of warehouse/distribution space as well as up to 80,000 square feet of high-cube cold storage use. The Project's proposed uses are inconsistent with the current land use designation and zoning and would require a General Plan Amendment (GPA) and Zoning Classification Amendment (ZCA). Although inconsistent with the current land use designation and zoning, the Project on an individual basis does not have an impact as the Project's proposed industrial uses are similar in intensity to the heavy industrial/manufacturing uses allowed for the Project's current land use designation and zoning. and 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 first and second criterion. Accordingly, the Project would not have the potential to result in or cause NAAQS or CAAQS violations. Although the Project's proposed uses are not consistent with the General Plan land use designation and zoning, the Project would not exceed the regional or localized construction and operational thresholds after **MM AQ-1**. As such, the Project would be consistent with the AQMP and with implementation of **MM AQ-1**, impacts would be reduced to less than significant levels.

Mitigation Measures

MM AQ-1 To reduce VOC emissions associated with architectural coating, the Project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications to assure that these requirements are implemented. The specifications shall be reviewed by the City of Menifee's Building and Safety Department for compliance with this mitigation measure prior to issuance of the Project's building permit.

Impact 5.2-2 ***Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***

Level of Significance: Less than Significant With Mitigation Incorporated

Construction

Construction Emissions

Construction associated with the Project would generate short-term emissions of air pollutants. The pollutants of primary concern associated with construction of the Project include emissions of VOCs, NO_X, SO_X, CO, PM_{10}, 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 demolition, site grading, building construction, architectural coating, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Construction of the Project is anticipated to begin September 2026 and would last through September 2027, resulting in approximately one year of construction activity. Construction-generated emissions associated with the Project were calculated using the CARB-approved CalEEMod computer program. Predicted maximum unmitigated and mitigated daily construction-generated emissions for the Project for fall and winter are summarized in **Table 5.2-10: Construction-Related Emissions**.

Table 5.2-10: Construction-Related Emissions

Construction Year	Construction Emissions (Maximum Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Emissions						
Summer						
2026	5.40	63.50	45.50	0.23	11.50	5.94
2027	138.00	26.80	57.60	0.07	6.88	2.24
Winter						
2026	4.90	64.40	45.20	0.23	11.50	4.84
2027	2.66	16.60	35.50	0.05	5.94	1.76
Maximum Daily Emissions	138.00	64.40	57.60	0.23	11.50	5.94
SCAQMD Regional Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**YES**	**NO**	**NO**	**NO**	**NO**	**NO**
Mitigated Emissions						
Summer						
2026	5.40	63.50	45.50	0.23	11.50	5.94
2027	35.90	26.80	57.60	0.07	6.88	2.24
Winter						
2026	4.90	64.40	45.20	0.23	11.50	4.84
2027	2.66	16.60	35.50	0.05	5.94	1.76
Maximum Daily Emissions	35.90	64.40	57.60	0.23	11.50	5.94
SCAQMD Regional Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads. (2025). Air Quality Impact Analysis. pp. 38-39 – Tables 4-6 and 4-7. Refer to **Appendix B1**

Table 5.2-10 shows that unmitigated construction emissions would exceed the SCAQMD threshold for ROG. The majority of ROG emissions are generated during the architectural coatings phase of construction. **MM AQ-1** requires the Project designer and contractor to reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. Additionally, the construction contractor would utilize "Super-Compliant" VOC

paints. With implementation of **MM AQ-1**, construction ROG emissions would be below the SCAQMD's thresholds, and impacts would be less than significant.

Operations

Operational Emissions

Operational activity associated with the Project would generate long-term emissions of air pollutants. The pollutants of primary concern associated with construction of the Project include emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions are expected from primary sources such as mobile source emissions, area source emissions, energy source emissions, stationary source emissions, on-site cargo handling equipment emissions, and transport refrigeration units (TRUs). Long-term operational emissions attributable to the Project are summarized in **Table 5.2-11: Operational-Related Emissions**.

Table 5.2-11: Operational-Related Emissions

Source	Operational Emissions (Maximum Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Mobile	3.94	31.70	53.62	0.40	21.68	6.02
Area	25.91	0.30	36.09	0.00	0.06	0.05
Stationary	0.57	1.61	1.46	0.00	0.08	0.08
TRU	9.72	10.19	1.17	0.00	0.33	0.30
Maximum Daily Emissions	40.14	43.80	92.35	0.40	22.16	6.45
Existing	0.68	5.33	7.66	0.06	3.29	0.92
Net (Project – Existing)	39.46	38.47	84.69	0.34	18.87	5.53
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Mobile	3.79	33.24	45.13	0.39	21.68	6.02
Area	19.98	0	0	0	0	0
Stationary	0.57	1.61	1.46	0.00	0.08	0.08
TRU	9.72	10.19	1.17	0.00	0.33	0.30
Maximum Daily Emissions	34.06	45.03	47.77	0.39	22.10	6.41
Existing	0.64	5.58	6.39	0.06	3.29	0.92
Net (Project – Existing)	33.42	39.45	41.38	0.33	18.81	5.49
SCAQMD Regional Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads. (2025). Air Quality Impact Analysis. pp. 43 – Table 4-10. Refer to **Appendix B1**

As shown in **Table 5.2-11**, the Project would not exceed the numerical thresholds of significance established by the SCAQMD for emissions of any criteria pollutant. As such, operational impacts would be considered less than significant.

The Project would be subject to existing requirements based on local, state, or federal regulations or laws (LORs) that are frequently required independently of CEQA review. Typical requirements include compliance with the provisions of the Building Code, CalGreen Code, local municipal code, SCAQMD Rules,

etc. Since LORs are neither Project specific nor a result of development of the Project, they are not considered to be project design features or mitigation measures; refer to Laws, Ordinances, and Regulations below.

It should also be noted that SCAQMD Rule 2305 requires the Project operator to directly reduce NO_X and PM emissions or otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. Furthermore, LOR-1 through LOR-8 would reduce operational emissions by requiring water efficient landscaping, energy efficient buildings, compliance with SCAQMD Rule 2305, and providing shade trees, in parking areas. In addition, the buildings would be designed to accommodate EV automobiles and trucks to facilitate the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks. Emissions reductions from these regulations were conservatively not accounted for in the modeled emissions presented in this analysis.

Lastly, the Project would be subject to compliance with the applicable Menifee GP Goals and Policies, Design Guideline Standards, and Menifee MC general development air quality standards that would ensure that air quality impacts are further reduced.

Overall, construction and operational impacts associated with net increase of any criteria pollutant would be reduced to less than significant levels with implementation of **MM AQ-1**, and compliance with LORs, Menifee GP goals and policies, and Menifee MC regulations.

Laws, Ordinances, and Regulations

LOR-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

LOR-2 Pursuant to SCAQMD Rule 1113, the Project applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would have a volatile organic compound rating of 50 grams per liter or less.

LOR-3 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

LOR-4 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Landscape Water Use Efficiency requirements (Menifee MC Chapter 15.04).

LOR-5 The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (Section 110.10) require buildings to be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing additional rooftop solar panels, they will submit plans for solar panels prior to occupancy.

LOR-6 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 (nonresidential) of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

LOR-7 The Project tenants shall comply with the SCAQMD Indirect Source Rule (Rule 2305). This rule is expected to reduce NO_X and PM_{10} emissions during construction and operation. Emission reductions resulting from this rule were not included in the Project analysis. Compliance with Rule 2305 is enforced by the SCAQMD through their reporting process and is required for all warehouse projects greater than 100,000 square feet.

LOR-8 Trees shall be installed in automobile parking areas to provide 50 percent shade cover of parking areas within fifteen years in accordance with Menifee MC (Development Code) section 9.195.040 of the City's Development Code. Trees shall be planted that are capable of meeting this requirement.

Mitigation Measures

Refer to **MM AQ-1** in Impact 5.2-1 above.

Impact 5.2-3 Would the Project expose sensitive receptors to substantial pollutant concentrations?

Level of Significance: Less than Significant

Construction

The SCAQMD has established that localized impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as LSTs. The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use LSTs as another indicator of significance in its air quality impact analyses.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 5.2-12: Equipment-Specific Grading Rates** is used to determine the maximum daily disturbed acreage for comparison to LSTs.

Table 5.2-12: Equipment-Specific Grading Rates

Construction Activity	Equipment[1]	Quantity	Hours
Demolition	Concrete/Industrial Saws	1	8
	Excavators	4	8
	Rubber Tired Dozers	3	8
Site Preparation	Rubber Tired Dozers	4	8
	Crawler Tractors	6	8
Grading	Excavators	3	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	3	8
	Crawler Tractors	3	8
Building Construction	Cranes	1	8
	Forklifts	4	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	4	8
	Welders	1	8
Paving	Pavers	3	8
	Paving Equipment	3	8
	Rollers	3	8
Architectural Coating	Air Compressors	1	8
Notes: [1] In order to account for fugitive dust emissions, Crawler Tractors were used in lieu of Tractors/Loaders/Backhoes.			
Source: Urban Crossroads. (2025). Air Quality Impact Analysis. pp. 37 – Table 4-4. Refer to **Appendix B1**			

Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities. Some people are especially sensitive to air pollution and are given special consideration when

evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as "sensitive receptors". These structures typically include residences, hotels, and hospitals where an individual can remain for 24 hours. Consistent with the LST Methodology, the nearest land use to the Project site where an individual could remain for 24 hours has been used to determine construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$, since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time. However, any adjacent land use where an individual could remain for 1 or 8 hours, that is located at a closer distance to the Project site than the receptor used for PM_{10} and $PM_{2.5}$ analysis, must be considered to determine construction and operational LST air impacts for emissions of NO_2 and CO since these pollutants have an averaging time of 1 and 8 hours. Refer to **Subsection 5.2.2** and **Figure 5.2-1** that lists and illustrates sensitive receptors that were evaluated.

Localized Construction Significance Analysis

Emissions during the peak construction activity would not exceed the SCAQMD's localized significance thresholds at the maximally exposed receptor location, as illustrated in **Table 5.2-13: Localized Construction Significance Summary**. All other modeled locations in the Project area would experience lower concentrations, resulting in a reduced impact.

Table 5.2-13: Localized Construction Significance Summary

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.03	0.01	0.02	1.83	0.97
Background Concentration [A]	1.80	1.00	0.045		
Total Concentration	1.83	1.01	0.07	1.83	0.97
SCAQMD Localized Significance Threshold	*20*	*9*	*0.18*	*10.40*	*10.40*
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

Notes:
A Highest concentration from the last three years of available data.
Notes: PM10 and PM2.5 concentrations are expressed in µg/m3. All others are expressed in ppm.
Based on SCAQMD's LST Methodology, background concentrations are considered only for CO and NO2.

Source: Urban Crossroads. (2025). Air Quality Impact Analysis. p. 47 – Table 4-11. Refer to **Appendix B1**

As shown in **Table 5.2-13**, construction emissions from the Project are below SCAQMD LST. Significant impacts would not occur concerning LSTs during construction.

Operations

Localized Operational Significance Analysis

The LST analysis generally includes on-site sources (i.e., area, energy, mobile, stationary, 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 AQIA analyzed 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 one mile was utilized for both trucks and passenger cars.

In order to account for any potential impacts to on-site receptors as a result of operational activity, a scenario conservatively assuming 2028 emissions were analyzed in the AQIA. As shown in **Table 5.2-14: Operational Localized Significance Summary Peak Operations** below, emissions would not exceed SCAQMD's localized significance thresholds at the maximally exposed on-site receptors as a result of operational activities.

Table 5.2-14: Operational Localized Significance Summary Peak Operations

Peak Operations	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hours	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.01	7.47E-03	2.71E-03	0.16	0.08
Background Concentration	1.80	1.00	0.045		
Total Concentration	1.81	1.01	0.05	0.16	0.08
SCAQMD Localized Significance Threshold	*20*	*9*	*0.18*	*2.5*	*2.5*
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**
Source: Urban Crossroads. (2025). Air Quality Impact Analysis. p. 48 – Table 4-12. Refer to **Appendix B1**					

In addition, SCAQMD's Rule 2305 will require the Project to directly reduce NO_X and PM emissions or pay SCAQMD a mitigation fee to help fund incentive programs for the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] (2018) 6 Cal.5th 502). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme O_3 nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program[7] was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

NO_X and ROG are precursor emissions that form O_3 in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so O_3 may be formed at a distance downwind from the sources. Breathing ground-level O_3 can result in health effects that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational

[7] Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)

studies strongly indicates that higher daily O_3 concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that O_3 can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD AQMPs, O_3, NO_X, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_X and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2022 AQMP demonstrates how the SCAQMD's control strategy to meet the 2015 federal O_3 standard by 2037 and would lead to sufficient NO_X emission reductions. In addition, since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.

The SCAQMD's air quality modeling demonstrates that NO_X reductions prove to be much more effective in reducing O_3 levels and will also lead to significant improvement in $PM_{2.5}$ concentrations. NO_X-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The AQMPs identify robust NO_X reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

There are significant challenges with correlating specific health effects that will occur as a result of a project's significant criteria air pollutant emissions. Generally, models that correlate criteria air pollutant concentrations with specific health effects focus on regulatory decision-making that will apply throughout an entire air basin or region. These models focus on the region-wide health effects of pollutants so that regulators can assess the costs and benefits of adopting a proposed regulation that applies to an entire category of air pollutant sources, rather than the health effects related to emissions from a specific proposed project or source. Due to the scale of these analyses, any one project is likely to have only very small incremental effects which may be difficult to differentiate from the effects of air pollutant concentrations in an entire air basin. In addition, such modeling efforts are costly, and the value of a project-specific analysis may be modest in relation to that cost. Furthermore, the results, while costly to produce, may not be particularly useful. For regional pollutants, it is difficult to trace a particular project's criteria air pollutant emissions to a specific health effect. Moreover, the modeled results may be misleading because the margin of error in such modeling is large enough that, even if the modeled results report a given health effect, the model is sufficiently imprecise that the actual effect may differ from the

reported results; that is, the modeled results suggest precision, when in fact available models cannot be that precise on a project level.

The mass emissions thresholds developed by SCAQMD and used by CEQA lead agencies throughout southern California to determine potential significance of project-related regional changes in the environment are not directly indicative of exceedances of applicable ambient air standards. Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration and location of O_3 or PM. The effects on ground-level ambient concentrations of pollutants that may be inhaled by people are also influenced by the spatial and temporal patterns of the emission sources. In other words, the effect on O_3 and PM concentrations from a given mass of pollutants emitted in one location may vary from the effect if that same mass of pollutants was emitted in an entirely different location in the SCAB. The same effect may be observed when the daily and seasonal variation of emissions is taken into account. Regional-scale photochemical modeling, typically performed only for NAAQS attainment demonstration and rule promulgation, account for these changes in the spatial, temporal, and chemical nature of regional emissions.

Emissions from the construction and operation of the Project would vary by time of day, month, and season, and the majority of Project-related emissions, being generated by mobile sources (cars and trucks) driving to and from the site, would be emitted throughout a wide area defined by the origins and destinations of people traveling to and from the Project.

Specifically, for extremely large regional projects, the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 pounds per day of NO_X and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O_3. Based on its recent experiences applying regional scale models to relatively small increase in emissions, SCAQMD stated in its Amicus Brief in the *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502: "[A] project emitting only 10 tons per year of NO_X or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels."[8] The Brief makes it clear that SCAQMD does not believe that there must be a quantification of a project's health risks in CEQA documents prepared for individual projects. Any attempt to quantify the Project's health risks would be considered unreliable and misleading. Also, the Project does not generate anywhere near 6,620 pounds per day of NO_X or 89,190 pounds per day of ROG (VOC) emissions, which SCAQMD stated was a large enough emission to quantify O_3-related health impacts. Therefore, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

As previously discussed, localized effects of on-site Project emissions on nearby receptors for the Project would be less than significant (refer to **Table 5.2-11** and **Table 5.2-12**). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the

[8] *Sierra Club v. County of Fresno.* (2018). 6 Cal.5th 502. p. 13. Available at: https://supreme.courts.ca.gov/sites/default/files/supremecourt/default/documents/9-s219783-ac-south-coast-air-quality-mgt-dist-041315.pdf

SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. However, as discussed above, neither the SCAQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. Information on health impacts related to exposure to ozone and PM emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Setting section. Health studies are used by these agencies to set the NAAQS and CAAQS.

Although it may be misleading and unreliable to attempt to specifically and numerically quantify the Project's health risks at a regional level, this analysis provides extensive information concerning the Project's potential health risks. Note that, should a project exceed the SCAQMD's numeric regional mass daily thresholds, this does not in itself constitute a significant health impact to the population adjacent to the project and within the SCAB. The reason for this is that the mass daily thresholds are in pounds per day emitted into the air whereas health effects are determined based on the concentration of emissions in the air at a particular receptor (e.g., parts per million by volume of air, or micrograms per cubic meter of air).

Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Due to the complexities of predicting ground-level ozone concentrations in relation to the NAAQS and CAAQS, none of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. It should also be noted that this analysis identifies health concerns related to PM, CO, O_3, and NO_2. **Tables 5.2-1** and **5.2-3** include a list of criteria and additional pollutants and summarizes common sources and effects. Thus, this analysis is reasonable and intended to foster informed decision making. Due to the uncertainty in the relationship between project-level mass emissions and regional ozone formation as well as limitations with currently available technical tools, the resulting health effects associated with the Project cannot be identified. Given this is speculative, no meaningful conclusion can be drawn with respect to potential health effects from the criteria pollutant emissions of the Project.

Carbon Monoxide Hotspots

A CO hotspot is defined as a localized concentration of CO exceeding the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook was published by SCAQMD, the air basin was designated as non-attainment, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last two decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO.

The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the

need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

In 2003, the SCAQMD as part of its AQMP development process, prepared modeling to determine the potential for CO Hotspots at the four busiest intersections in the air basin. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm was due to ambient background conditions. As shown in **Table 5.2-5** in this report, the background 1-hour and 8-hour concentrations are well below the applicable AAQS. The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

As such, Project-related traffic at any intersections within the Project area would not cause or contribute to a CO hotspot since the background concentrations are low and any contribution from Project traffic would be negligible.

Construction and Operational Diesel Particulate Matter

Project construction would result in the generation of DPM emissions from the use of required off-road diesel equipment. Operational activities would also include the use of heavy-duty diesel trucks. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting HRAs are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The OEHHA has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, the Project's construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce DPM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. In response to the increase in warehouse development in California, the State of California Department of Justice issued a memorandum in March 2021, entitled Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act (Memorandum). The Memorandum encourages warehouse projects to implement certain best practices, one of which recommends that construction equipment not in use for more than three minutes be turned off. These regulations would further reduce nearby sensitive

receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM that any one receptor is exposed to would be limited. Therefore, considering the relatively short duration of DPM-emitting construction activity at any one location, and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions.

Construction Impacts

Construction would generate DPM emissions from the use of off-road, heavy-duty diesel equipment for demolition; site preparation (e.g., clearing, grading); building construction; paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. For construction activity, DPM is the primary TAC of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors.

Residential Exposure Scenario

The maximally exposed individual receptor (MEIR) with the greatest potential exposure to Project construction-source DPM emissions is Location R2 which represents the existing residence at 26061 Sherman Road, approximately 289 feet north of the Project site. According to the Project's HRA (**Appendix B2**), at the MEIR, the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 3.71 in one million. As such, cancer risks at the MEIR associated with the Project are less than the SCAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable threshold of 1.0. The MEIR would experience the highest concentrations of DPM during Project construction due to its location and meteorological conditions at the site. Since 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 would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location.

Worker Exposure Scenario[9]

The maximally exposed individual worker (MEIW) with the greatest potential exposure to Project construction-source DPM emissions is Location R5 which represents the Summit Equipment Rental facility located at 26105 Sherman Road, approximately 100 feet north of the Project site. At the MEIW, the maximum incremental cancer risk impact is 0.01 in one million. Cancer risks at the MEIW are less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated

[9] ~SCAQMD guidance does not require assessment of the potential health risk to on-site workers. Excerpts from the document OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2003), also indicate that it is not necessary to examine the health effects to on-site workers unless required by RCRA (Resource Conservation and Recovery Act) / CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act) or the worker resides on-site.

to be ≤0.01, which would not exceed the applicable significance threshold of 1.0. As such, based on the previous discussion, cancer and non-cancer risks would be less than significant and no mitigation is required. All other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby 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 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 proposed project. This radius is more robust than and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above. 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 the Romoland Elementary School located at 25890 Antelope Road, represented by Location R6, approximately 3,267 feet northeast of the Project site. At the MEISC, the maximum incremental cancer risk impact attributable to the Project is calculated to be 0.02 in one million. Cancer risks at the MEISC are less than the SCAQMD's 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. Since all other modeled school receptors would be exposed to lower concentrations of DPM, all other school receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEISC identified herein.

Operational Impacts

Residential Exposure Scenario

The MEIR with the greatest potential exposure to Project operational-source DPM emissions is Location R2 which represents the existing residence at 26061 Sherman Road, approximately 289 feet north of the Project site. At this location, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 4.98 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 R4 is the nearest receptor to the Project site and would experience the highest concentrations of DPM from Project operation due to its location and meteorological conditions at the Project site. Because all other modeled receptors would be exposed to lower concentrations of DPM, all other receptors in the vicinity of the

Project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby residences.

Worker Exposure Scenario

The MEIW with the greatest potential exposure to Project operational-source DPM emissions is Location R5 which represents the Summit Equipment Rental facility located at 26105 Sherman Road, approximately 100 feet north of the Project site. The 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 estimated at 0.65 in one million which would not exceed the SCAQMD's significance 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 would not cause a significant human health or cancer risk to nearby workers.

School Exposure Scenario

The MEISC with the greatest potential exposure to Project operational-source DPM emissions is the Romoland Elementary School located at 25890 Antelope Road, represented by Location R6, approximately 3,267 feet northeast of the Project site. At the MEISC, the maximum incremental cancer risk impact is estimated at 0.08 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. 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 MEISC identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby school children.

Overall, at the MEIR, the maximum incremental cancer risk attributable to Project construction-source and operational-source DPM emissions is estimated at 7.77 in one million, less than the SCAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01, which would not exceed the applicable threshold of 1.0. 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.

Mitigation Measures

No mitigation is required.

Impact 5.2-4 ***Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

Level of Significance: Less than Significant

Construction and Operations

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors which include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding facilities. 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 therefore 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 discussed above 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 proposed Project would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is required.

5.2.6 Cumulative Impacts

The CAAQS designates the Project site as nonattainment for O_3 PM_{10}, and $PM_{2.5}$ while the NAAQS designates the Project site as nonattainment for O_3 and $PM_{2.5}$. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable.

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. Conversely, project-level construction and operational emissions that exceed SCAQMD thresholds would be considered

cumulatively considerable. SCAQMD's thresholds of significance for project-specific direct and cumulatively considerable impacts have clearly been successful, as application of these thresholds has led to significant air quality improvements throughout the SCAB.

Cumulative Short-Term Emissions

As shown in **Table 5.2-8**, unmitigated construction emissions associated with the Project would exceed the SCAQMD significance thresholds for ROG. However, with the implementation of **MM AQ-1**, the 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.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in **Table 5.2-9**, the Project's long-term operational emissions would not exceed SCAQMD thresholds. Therefore, the Project's operation-source emissions would be considered less than significant on a project-specific and cumulative basis.

5.2.7 Significant Unavoidable Impacts

No significant and unavoidable impacts were identified.

5.2.8 References

CARB. (2025). *CARB approves amendments to clean truck standards to provide flexibility while maintaining emissions benefits*. Available at: https://ww2.arb.ca.gov/news/carb-approves-amendments-clean-truck-standards-provide-flexibility-while-maintaining-emissions#:~:text=On%20June%2012%2C%202025%2C%20President,achieve%20state%20and%20federal%20standards.

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

City of Menifee. (2025). *Menifee Development Code – Chapter 9.210 Performance Standards – Section 9.210.030 Air Quality*. Available at: https://online.encodeplus.com/regs/menifee-ca/doc-viewer.aspx?secid=1547&keywords=air%27s%2Caired%2Cairing%2Cairs%2Cairs%27%2Cair%2Cqualities%2Cqualities%27%2Cquality%27s%2Cquality#secid-1547.

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Sierra Club v. County of Fresno (2018) 6 Cal.5th 502. p. 13. Available at: https://supreme.courts.ca.gov/sites/default/files/supremecourt/default/documents/9-s219783-ac-south-coast-air-quality-mgt-dist-041315.pdf.

Urban Crossroads. (2025). *Air Quality Impact Analysis* (AQIA). (**Appendix B1**).

Urban Crossroads. (2025). *Construction and Operational Health Risk Assessment.* (**Appendix B2**).

5.3 BIOLOGICAL RESOURCES

5.3.1 Introduction

This section describes effects on existing biological resources that may result from implementation of the Heritage Valley Business Center (Project). The following discussion addresses existing biological conditions in the affected area and analyzes the Project's potential environmental impacts. In addition, existing laws and regulations relevant to biological resources are described. Compliance with these existing laws and regulations will serve to reduce or avoid certain impacts that might otherwise occur with the Project's implementation.

The setting, context, and impact analysis in this section are based primarily on the biological resources report prepared by ELMT Consulting, Inc (ELMT) in October 2025 contained in **Appendix C: Biological Resources Report**:

- ELMT Consulting, Inc. 2025. Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis.

5.3.2 Environmental Setting

Project Site Conditions

Presently, the northeast corner of the Project site consists of existing commercial development, including a sand and gravel supply yard. The west-central portion is currently occupied by non-conforming single-family residences with associated light industrial activity and truck storage. The remainder of the Project site is undeveloped and has been subject to a variety of anthropogenic disturbances associated with historic agricultural activities, grading, weed abatement and illegal dumping.

Off-Site Improvement Areas

The Project includes approximately 15 acres of off-site improvement areas, located along the east and west boundaries of the Project site and north of the Project site along a portion of Ethanac Road. Currently, off-site improvement areas are paved or support extreme disturbances. Portions of the off-site improvement areas along Trumble road, Ethanac Road, and Sherman Road support developed land in the form of pavement. The off-site improvement areas include intersections:

- I-215 SB Ramps & Ethanac Rd
- I-215 NB Ramps & Ethanac Rd
- Encanto Dr & Ethanac Rd
- Trumble Rd & Ethanac Rd
- Trumble Rd & Driveway 1
- Trumble Rd & Driveway 2
- Sherman Rd & Ethanac Rd
- Sherman Rd & Driveway 3
- Sherman Rd & Driveway 4

Refer to **Table 5.13-2: Summary of Improvements by Analysis Scenario**. These intersections and off-site improvement areas are located along Trumble Road, Sherman Road, and Ethanac Road. These off-site improvement areas would not require additional biological resource mitigation. Mitigation would consist of Project site and off-site improvement areas, biological resource mitigation in **Section 5.3.5 Impacts and Mitigation Measures.** Transportation Impacts and Mitigation Measures can be found in **Section 5.13.5: Impacts and Mitigation Measures.**

Topography and Soils

According to Appendix B, the Project site is relatively flat, is located at an approximate elevation of 1,420 to 1,426 feet above mean sea level (amsl), and slopes slightly from east to west. Based on the National Resources Conservation Service (NRCS) United States Department of Agriculture's (USDA) Web Soil Survey, the Project site is underlain by the following soil units: Greenfield sandy loam (2 to 8 percent slopes, eroded), Monserate sandy loam (0 to 5 percent slopes) Soils on-site have been mechanically disturbed and heavily compacted from historic land uses (i.e., agricultural activities, grading activities, and weed abatement).

Surrounding Land Uses

The Project site occurs in a gradually urbanizing area that supports some commercial and residential development and undeveloped parcels. Historically, the area supported agricultural practices. The Project site is currently bounded by Trumble Road to the west, Sherman Road to the east, to the north by undeveloped, vacant land and commercial land, and to the south by a flood control channel. Adjacent land uses include non-conforming residential and commercial development.

Vegetation

No native plant communities occur within the boundaries of the Project site or off-site improvement areas. The Project site supports one plant community: non-native grassland. In addition, the site supports two land cover types that would be classified as disturbed and developed. Refer to **Figure 5.3-1: Vegetation**. The vegetation community and land cover types are described in further detail below.

Non-Native Grassland

The majority of the Project site supports non-native grassland that occurs in varying densities throughout the site, except the central and northeast portions of the Project site where there are development and associated activities present. This plant community is dominated by non-native grasses such as oats (*Avena spp.*) and bromes (*Bromus spp.*) and supports primarily weedy/early successional species. Common plant species observed in the non-native grassland plant community include spotted spurge (*Euphorbia maculata*), ripgut brome (*Bromus diandrus*), Russian thistle (*Salsola tragus*), telegraph weed (*Heterotheca grandiflora*), prostrate knotweed (*Polygonum aviculare*), prickly lettuce (*Lactuca seriola*), Bermuda grass (*Cynodon dactylon*), doveweed (*Croton setigerus*), horseweed (*Erigeron canadensis*), cheeseweed (*Malva parvilflora*), stinknet (*Oncosiphon piluliferum*), and sacred datura (*Datura wrightii*).

Disturbed

Disturbed land is supported throughout the central and northeast portions of the Project site. The disturbed areas of the Project site support many of the aforementioned species found in the non-native grassland plant community. Soils in the disturbed areas onsite are highly compact from ongoing vehicular traffic and stockpiling associated with on-site commercial operations.

Developed

Developed areas generally encompass all buildings/structures or any paved or otherwise impervious surfaces. Developed land is present in the central and northeastern portions of the Project site. Vegetative cover in these areas is generally barren but may include sparse coverage of weedy, invasive, and/or primary-successional species, or ornamental species. Ornamental species present within the developed areas onsite include Mexican fan palm (*Washingtonia robusta*) and sago palm (*Cycas revoluta*). Portions of the off-site improvement areas along Trumble Road, Ethanac Road, and Sherman Road support developed land in the form of pavement.



Source: ELMT Consulting, Inc., 2025.

FIGURE 5.3-1: Vegetation
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn

Wildlife

Plant communities provide foraging habitat, nesting and denning sites for wildlife species, and shelter from adverse weather or predation. The following subsections provide a discussion of wildlife species that were observed during the field survey or that are expected to occur within the Project site and off-site improvement areas. The discussion is to be used as a general reference and is limited by the season, time of day, and weather condition in which the field survey was conducted. Wildlife detections were based on calls, songs, scat, tracks, burrows, and direct observation.

Fish

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) does not identify any covered or special-status fish species as potentially occurring on the Project site and off-site improvement areas. No fish or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for fish were observed on the Project site and off-site improvement areas. Therefore, no fish are expected to occur and are presumed absent from the Project site and off-site improvement areas.

Amphibians

The MSHCP does not identify any covered or special-status amphibian species as potentially occurring on the Project site or off-site improvement areas. Further, no amphibians or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for amphibian species were observed on or within the vicinity of the Project site and off-site improvement areas. Therefore, no amphibians are expected to occur on the Project site and off-site improvement areas and are presumed absent.

Reptiles

The MSHCP does not identify any covered or special-status reptilian species as potentially occurring on the Project site and off-site improvement areas. The Project site and off-site improvement areas provides limited habitat for a few reptile species adapted to a high degree of human disturbance associated with the on-site weed abatement activities. The only reptilian species observed during the field investigation was western side-blotched lizard (*Uta stansburiana elegans*). Other common reptilian species expected to occur on-site include Great Basin fence lizard (*Sceloporus occidentalis longipes*) and southern alligator lizard (*Elgaria multicarinata*). Due to the high level of anthropogenic disturbances on-site, and surrounding development, no special-status reptilian species are expected to occur on-site.

Birds

In accordance with the MSHCP, the Project site and off-site improvement areas are located within the designated survey area for burrowing owl (*A.c. hypugaea)*. The Project site and off-site improvement areas provide suitable foraging habitat and limited nesting habitat for bird species adapted to a high degree of human disturbance. Avian species detected during the field survey include common raven (*Corvus corax*), mourning dove (*Zenaida macroura*), cliff swallow (*Petrochelidon pyrrhonota*), house sparrow (*passer domesticus*), American Kestrel (*Falco sparverius*), Northern Mockingbird (*Mimus*

polyglottos), red-winged blackbird (*Agelaius phoeniceus*), Say's phoebe (*Sayornis saya*), and red-tailed hawk (*Buteo jamaicensis*).

Nesting Birds

No active nests or birds displaying nesting behavior were observed during the field survey of the Project site and off-site improvement areas, which was conducted outside of the breeding season. Although heavily disturbed, the vegetation along the northern boundary of the Project site has the potential to provide nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that have adapted to a high degree of disturbance. Additionally, the disturbed habitats have the potential to support birds that nest on the open ground such as killdeer (*Charadrius vociferus*).

Mammals

The MSHCP does not identify any covered or special-status mammalian species as potentially occurring on the Project site and off-site improvement areas. The Project provides limited foraging and denning habitat for mammalian species adapted to degraded conditions and routine anthropogenic disturbance. The only mammalian species observed during the field investigation was California ground squirrel (*Otospermophilus beecheyi*). Other common mammalian species expected to occur include opossum (*Didelphis virginiana*), domestic cat (*Felis catus*), and raccoon (*Procyon lotor*). No bat species are expected to occur due to a lack of suitable roosting habitat (i.e., suitable trees, crevices, abandoned structures) within and surrounding the Project site and off-site improvement areas.

Vernal Pools and Fairy Shrimp Habitat

Refer to **Appendix C** for a discussion about vernal pools and habitat suitability for fairy shrimp.

A review of recent and historic aerial photographs (1966-2025) of the Project site and off-site improvement areas during wet and dry seasons did not provide visual evidence of an astatic or vernal pool conditions within the Project site or off-site improvement areas. No ponding was observed during the field investigation. From this review of historic aerial photographs and observations during the field investigations, it can be concluded that there is no indication of vernal pools or suitable fairy shrimp habitat occurring within the Project site or off-site improvement areas.

Below is a summary of the fairy shrimp known to occur in Western Riverside County and their potential to occur on-site.

Riverside fairy shrimp (Streptocephalus woottoni)

Riverside fairy shrimp are restricted to deep seasonal vernal pools, vernal pool like ephemeral ponds, and stock ponds and other human modified depressions. They prefer warm-water pools that have low to moderate dissolved solids, are less predictable, and remained filled for extended periods of time. Basins that support Riverside fairy shrimp are typically dry a portion of the year, but usually are filled by late fall, winter or spring rains, and may persist through May. Known habitat occurs within annual grasslands, which may be interspersed through chaparral or coastal sage scrub vegetation. In Riverside County,

Riverside fairy shrimp have been found in pools formed over the following soils: Murrieta stony clay loams, Las Posas series, Wyman clay loam, and Willows soils.

No soils that are known to support Riverside fairy shrimp occur on the Project site or off-site improvement areas. Furthermore, no indicators of water ponding or astatic water conditions were observed during the field investigation, and no ponding was observed on historic aerials during the wet season. Therefore, the site was determined not to provide suitable habitat for Riverside fairy shrimp.

Santa Rosa Plateau fairy shrimp (Linderiella santarosae)

Santa Rosa Plateau fairy shrimp are restricted to seasonal southern basalt flow vernal pools with cool clear to milky waters that are moderately predictable and remain filled for extended periods of time and are known only from vernal pool on the Santa Rosa Plateau. Since the Project site and off-site improvement areas are not located within the known area where Santa Rosa Plateau fairy shrimp have been documented, and no indicators of water ponding or astatic water conditions were observed on site, Santa Rosa Plateau fairy shrimp are not expected to occur onsite. Therefore, the site was determined not to provide suitable habitat for Santa Rosa Plateau fairy shrimp.

No soils that are known to support Santa Rosa Plateau fairy shrimp occur on the Project site or off-site improvement areas. Furthermore, no indicators of water ponding or astatic water conditions were observed during the field investigation, and no ponding was observed on historic aerials during the wet season. Therefore, the site was determined not to provide suitable habitat for Santa Rosa Plateau fairy shrimp.

Vernal pool fairy shrimp (Branchinecta lynchi)

Vernal pool fairy shrimp are restricted to seasonal vernal pools (vernal pools and alkali vernal pools) and prefer cool-water pools that have low to moderate dissolved solids, are unpredictable, and often short lived. The vernal pool fairy shrimp is known from four locations in Western Riverside County MSHCP Plan Area: Skunk Hollow, the Santa Rosa Plateau, Salt Creek, and the vicinity of the Pechanga Indian Reservation. Since the Project site and off-site improvement areas are not located within or adjacent to the four known populations, and no indicators of water ponding or astatic water conditions were observed on site. Therefore, the site was determined not to provide suitable habitat for vernal pool fairy shrimp.

No soils that are known to support vernal pool fairy shrimp occur on the Project site or off-site improvement areas. Furthermore, no indicators of water ponding or astatic water conditions were observed during the field investigation, and no ponding was observed on historic aerials during the wet season. Therefore, the site was determined not to provide suitable habitat for vernal pool fairy shrimp.

Wildlife Corridors and Linkages

Habitat linkages provide links between larger undeveloped habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor

to be adequate for one species yet inadequate for others. Wildlife corridors are significant features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The Project site and off-site improvement areas has not been identified as occurring in a wildlife corridor or linkage. The nearest linkage to the project, as identified by the MSHCP, occurs approximately 1.65 miles to the northwest of the project in association with the San Jacinto River. The proposed project will be confined to existing areas that have been heavily disturbed and are isolated from regional wildlife corridors and linkages as there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to any recognized wildlife corridor or linkage.

State and Federal Jurisdictional Areas

There are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The U.S. Army Corps of Engineers (USACE) Regulatory Branch regulates discharge of dredge and/or fill materials into "waters of the United States" pursuant to Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the Regional Water Quality Control Board (RWQCB) regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act and the California Department of Fish and Wildlife (CDFW) regulates alterations to streambed and associated plant communities pursuant to Section 1602 of the California Fish and Game Code (FGC).

The National Wetlands Inventory does not depict any wetland resources on or immediately bordering the Project site or off-site improvement areas. Additionally, no blueline streams, ponded areas, pits, or water features have been documented on the topographic maps for the Project site. Based on the field investigation, no jurisdictional drainage and/or wetland features were observed on the Project site and offsite improvement areas or within the during the field investigation. Therefore, development of the project will not result in impacts to USACE, RWQCB, or CDFW jurisdiction and regulatory approvals would not be required.

Special-Status Biological Resources

A records search was conducted reporting locations of special-status plant and wildlife species as well as natural communities of special concern in the Romoland USGS 7.5-minute quadrangle. One quadrangle was used due to site disturbances and regional topography. Special-status plant and wildlife species were evaluated for their potential to occur within the Project site and off-site improvement areas based on habitat requirements, availability, and quality of suitable habitat, and known distributions. 17 special status plant species, 55 special-status wildlife species, and 2 special-status plant communities have been recorded in the Romoland USGS 7.5-minute quadrangle. Species determined to have the potential to occur within the general vicinity are provided in Potentially Occurring Special-Status Biological Resources in Appendix C of Draft EIR **Appendix C.** Refer to **Section 5.3.5** below for further discussion.

Critical Habitat

Under the Federal Endangered Species Act (ESA), "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. All federal agencies are required to consult with the U.S. Fish and Wildlife Service (USFWS) regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy its designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration [FHWA] or a CWA Permit from the USACE). If a there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with the USFWS.

The Project site and off-site improvement areas are not located with federally designated Critical Habitat. The closest designated Critical Habitat is located approximately 1.7 miles to the northwest for spreading navarretia (*Navarretia fossallis*), and 2.3 miles to the southwest for coastal California gnatcatcher (*Polioptila californica californica*), and 2.2 miles to the northwest for thread-leaved brodiaea (*Brodiaea filifolia*). Therefore, the loss or adverse modification of Critical Habitat would not occur as a result of the project and consultation with the USFWS would not be required for impacts to Critical Habitat. Refer to **Figure 5.3-2: Critical Habitat**.



Source: ELMT Consulting, Inc., 2025.

FIGURE 5.3-2: Critical Habitat
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn

5.3.3 Regulatory Setting

Federal

Endangered Species Act of 1973

Federally listed threatened and endangered species and their habitats are protected under provisions of the Federal ESA. Section 9 of the Federal ESA prohibits "take" of threatened or endangered species. "Take" under the ESA is defined as to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any of the specifically enumerated conduct." The presence of any federally threatened or endangered species that are in a project area generally imposes severe constraints on development, particularly if development would result in "take" of the species or its habitat. Under the regulations of the Federal ESA, the USFWS may authorize "take" when it is incidental to, but not the purpose of, an otherwise lawful act.

Critical Habitat is designated for the survival and recovery of species listed as threatened or endangered under the Federal ESA. Critical Habitat includes those areas occupied by the species, in which physical and biological features are found that are essential to the conservation of a Federal ESA listed species and which may require special management considerations or protection. Critical Habitat may also include unoccupied habitat if it is determined that the unoccupied habitat is essential for the conservation of the species.

Whenever federal agencies authorize, fund, or carry out actions that may adversely modify or destroy Critical Habitat, they must consult with the USFWS under Section 7 of the Federal ESA. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing uses federal funds, or requires federal authorization or permits (e.g., funding from the FHWA or a permit from the USACE).

If the USFWS determines that Critical Habitat will be adversely modified or destroyed from a proposed action, the USFWS will develop reasonable and prudent alternatives in cooperation with the federal institution to ensure the purpose of the proposed action can be achieved without loss of Critical Habitat. If the action is not likely to adversely modify or destroy Critical Habitat, the USFWS will include a statement in its biological opinion concerning any incidental take that may be authorized and specify terms and conditions to ensure the agency is in compliance with the opinion.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 U.S. Government Code [USC] 703) makes it unlawful to pursue, capture, kill, possess, or attempt to do the same to any migratory bird or part, nest, or egg of any such bird listed in wildlife protection treaties between the United States, Great Britain, Mexico, Japan, and the countries of the former Soviet Union, and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs (16 USC 703; 50 Code of Federal Regulations [CFR] 10, 21).

The MBTA covers the taking of any nests or eggs of migratory birds, except as allowed by permit pursuant to 50 CFR, Part 21. Disturbances causing nest abandonment and/or loss of reproductive effort (i.e., killing

or abandonment of eggs or young) may also be considered "take." This regulation seeks to protect migratory birds and active nests.

In 1972, the MBTA was amended to include protection for migratory birds of prey (e.g., raptors). Six families of raptors occurring in North America were included in the amendment: *Accipitridae* (kites, hawks, and eagles); *Cathartidae* (New World vultures); *Falconidae* (falcons and caracaras); *Pandionidae* (ospreys); *Strigidae* (typical owls); and *Tytonidae* (barn owls). The provisions of the 1972 amendment to the MBTA protect all species and subspecies of the families listed above. The MBTA protects over 800 species including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species.

State

California Environmental Quality Act

The California Environmental Quality Act (CEQA) provides for the protection of the environment within the State of California by establishing State policy to prevent significant, avoidable damage to the environment through the use of alternatives or mitigation measures for projects. It applies to actions directly undertaken, financed, or permitted by State lead agencies. Section 15380 of the CEQA Guidelines independently defines "endangered" and "rare" species separately from the definitions of the California ESA. Under CEQA, "endangered" species of plants or animals are defined as those whose survival and reproduction in the wild are in immediate jeopardy, while "rare" species are defined as those who are in such low numbers that they could become endangered if their environment worsens.

California Endangered Species Act

In addition to federal laws, the state of California implements the California ESA which is enforced by the CDFW. The California ESA program maintains a separate listing of species beyond the Federal ESA, although the provisions of each act are similar.

State-listed threatened and endangered species are protected under provisions of the California ESA. Activities that may result in "take" of individuals (defined in California ESA as; "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") are regulated by CDFW. Habitat degradation or modification is not included in the definition of "take" under the California ESA. Nonetheless, CDFW has interpreted "take" to include the destruction of nesting, denning, or foraging habitat necessary to maintain a viable breeding population of protected species.

The State of California considers an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy. A threatened species is considered as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management. A rare species is one that is considered present in such small numbers throughout its range that it may become endangered if its present environment worsens. State threatened and endangered species are fully protected against take, as defined above.

The CDFW has also produced a species of special concern list to serve as a species watch list. Species on this list are either of limited distribution or their habitats have been reduced substantially, such that a threat to their populations may be imminent. Species of special concern may receive special attention

during environmental review, but they do not have formal statutory protection. At the federal level, the USFWS also uses the label species of concern, as an informal term that refers to species which might be in need of concentrated conservation actions. As the species of concern designated by USFWS do not receive formal legal protection, the use of the term does not necessarily ensure that the species will be proposed for listing as a threatened or endangered species.

Fish and Game Code

Fish and Game Code Sections 1602, 3503, 3503.5, 3511, and 3513 are applicable to natural resource management. For example, Section 1602 requires any person, state or local governmental agency, or public utility to notify CDFW prior to beginning any activity that may, divert or obstruct the natural flow of any river, stream, or lake; change the bed, channel, or bank of any river, stream, or lake; use material from any river, stream, or lake; or deposit or dispose of material into any river, stream, or lake. Section 3503 of the FGC makes it unlawful to destroy any birds' nest or any birds' eggs that are protected under the MBTA. Further, any birds in the orders Falconiformes or Strigiformes (Birds of Prey, such as hawks, eagles, and owls) are protected under Section 3503.5 of the FGC which makes it unlawful to take, possess, or destroy their nest or eggs. A consultation with CDFW may be required prior to the removal of any bird of prey nest that may occur on a Project site. Section 3511 of the FGC lists fully protected bird species, where the CDFW is unable to authorize the issuance of permits or licenses to take these species. Pertinent species that are fully protected by the State include golden eagle (*Aquila chrysaetos*) and white-tailed kite (*Elanus leucurus*). Section 3513 of the FGC makes it unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Native Plant Protection Act

Sections 1900–1913 of the FGC were developed to preserve, protect, and enhance Rare and Endangered plants in the State of California. The act requires all state agencies to use their authority to carry out programs to conserve endangered and rare native plants. Provisions of the Native Plant Protection Act prohibit the taking of listed plants from the wild and require notification of the CDFW at least ten days in advance of any change in land use which would adversely impact listed plants. This allows the CDFW to salvage listed plant species that would otherwise be destroyed.

California Native Plant Society Rare and Endangered Plant Species

Vascular plants listed as rare or endangered by the California Native Plant Society (CNPS), but which have no designated status under Federal ESA or California ESA are defined as follows:

California Rare Plant Rank

1A - Plants Presumed Extirpated in California and either Rare or Extinct Elsewhere

1B - Plants Rare, Threatened, or Endangered in California and Elsewhere

2A - Plants Presumed Extirpated in California, But More Common Elsewhere

2B - Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere

3 - Plants about Which More Information is Needed - A Review List

4 - Plants of Limited Distribution - A Watch List

Threat Ranks

.1 - Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)

.2 - Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)

.3 - Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known).

Regional

Western Riverside County Multiple Species Habitat Conservation Plan

The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan focusing on conservation of species and their associated habitats in western Riverside County. The goal of the MSHCP is to maintain biological and ecological diversity within a rapidly urbanizing region.

The approval of the MSHCP and execution of the Implementing Agreement (IA) by the wildlife agencies allows signatories of the IA to issue "take" authorizations for all species covered by the MSHCP, including state- and federal-listed species as well as other identified sensitive species and/or their habitats. Each city or local jurisdiction will impose a Development Mitigation Fee for projects within their jurisdiction. With payment of the mitigation fee to the County and compliance with the survey requirements of the MSHCP where required, full mitigation in compliance with CEQA, National Environmental Policy Act (NEPA), CESA, and FESA will be granted. The Development Mitigation Fee varies according to project size and project description. The fee for industrial development is $7,382 per acre (County Ordinance 810.2). Payment of the mitigation fee and compliance with the requirements of Section 6.0 of the MSHCP are intended to provide full mitigation under CEQA, NEPA, CESA, and FESA for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the USFWS, the CDFW, and/or any other appropriate participating regulatory agencies and as set forth in the IA for the MSHCP.

Local

City of Menifee General Plan

Open Space and Conservation Element

The City of Menifee's Open Space and Conservation Element provides policy direction for Menifee's parks and open space areas, recreational trails, and the conservation, development, and utilization of the City's natural resources with an overall goal of maintaining the high quality of life Menifee residents have

enjoyed for generations, while also preserving and protecting the numerous nonrenewable and unique cultural and historic resources located within the City. [1]

Goals and policies from the Open Space and Conservation Element applicable to the Project include:

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

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

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

5.3.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been utilized as significance criteria in this section. Accordingly, the Project would have a significant environmental impact if one or more of the following occurs:

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

Methodology and Assumptions

The Project site and its associated design are evaluated against the aforementioned significance criteria as the basis for determining the level of impacts related to biological resources. This analysis considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts. Feasible mitigation measures are recommended, when warranted, to avoid or lessen the Project's significant adverse impacts.

[1] City of Menifee. 2013. *Menifee General Plan Open Space & Conservation Element*. https://www.cityofmenifee.us/250/Open-Space-and-Conservation-Elemen (accessed November 2025).

Approach to Analysis

This analysis of impacts on biological resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects and off-site improvement area based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site, and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on the aforementioned biological resources studies; review of maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a project would or would not result in "substantial" adverse effects on biological resources considers how the potential for development and operation of the site would affect the resources.

5.3.5 Impacts and Mitigation Measures

Impact 5.3-1 ***Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Special-Status Plants

According to the California Natural Diversity Database (CNDDB) and CNPS, 17 special-status plant species have been recorded in the Romoland quadrangle. No special-status plant species were observed on the Project site or off-site improvement areas during the field investigation. The Project site, off-site improvement areas, and surrounding area have been subject to decades of anthropogenic disturbances which have removed native plant communities that historically occurred. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the site has a low potential to support paniculate tarplant (*Deinandra paniculata*). It was further determined that the site or the off-site improvement areas do not have potential to support any of the other special-status plant species known to occur in the vicinity of the site and all are presumed to be absent.

Paniculate tarplant is neither federally nor state listed as threatened or endangered. It is designated as a CNPS Rare Plant Rank 4.2. It is not listed as a covered species under the MSHCP. While the historic and ongoing land uses supported by the Project site and off-site improvement areas have removed the natural plant communities that once occurred in the area, paniculate tarplant is known for tolerating disturbed conditions and is commonly found in similar areas in western Riverside County. Further, local records indicate that this species is known to occur in the vicinity of the Project site and off-site improvement areas. Nonetheless, due to the prior removal of natural plant communities, paniculate tarplant was determined to have a low potential to occur within the Project. The Project is isolated from known occupied areas and aforementioned observations are scant and not widespread. As such, any paniculate tarplant present on-site is not expected to contribute to the long-term conservation of the value for the

species, if present. No further surveys related to this species are recommended. No significant unavoidable impacts were identified.

Special-Status Plant Communities

The CNDDB lists two special-status habitats as being identified within the Romoland quadrangle: Southern Coast Live Oak Riparian Forest and Southern Cottonwood Willow Riparian Forest, which do not occur on the Project site or off-site improvement areas. No CDFW special-status plant communities occur within the boundaries of the Project site.

Special-Status Wildlife

According to the CNDDB, 55 special-status wildlife species have been reported in the Romoland quadrangle. No special-status wildlife species were observed during the field investigation. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the Project site and off-site improvement areas has a moderate potential to support Cooper's hawk (*Accipiter cooperii*) and California horned lark (*Eremophila alpestris actia*); and a low potential to support sharp-shinned hawk (*Accipiter striatus*), Costa's hummingbird (*Calypte costae*), and loggerhead shrike (*Lanius ludovicianus*). It was further determined that the Project site and off-site improvement areas do not have the potential to support any of the other special-status wildlife species known to occur in the vicinity of the site and off-site improvement areas and all are presumed to be absent.

None of the other aforementioned species are federally or state listed as threatened or endangered. Of these species, only California horned lark and Costa's hummingbird might be expected to nest on-site. Cooper's hawk and loggerhead shrike are not expected to nest on-site due to the lack of suitable nesting opportunities, and sharp-shinned hawk is not expected to nest on-site as this species does not nest in the region.

To ensure impacts to aforementioned avian species do not occur from implementation of the Project, a pre-construction nesting bird clearance survey would be conducted prior to ground disturbance in accordance with Mitigation Measure (MM) BIO-1. With implementation of MM BIO-1, impacts to the aforementioned species would be reduced to a less than significant level.

Fairy Shrimp

Based on an assessment of species composition, hydrology, soils analysis, and individual characteristics for each of the listed fairy shrimp known in western Riverside County, it was determined that the Project site and off-site improvement areas does not support riparian/riverine habitat or vernal pools, and, therefore, does not provide suitable habitat for federally/State and/or MSHCP listed fairy shrimp. Due to the lack of riparian/riverine habitat and vernal pools, the Project site was determined not provide suitable habitat for federally/State and/or MSHCP listed fairy shrimp, and focused surveys for fairy shrimp are not required per the MSHCP. No impact would occur to fairy shrimp.

Burrowing Owl

In accordance with Section 6.3.2 of the MSHCP, Additional Survey Needs and Procedures, additional surveys may be needed for certain species in order to achieve coverage for these species. The query of the RCA MSHCP Information Map and review of the MSHCP determined that the Project site and off-site improvement areas are located within the designated survey area for burrowing owl as depicted in Figure 6-4 within Section 6.3.2 of the MSHCP. No other special-status wildlife species surveys were identified.

Burrowing owl is currently designated as a Candidate for listing under the California Endangered Species Act. The burrowing owl is a grassland specialist distributed throughout western North America where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. Burrowing owls use a wide variety of arid and semi-arid environments with level to gently-sloping areas characterized by open vegetation and bare ground. The western burrowing owl (A.c. hypugaea), which occurs throughout the western United States including California, rarely digs its own burrows and is instead dependent upon the presence of burrowing mammals (i.e., California ground squirrels, coyotes, and badgers) whose burrows are often used for roosting and nesting. The presence or absence of colonial mammal burrows is often a major factor that limits the presence or absence of burrowing owls. Where mammal burrows are scarce, burrowing owls have been found occupying man-made cavities, such as buried and non-functioning drain pipes, stand-pipes, and dry culverts. They also require low growth or open vegetation allowing line-of-sight observation of the surrounding habitat to forage and watch for predators. In California, the burrowing owl breeding season extends from the beginning of February through the end of August.

In accordance with the MHSCP's Burrowing Owl Survey Instructions, the MSHCP habitat assessment for burrowing owl consists of a walking survey to determine if suitable habitat is present on-site. A Burrowing Owl walking habitat assessment was conducted on May 12, 2025. Despite a systematic search of the Project site and off-site improvement areas, no burrowing owls or signs (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. The site was determined to lack suitable habitat due to ongoing disturbances and lack of suitable burrows.

Pursuant to MM BIO-2, the Project Applicant would retain a qualified biologist to conduct a 30-day preconstruction survey for burrowing owl. The survey results would be submitted to the City prior to obtaining a grading permit to ensure that burrowing owls are not impacted. Therefore, with implementation of MMs BIO-1 and BIO-2, the Project's effect on species identified as a candidate, sensitive, or special status species would be reduced to less than significant levels.

Mitigation Measures

MM BIO-1 If grading or construction activities, including vegetation removal, occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within 3 days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The Project Applicant shall ensure that impacts to nesting bird species at the Project site and off-site improvement areas are avoided through the implementation of preconstruction surveys,

ongoing monitoring, and if necessary, establishment of minimization measures. The Project Applicant shall adhere to the following:

a. Applicant shall designate a qualified biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.

b. Surveys shall be conducted by the Designated Biologist at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. If a nest is suspected, but not confirmed, the Designated Biologist shall establish a disturbance-free buffer until additional surveys can be completed, or until the location can be inferred based on observations. If a nest is observed, but thought to be inactive, the Designated Biologist shall monitor the nest for one hour (four hours for raptors during the non-breeding season) prior to approaching the nest to determine status. The Designated Biologist shall use their best professional judgement regarding the monitoring period and whether approaching the nest is appropriate.

c. If an active (i.e., occupied with eggs or fledglings) avian nest is confirmed, the Designated Biologist shall immediately establish a conservative avoidance buffer surrounding the nest (generally 300 feet for migratory and non-migratory songbirds and 500 feet raptors and special-status species) based on their best professional judgement and experience. The Designated Biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Designated Biologist determines that such Project activities may be causing an adverse reaction, the Designated Biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. If the Designated Biologist determines that a buffer will provide insufficient protection to an active avian nest, all work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The Designated Biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City for mitigation monitoring compliance record keeping.

MM BIO-2 In order to comply with the conservation goals of the MSCHP, a 30-day burrowing owl pre-construction clearance survey be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area prior to any ground disturbing activities. If burrowing owls and/or birds displaying nesting behaviors are observed within the Project site and off-site improvement areas during future construction, further review may be needed to ensure compliance with the MSHCP, MBTA and Fish and Game Code.

Impact 5.3-2 ***Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

Level of Significance: No Impact

No jurisdictional drainage features, riparian/riverine areas, or vernal pools were observed within the Project site and off-site improvement areas during the field survey. Therefore, regulatory approvals from the USACE, RWQCB, and/or CDFW would not be required for implementation of the project. Further, site development would not result in impacts to riparian/riverine habitats and a Determination of Biologically Equivalent or Superior Preservation (DBESP) would not be required under the MSHCP for the loss of riparian/riverine habitat.

Further, no sensitive habitats were identified within the Project site and off-site improvement areas. Thus, no sensitive natural communities would be impacted from Project implementation. No impact would occur.

Mitigation Measures

No mitigation is necessary.

Impact 5.3-3 ***Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Level of Significance: No Impact

No inundated areas, wetland features, or wetland plant species that would be considered wetlands as defined by Section 404 of the CWA occur within the Project footprint. As a result, implementation of the Project would not result in any impacts or have substantial adverse effect on federally protected wetlands. No impact would occur.

Mitigation Measures

No mitigation is necessary.

Impact 5.3-4 ***Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Level of Significance: Less than Significant Impact

The Project site has not been identified as occurring in a wildlife corridor or linkage. The nearest linkage to the Project site, as identified by the MSHCP, occurs approximately 1.65 miles to the northwest of the Project in association with the San Jacinto River. The Project would be confined to existing areas that have been heavily disturbed and are isolated from regional wildlife corridors. Therefore, the Project site does not function as a major wildlife movement corridor or linkage. As such, implementation of the Project is not expected to have a significant impact to wildlife movement opportunities or prevent local wildlife movement through the area. Due to the lack of any identified impacts to wildlife movement, migratory corridors or linkages or native wildlife nurseries, no mitigation is required. Therefore, impacts to wildlife corridors or linkages are not expected to occur and would be less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 5.3-5 Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Level of Significance: Less than Significant Impact

The Project would be developed in compliance with the Menifee GP Open Space and Conservation Element's goals and policies pertaining to the conservation of biological resources. Goal OSC-8 protects biological resources Policy OCS-8-4 calls for Identifying and inventorying existing natural resources in the City of Menifee. Policy OCS-8-5 calls for the recognition of the impacts new development would have on the City's natural resources and to identify ways to reduce these impacts. The Menifee MC Chapter 9.200: Tree Preservation, requires all development to "protect trees, considered to be a valuable community resource, from indiscriminate cutting or removal, to ensure and enhance public health, safety and welfare through proper care, maintenance and preservation of trees. Such landscaping, irrigation systems and tree preservation represent a substantial investment in and potential benefit to the community. Heritage trees such as those with certain characteristics (age, size, species, location, historical influence, aesthetic quality or ecological value) are subject to special attention and preservation efforts." However, the Project does not contain any trees that would be subject to the Menifee MC's tree preservation ordinance. Therefore, adherence with the Menifee GP goals and policies pertaining to the protection of biological resources would ensure that impacts are less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 5.3-6 Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

Level of Significance: Less than Significant Impact with Mitigation incorporated

Western Riverside County Multiple Species Habitat Conservation Plan

The Project is located in the Sun City/Menifee Valley Area Plan of the MSHCP but is not located within any Criteria Cells or designated conservation areas. Additionally, the Project site is only located within the

MSHCP designated survey area for burrowing owl. Since the City is a permittee under the MSHCP and, while the Project is not specifically identified as a Covered Activity under Section 7.1, *Covered Activities Outside Criteria Area and PQP Lands*, of the MSHCP, public and private development that are outside of Criteria Areas and Public/Quasi-Public (PQP) Lands are permitted under the MSHCP, subject to consistency with MSHCP policies that apply to area outside of Criteria Areas. As such, to achieve coverage, the Project must be consistent with the following policies of the MSHCP:

- The policies for the protection of species associated with Riparian/Riverine areas and vernal pools as set forth in Section 6.1.2 of the MSHCP;
- The policies for the protection of Narrow Endemic Plant Species as set forth in Section 6.1.3;
- The Urban/Wildlands Interface Guidelines as set forth in Section 6.1.4; and
- The requirements for conducting additional surveys as set forth in Section 6.3.2.

Riparian/Riverine Areas and Vernal Pools

As defined under Section 6.1.2 of the MSHCP, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, riparian/riverine areas are areas dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens which occur close to or are dependent upon nearby freshwater, or areas with freshwater flowing during all or a portion of the year. Conservation of these areas is intended to protect habitat that is essential to a number of listed or special-status water-dependent fish, amphibian, avian, and plant species. Any alteration or loss of riparian/riverine habitat from development of a Project would require the preparation of a DBESP analysis to ensure the replacement of any lost functions and values of habitats in regards to the listed species. This assessment is independent from considerations given to waters of the United States and waters of the State under the CWA, the California Porter-Cologne Water Quality Control Act, and CDFW jurisdictional streambed under the California Fish and Game Code.

No jurisdictional drainages, riparian/riverine and/or wetland features were observed within the Project site and off-site improvement areas during the field investigation. Development of the proposed project will not result in impacts to riparian/riverine habitats and a DBESP will not be required for the loss of riparian/riverine habitat from development of the proposed project. Therefore, the project is consistent with Section 6.1.2 of the MSHCP.

A review of recent and historic aerial photographs (1966-2025) of the Project site and off-site improvement areas during wet and dry seasons did not provide visual evidence of an astatic or vernal pool conditions within the Project site or off-site improvement areas. No ponding was observed during the field investigation. From this review of historic aerial photographs and observations during the field investigations, it can be concluded that there is no indication of vernal pools occurring within the proposed Project site or off-site improvement areas.

Narrow Endemic Plant Species

Section 6.1.3 of the MSHCP, Protection of Narrow Endemic Plant Species, states that the MSHCP database does not provide sufficient detail to determine the extent of the presence/distribution of Narrow Endemic Plant Species within the MSHCP Plan Area. Additional surveys may be needed to gather information to

determine the presence/absence of these species to ensure that appropriate conservation of these species occurs. Based on the RCA MSHCP Information Map query and review of the MSHCP, it was determined that the Project site and off-site improvement areas are not located within any designated survey area for Narrow Endemic Plant Species. Further, based on the results of the field investigation, the Project site and off-site improvement areas do not provide suitable habitat for MSHCP-listed Narrow Endemic Plant Species.

Urban/Wildlands Interface Guidelines

Section 6.1.4 of the MSHCP, Guidelines Pertaining to Urban/Wildlands Interface, is intended to address indirect effects associated with development in proximity to MSHCP Conservation Areas. The Urban/ Wildlife Interface Guidelines are intended to ensure that indirect Project-related impacts to the MSHCP Conservation Area, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, are avoided or minimized. The Project site and off-site improvement areas are not located within or in close proximity of any Criteria Cells or designated conservation areas. Therefore, the Project would not need to comply with the Urban/Wildlands Interface Guidelines.

Fuels Management

Section 6.4 of the MSHCP, *Fuels Management*, focuses on hazard reduction for humans and their property. It requires fuels management practices to be compatible with public safety as well as the conservation of biological resources. A project must comply with MSHCP fuels management requirements in order to be in compliance.

Additional Survey Needs and Procedures

In accordance with Section 6.3.2 of the MSHCP, Additional Survey Needs and Procedures, additional surveys may be needed for certain species in order to achieve coverage for these species. The query of the RCA MSHCP Information Map and review of the MSHCP determined that the Project site is located within the designated survey area for burrowing owl as depicted in Figure 6-4 within Section 6.3.2 of the MSHCP. No other special-status wildlife species surveys were identified.

A Burrowing Owl walking habitat assessment was conducted on May 12, 2025. All suitable areas were surveyed via binoculars to adjacent property and on foot for the Project site and off-site improvement areas. No burrowing owls or signs (i.e. pellets, feathers, castings, or whitewash) were observed during the field investigation. Out of an abundance of caution, and to ensure burrowing owl remain absent from the Project site and off-site improvement areas, a pre-construction burrowing owl clearance survey would be conducted pursuant to MM BIO-2.

Although no active nests or birds displaying nesting behavior were observed during the field survey, vegetation along the northern boundary of the Project site has the potential to provide nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to a high degree of disturbance. These birds would be potentially impacted during the Project's development. Nesting birds are protected pursuant to the MBTA and California FGC (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). MM BIO-1 would be implemented to ensure that impacts to migratory bird species are minimized.

Stephens' Kangaroo Rat Habitat Conservation Plan

Separate from the consistency review against the policies of the MSHCP, Riverside County established a boundary in 1996 for protecting the Stephens' Kangaroo Rat (*Dipodomys stephensi*), a federally endangered and state threatened species. The Stephens' Kangaroo Rat is protected under the Stephens' Kangaroo Rat Habitat Conservation Plan (County Ordinance No. 663.10; SKR HCP). As described in the MSHCP Implementation Agreement, a Section 10(a) Permit, and California FGC Section 2081 Management Authorization were issued to the Riverside County Habitat Conservation Agency (RCHCA) for the Long-Term SKR HCP and was approved by the USFWS and CDFW in August 1990. Relevant terms of the SKR HCP have been incorporated into the MSHCP and its Implementation Agreement. The SKR HCP would continue to be implemented as a separate HCP; however, to provide the greatest conservation for the largest number of Covered Species, the Core Reserves established by the SKR HCP are managed as part of the MSHCP Conservation Area consistent with the SKR HCP. Actions shall not be taken as part of the implementation of the SKR HCP that would significantly affect other Covered Species. Take of SKR outside of the boundaries but within the MSHCP area is authorized under the MSHCP and the associated permits.

The Project site and off-site improvement areas are located within the Mitigation Fee Area of the SKR HCP but is not located within or adjacent to any of the Core Reserve Areas. Since the Project site and off-site improvement areas are not located within or adjacent to any of the Core Reserve Areas, no focused SKR surveys or on-site mitigation would be required. On-site mitigation is only recommended in Ordinance 663.10 when a site is located within or adjacent to a Core Reserve Area. As a result, the applicant would only be required to pay the SKR HCP Mitigation Fee prior to development of the Project site and off-site improvement areas.

Overall, impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Refer to Impact 5.3-1 for MMs BIO-1 and BIO-2

5.3.6 Cumulative Impacts

As concluded above, there were no special-status plant or animal species observed on the Project site and off-site improvement areas and the presence of such species on the Project is unlikely. However, implementation of mitigation would avoid potential impacts to burrowing owls and nesting bird species that have a low potential to occur on the Project site and off-site improvement areas. In addition, the Project and off-site improvement areas would not impact jurisdictional waters of the U.S. or State, including wetlands. Therefore, all impacts related to biological resources would be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards, including the MSHCP, and implementation of MMs BIO-1 and BIO-2. Similarly, all cumulative projects would be required to implement mitigation measures, and comply with mandatory federal, State, and local laws and regulations, including the MSHCP. As a result, the Project and off-site improvement areas, in conjunction with all past, present, and reasonably foreseeable projects, would not result in a cumulatively considerable impact on biological resources.

5.3.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

5.3.8 References

City of Menifee. 2013. *Menifee General Plan Open Space & Conservation Element*. https://www.cityofmenifee.us/250/Open-Space-Conservation-Element.

ELMT Consulting, Inc. 2025. *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis for the Heritage Village Business Center in the City of Menifee, Riverside County, California.*

RCA MSHCP. 2003. *Maps.* https://www.wrc-rca.org/rcamaps/

USFWS. 2021. *National Wetlands Inventory Wetlands Mapper*. https://www.fws.gov/wetlands/data/mapper.html.

5.4 CULTURAL RESOURCES

5.4.1 Introduction

The purpose of this section is to describe the existing regulatory and environmental conditions related to cultural resources, identify potential impacts that could result from Heritage Valley Business Center (Project) implementation, and as necessary, recommend mitigation to avoid or reduce the significance of impacts.

Information in this section is based primarily on the following source, found in **Appendix C Cultural Resources Assessment**:

- Kimley-Horn and Associates, Inc. 2025. Cultural Resources Assessment for the Heritage Valley Business Center Project (**Appendix C**).

Additional resource information was obtained from available public resources, including among others, the City of Menifee General Plan (GP).

5.4.2 Environmental Setting

Natural Setting

The Project site is located between the Perris Valley and Menifee Valley in western Riverside County. The San Jacinto River flows 2.3 miles to the west and offers the nearest natural water source, though it is now channelized. This region enjoys a semi-arid and Mediterranean climate with seasonal precipitation. No native vegetation currently inhabits the Project site, but this vicinity once supported diverse plant communities, such as native chaparral and coastal sage scrub. The Project site and vicinity likely once supported floral resources that were important to Native Americans for procuring food or materials for medicine and tools. This area is characterized as a lower Sonoran Life Zone. Natural topography of the Project site is flat and situated at an elevation of 1,425 feet above mean sea level (amsl). While the Project site is relatively flat, the City of Menifee is situated near many prominent hillsides, and its dynamic topography is one of its most identifiable features. The local hills provide bedrock outcrops, which were used by Native Americans for shelter, food processing, and rock art. However, no such geologic features are located in the immediate vicinity. Native soil composition at the Project site is comprised of primarily Monserate sandy loam with a small area in the southern portion comprised of Greenfield sandy loam. The nearest faults to the Project site are faults in the Elsinore Fault Zone, located approximately 10 miles southwest of the Project site, and faults in the San Jacinto Fault Zone, located approximately 10 miles northeast of the Project site, refer to **Section 5.6: Geology and Soils**. Geologic maps of the Romoland 7.5-minute quadrangle indicate that the Project site is underlaid by late to middle Pleistocene alluvial fan deposits.

Ethnographic Setting

The City of Menifee is situated in the traditional lands of Luiseño and the peripheries of Cahuilla lands. The Spanish word Luiseño is derived from the Mission San Luis Rey de Francia. The Luiseño were seminomadic or sedentary, hunter-gatherer communities that occupied politically autonomous villages

and seasonal campsites. They relied on a wide range of native food and animal resources in their traditional lands. Resource availability could change seasonally or depend on the different ecological zones within their territory. Traditional practices included basketry, rattle-making, and salt gathering, to name a few. Their traditional language is part of the Takic subfamily. Luiseño territory was extensive, covering large parts of coastal and inland southern California. Ethnographic reports of the Luiseño in this region have been documented by Kroeber (1925), Strong (1929), Sparkman (1908), and Oxendine (1983).

Prehistoric Setting

Cultural theoretic frameworks for southern California archaeology are frequently debated and refined by archaeologists. The early chronological models proposed by Wallace (1955, 1978) and Warren (1968) continue to be incorporated into current cultural studies with revisions. Archaeologists have developed the cultural frameworks in southern California by generally relying on relative dating methods using diagnostic artifacts, as opposed to absolute dating, due to a general lack of chronometric data available in the regional archaeological record. The framework proposed by Wallace introduced the Early Period, Millingstone Period, Intermediate Period, and Late Prehistoric Period, which generally follows the geologic time scale of Early, Middle, and Late Holocene.

Early Holocene (10,000 - 7,500 calibrated years Before Present [cal BP])

A gradual warming of the environment occurred during the Early Holocene. Researchers have proposed that groups from the Early Holocene were highly mobile and traveled across wide ranges. Cultural resources were portable or expedient to accommodate mobility. Archaeologists have recorded artifacts associated with hunting and plant processing at early Holocene sites, such as projectile points, bifaces, and groundstone tools.

Middle Holocene (7,500 - 3,500 cal BP)

The Millingstone Period during the Middle Holocene is characterized by new artifact types. The warming of the environment resulted in adaptations to changing environments and associated plant and animal resources. Temporary and seasonal camps were utilized during the Middle Holocene. Tools were intentionally cached, which indicate an intent to return to specific sites over time. Diagnostic artifacts have been recorded at Middle Holocene sites, such as Pinto and Silver Lake projectile points.

Late Holocene (3,500 cal BP through Historic Contact)

Archaeological sites from the Late Holocene contain increasingly diverse artifact assemblages. Increased population is evident and multiple family groups likely coexisted within the communities. Proximity to water was an important factor for the seasonal and permanent settlements. Late Prehistoric archaeological sites contained diverse artifact assemblages, including projectile points, ceramics, pendants, incised stones, and shell beads. An increase in hunting efficiency occurred during the Late Prehistoric Period and Protohistoric Period, which is evident by the bow and arrow technology. An abundance of mortars and pestles have been recorded at village sites and further indicate a transition towards sedentary habitation.

Historical Setting

The first known European activity in Riverside County is in 1772 when Pedro Fages led a party into the San Jacinto Valley in search of deserting soldiers from a Spanish colony at San Diego. In 1774, the Juan Bautista de Anza expedition traveled along a route that passed from Sycamore Canyon to the Tequesquito Arroyo before continuing west along the Santa Ana River. Additionally, the establishment of the Mission San Gabriel years earlier in 1771 began to have an impact on the Native American communities within the Riverside and San Bernardino valleys, with many being either removed to Missions or to serve as laborers at related facilities, such as the Asistencia in modern-day Redlands. Leandro Serrano is believed to be the first European to settle in Riverside County in 1818 when priests at Mission San Luis Rey permitted him to settle land in the Temescal Valley.

Following the secularization of the missions, most surviving Payómkawichum/Luiseño became wage laborers on the ranchos of Mexican California. Land throughout present-day California was organized into Mexican land grants, and these large pastoral estates conducted cattle ranching during the Mexican or Rancho Period. American farmers, settlers, traders, miners, and explorers moved into the region. In 1839, the first rancho in Riverside County, Rancho Jurupa, was awarded to Juan Bandini. Rancho Jurupa encompassed approximately 32,000 acres. The Treaty of Guadalupe Hidalgo in 1848 ended the Mexican-American War and the Mexican Rancho Period.

California achieved statehood in the U.S. in 1850 when the area was annexed from Mexico. Agricultural activities began in the Menifee Valley in the mid-1800s. Farming and ranching largely contributed to the early settlement in present-day Menifee with key crops including citrus fruits, grains, hay, and potatoes. The Santa Fe Railroad constructed a transcontinental line through the region in 1884. Small communities developed along the rail line, including Menifee as it slowly grew as an agricultural town. The City of Menifee derives its name from the miner Luther Menifee Wilson who discovered a large quartz lode nearby. The discovery attracted more settlers to the region and led to the development of the Menifee Mining District. Eventually, mining activity declined, and the local economy continued to focus on farming. The community of Quail Valley was acquired as a 3,000-acre property in 1891. For many years, the area was used as a game preserve for the hunting of quail, cottontail rabbits, and doves. The town continued to be characterized as highly rural and agricultural until the mid/late-1900s. The Project site is located immediately southwest of the Romoland community, which began as Romola Farms in 1924 and consisted of small, four-to-five-acre ranches that cultivated fig trees.

A rise in residential development occurred in Menifee in the 1960s-1990s with the Sun City community followed by the Menifee Lakes master-planned community. Sun City was planned and constructed as a residential retirement community on 1,200 acres by an Arizona developer in the 1960s. Menifee Lakes was constructed in 1989 as a nearly 2,000-acre residential community around a 45-acre artificial lake and golf course. Many of the roads in Menifee are named after citizens connected to the City's history, including nearby Ethanac Road. The road is named after Ethan Allen Chase who owned a 1,200-acre alfalfa farm in the region. The rise in residential development led to the construction of new schools, commercial businesses, and other city amenities in the late 1900s. The City of Menifee was incorporated in 2008 after experiencing a major population boom in the 2000s.

Project Cultural Resources Inventory

Cultural Records Search

Kimley-Horn cultural resources management staff requested a cultural resources records search of the Project site plus a half-mile buffer through the South Coastal Information Center (SCIC) and received results of this records search on May 22, 2025. The half-mile buffer encompassed the locations of all offsite improvements associated with the Project. The records search indicated that two previous cultural resources surveys have been previously conducted within the Project site and that 27 additional cultural resources studies have taken place within a half mile of the Project site, as noted in **Appendix C**. One cultural resource has previously been recorded within the Project's offsite improvements, P-33-28203, which is comprised of a row of historic Eucalyptus trees on the east and west shoulder of Sherman Road planted between 1924-1938 and associated with the development of the Trumble Farms subdivision. Additional information about the resource can be found in the "Resource Descriptions and Evaluations" section of **Appendix C**. Nine additional cultural resources have been previously recorded within half a mile of the Project site. These resources include four historic buildings, three historic roads, one historic railroad, and one prehistoric, isolated find. The Project Applicant also provided a copy of a third cultural survey conducted in a portion of the Project site in 2018 by Jean Keller. Keller identified P-33-28203 in their report as well as additional cultural resources located outside of the current Project site. Keller did not identify any cultural resources in the portion of the Project site that was included in their survey, besides P-33-28203 in the offsite improvements.

Sacred Lands File Search

Kimley-Horn requested a Sacred Lands File (SLF) search through the Native American Heritage Commission (NAHC) to determine the presence of any listed sacred lands in the Project site or vicinity. The NAHC responded on May 6, 2025, and indicated that the results are negative for the presence of sacred sites in or near the Project site.

Field Investigation and Results

Kimley-Horn prepared a cultural resources study in 2024 that encompassed the northeastern ten acres (APNs 331-110-038 and 331-110-039) of the Project site. As part of this effort, Kimley-Horn conducted a field survey on January 29, 2024, of the two parcels. Kimley-Horn relocated P-33-028203 during the survey. Field staff noted that trees associated with P-33-028203 were located on the west and east shoulders of Sherman Road and south of Ethanac Road. Some trees had been trimmed due to proximity to a powerline. Staff noted an abundance of modern refuse in the cultural resource location. The cultural resource was consistent with the recorded attributes in the site record from 2018. The survey in 2024 also resulted in the identification of one additional cultural resource, KHA-ETH-24-01. The historic built environment resource is a one-story single-family dwelling located at 26227 Sherman Road, Menifee, CA 92585. The building is surrounded by industrial areas and agricultural land. Additional information about these resources and their significance evaluations can be found in the "Resource Descriptions and Evaluations" section of **Appendix C**.

Kimley-Horn conducted a field survey of the remainder of the Project site and offsite improvements on October 10, 2025. The survey was conducted by walking parallel transects spaced approximately 15

meters apart. Transects were oriented in an east-west direction. Ground visibility was good to excellent throughout the Project site and averaged 90 percent. Minimal vegetation was located on the property, but shipping containers, trucks, and equipment obstructed ground visibility in some areas. It was noted that the Project site had experienced extensive prior grading and disturbances from intensive agricultural use. Soil consisted of a sandy loam intermixed with construction gravel. Access was not granted to 26230 Trumble Road (APN 331-110-026), and the property was surveyed from the public right-of-way.

The survey in 2025 resulted in the identification of two cultural resources, KHA-MEN-25-01 and KHA-MEN-25-02. KHA-MEN-25-01 is a historic built environment resource consisting of a single-family dwelling located at 26300 Trumble Road, Menifee, CA 92585. KHA-MEN-25-02 is a historic built environment resource consisting of a single-family dwelling located at 26230 Trumble Road, Menifee, CA 92585. The entirety of the property at 26230 Trumble Road was not accessible for survey, so the resource was recorded from the public right-of-way. Additional information about these resources and their significance evaluations can be found in the "Resource Descriptions and Evaluations" section of **Appendix C**. The remainder of the survey area consisted of heavily disturbed agricultural land.

5.4.3 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) was passed in 1966 and is codified in Title 16, Section 470 et seq. of the U.S. Code (USC). The goal of the NHPA is to ensure federal agencies act as responsible stewards of our nation's resources when their actions affect historic properties. Among the regulations of the NHPA, Section 106 requires federal agencies to consider the effects of their undertakings on historic properties and afford the Advisory Council on Historic Properties (ACHP) a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by ACHP. See Title 36 Code of Federal Regulations (CFR) Part 800, "Protection of Historic Properties."

Section 106 applies when two thresholds are met: 1) there is a federal or federally licensed action, including grants, licenses and permits, and 2) that action has the potential to affect properties listed in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 requires each federal agency to identify and assess the effects of its actions on historic resources. The responsible federal agency must consult with appropriate state and local officials, Indian Tribes, applicants for federal assistance and members of the public, and consider their views and concerns about historic preservation issues when making final project decisions. The agency should also plan to involve the public and identify any other potential consulting parties. If the agency determines that it has no undertaking or that its undertaking is a type of activity that has no potential to affect historic properties, the agency has no further Section 106 obligations.

Pursuant to Section 106, impacts to a cultural site or artifact must be declared "significant," "potentially significant" or "not significant." Under NHPA regulations, impacts to "significant" archeological sites must be mitigated for, while "not significant" archeological remains need not. A "potentially significant"

determination is utilized when there is not enough information to make a conclusive ruling. NHPA mitigation would not be necessary for archeological sites avoided during development.

National Register of Historic Places

Developed in 1981 pursuant to Title 36 CFR Section 60, the NRHP provides an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the NRHP is initiated through an application submitted to the State Office of Historic Preservation (OHP). Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer (SHPO). All NRHP listings for sites in California are also automatically added to the California Register of Historical Resources (CRHR) by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of California Environmental Quality Act (CEQA) (and NEPA [National Environmental Protection Act]) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

National Historic Landmarks Program

The National Historic Landmarks (NHL) Program, developed in 1982 and as authorized by the Historic Site Act, identifies and designates NHLs to "encourage the long-range preservation of nationally-significant properties that illustrate or commemorate the history and prehistory of the U.S." The program is administered by the Department of the Interior pursuant to 36 CFR Section 65.5. Unlike any of the other state or federal registries, sites listed on the NHL are explicitly preserved and protected from harm under federal law.

State

California Environmental Quality Act

The CEQA applies to all discretionary Projects undertaken or subject to approval by the State's public agencies (California Code of Regulations [CCR] 14(3), Section 15002(i)). Under CEQA, "A Project with an effect that may cause a substantial adverse change in the significance of a historical resource is a Project that may have a significant effect on the environment" (CCR Tit. 14(3), Section 15064.5(b)). Guidelines for Implementation of CEQA (CEQA Guidelines) Section 15064.5(a) defines a "historical resource" as a resource that meets one or more of the following criteria:

- Listed in, or eligible for listing in, the CRHR
- Listed in a local register of historical resources (as defined at Cal. Public Res. Code [PRC] Section 5020.1(k))
- Identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Cal. PRC

- Determined to be a historical resource by a Project's lead agency (CCR Tit. 14(3), Section 15064.5(a))

A historical resource consists of "Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California…Generally, a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing in the California Register of Historical Resources" (CCR Tit. 14(3), Section 15064.5(a)(3)). The significance of a historical resource is impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for the CRHR. If an impact on a historical or archaeological resource is significant, CEQA requires feasible measures to minimize the impact (CEQA Guidelines Section 15126.4 (a)(1)). Mitigation of significant impacts must lessen or eliminate the physical impact that the Project will have on the resource. California PRC Section 5024.1 established the CRHR. Generally, a resource is considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the CRHR (CCR Tit. 14(3), Section 15064.5(a)(3)).

CEQA requires that significant effects on unique archaeological resources or unique paleontological resources be considered and addressed. CEQA does not define a unique paleontological resource, but defines a unique archaeological resource as any archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

This definition is equally applicable to recognizing "a unique paleontological resource or site." CEQA Guidelines Section 15064.5 (a)(3)(D), which indicates "generally, a resource shall be considered historically significant if it has yielded, or may be likely to yield, information important in prehistory or history," provides additional guidance. CEQA Guidelines Section 15064.5 Appendix G includes significance criteria relative to archaeological and historical resources. These have been utilized as thresholds of significance here, and a Project would have a significant environmental impact if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 10564.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 10564.5;
- Disturb any human remains, include those interred outside of formal cemeteries.

California Public Resources Code

California PRC Section 5024.1 establishes the CRHR. The register lists all California properties considered to be significant historical resources. The CRHR also includes all properties listed or determined eligible for listing in the NRHP, including properties evaluated and determined eligible under Section 106.

California PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the CRHR and is responsible for designating State Historical Landmarks and Historical Points of Interest.

California PRC Sections 5079 to 5079.65 define the functions and duties of the OHP, which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

California PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the NAHC; require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

California Health and Safety Code (HSC) Sections 7050.5-7055 govern the process for reporting inadvertent discoveries of human remains to the County Coroner; the process for the County Coroner to report human remains of Native American descent to the NAHC; and the protections offered against removal or desecration of human remains.

California Code of Regulations

The CCR govern the nomination of resources to the CRHR (14 CCR Section 4850). The regulations set forth the criteria for eligibility as well as guidelines for assessing historical integrity and resources that have special considerations.

California Register of Historical Resources

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the State's significant historical and archeological resources. The program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. To be eligible for listing in the CRHR, a resource must meet at least one of the following criteria:

- Criterion 1: Is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- Criterion 2: Is associated with the lives of persons important to local, California, or national history.

- Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.
- Criterion 4: Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance. Alterations to a resource or changes in its use over time may change its historical, cultural, or architectural significance. Simply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data.

Isolated finds, such as a single artifact with no other associated cultural materials, are generally considered to be ineligible for listing in the CRHR. However, the nature of the isolated resource and any available ethnographic data regarding affiliated Native American populations should be considered during the evaluation process, particularly as it relates to potential eligibility under Criterion 4.

California Historical Landmarks

California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical significance. The resource must be approved for designation by the County Board of Supervisors or the City/Town Council in whose jurisdiction it is located; be recommended by the State Historical Resources Commission; and be officially designated by the Director of California State Parks. A resource must meet at least one of these following criteria:

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

California Points of Historical Interest

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historical resource may be designated as both a landmark and a point. If a point is subsequently granted status as a landmark, the point designation is retired. To be eligible for designation as a Point of Historical Interest, a resource must meet at least one of the following criteria:

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

California Historic Building Code

The California Historic Building Code—CCR, Title 24, Part 8—provides regulations for the preservation, restoration, rehabilitation, relocation, or reconstruction of buildings or properties designated as qualified historical buildings or properties. The California Historic Building Code is intended to provide solutions for the preservation of qualified historical buildings or properties, to promote sustainability, to provide access for persons with disabilities, to provide a cost-effective approach to preservation, and to provide for the reasonable safety of the occupants or users.

Local

City of Menifee General Plan

The protection and preservation of cultural resources within the City of Menifee are addressed in the City's GP within the Open Space and Conservation (OSC) Element and the Draft Environmental Impact Report (EIR) prepared for the adoption and implementation of the GP. According to the GP, "cultural resources are important for scientific, historic, and/or religious reasons to cultures, communities, groups, or individuals." As such, the City has established the goal, policies, and guidance for implementation to protect these resources.

Goal OSC-5: Archaeological, historical, and cultural resources are protected and integrated into the City's built environment.

Policies:

- OSC-5.1: Preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the city to implement this goal and associated policies.
- OSC-5.2: Work with local schools, organizations, appropriate Native American tribes with ancestral territories located within the city and other agencies to educate the public about the rich archaeological, historic, and cultural resources found in the city.
- OSC-5.3: Preserve sacred sites identified in consultation with the appropriate Native American tribes whose ancestral territories are within the city, such as Native American burial locations, by avoiding activities that would negatively impact the sites, while maintaining the confidentiality of the location and nature of the sacred site.

- OSC-5.4: Establish clear and responsible policies and best practices to identify, evaluate, and protect previously unknown archaeological, historic, and cultural resources, following applicable CEQA and NEPA procedures and in consultation with the appropriate Native American tribes who have ancestral lands within the city.
- OSC-5.5: Develop clear policies regarding the preservation and avoidance of cultural resources located within the city, in consultation with the appropriate Native American tribes who have ancestral lands within the city
- OSC-5.6: Develop strong government-to-government relationships and consultation protocols with the appropriate Native American tribes with ancestral territories within the city in order to ensure better identification, protection and preservation of cultural resources, while also developing appropriate educational programs, with tribal participation, for Menifee residents.

City of Menifee Standard Conditions of Approval for Cultural Resources

The City of Menifee maintains standard conditions of approval for cultural resources for all projects within the City. It is anticipated that the Project will be conditioned similarly. These conditions of approval are included below and are understood to be requirements.

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

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 County 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 Archeological Find.** If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if

the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

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

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

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

In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a CRMP in consultation pursuant to the definition in Assembly Bill (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 **Archeology Report - Phase III and IV.** Prior to final inspection of the first building permit associated with each phase of grading, the developer/permit holder shall prompt the Project Archaeologist to submit two (2) copies of the Phase III Data Recovery report (if conducted for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical 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 South Coastal Information Center (SCIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

5.4.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as significance criteria in this section. Accordingly, the Project may have a significant environmental impact if one or more of the following occurs:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or
- Disturb any human remains, including those interred outside of formal cemeteries.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds as the basis for determining the impact's level of significance concerning cultural resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impacts. Mitigation measures are implemented to avoid or reduce potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on cultural resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on site conditions at the time of field reconnaissance conducted by Kimley-Horn; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that any components of the Project may result in "substantial" adverse effects on historical and archaeological resources and human remains considers the existing site's historical resource value and the severity of the Project implementation on resources that may be considered historical.

5.4.5 Impacts and Mitigation Measures

Impact 5.4-1 ***Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?***

Level of Significance: Less than Significant

Construction and Operations

As noted above, and in **Appendix C**, there are four historic-aged resources located within or adjacent to the Project site. These resources comprise:

- **P-33-028203:** a row of historic Eucalyptus trees on the east and west shoulder of Sherman Road planted between 1924-1938 and associated with the Trumble Farms Subdivision. This resource is not recommended eligible for the CRHR.
- **KHA-ETH-24-01:** a historic built environment resource consisting of a single-family dwelling located at 26227 Sherman Road, Menifee, CA 92585. This resource is not recommended eligible for the CRHR.
- **KHA-MEN-25-01:** a historic built environment resource consisting of a single-family dwelling located at 26300 Trumble Road, Menifee, CA 92585. This resource is not recommended eligible for the CRHR.
- **KHA-MEN-25-02:** a historic built environment resource consisting of a single-family dwelling located at 26230 Trumble Road, Menifee, CA 92585. This resource is not recommended eligible for the CRHR.

Eligibility for listing on the CRHR is based upon four criteria, at least one of which must be satisfied 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

P-33-028203 is a historic-age alignment of eucalyptus trees on the west and east right-of-way of Sherman Road, which is part of the Project's offsite improvements. Historic aerial images indicate that the trees were planted before 1938. The cultural resource was recorded in 2018 by J.A. Keller. Keller evaluated the cultural resource and determined it was not eligible for the CRHR. Kimley-Horn revisited the resource in 2024 and concurred with Keller's recommendation. Kimley-Horn's concurrence from 2024 remains valid for this report.

KHA-ETH-24-01

KHA-ETH-24-01 is a historic built environment resource is a one-story Single-Family Dwelling located at 26227 Sherman Road, Menifee, CA 92585 in the northeastern corner of the Project site. The building was constructed in 1965 according to Riverside County property records. The occupant in 2024 provided information that he lived in the building for many years as his primary residence. Later, it was converted into a commercial office for its current use as the North County Sand and Gravel office. The building is 1,480 square feet and rectangular shaped with brown stucco walls and a shingle roof. The building is surrounded by industrial areas and agricultural land. Kimley-Horn evaluated the cultural resource as part of a previous study and determined that it was not eligible for the CRHR. The following text is excerpted from Kimley-Horn's previous report. The evaluation remains valid for this report.

- Criterion 1: The building may have been constructed within the context of 1960s early development of City of Menifee. However, research has not identified significant association between the resource and important events related to agricultural and residential development. Therefore, it is recommended not eligible for the CRHR under Criterion 1.

- 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.
- 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.
- 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 CRHR. Therefore, KHA-ETH-24-01 does not qualify as a "Historical Resource" under CEQA.

KHA-MEN-25-01

KHA-MEN-25-01 is a historic built environment resource consisting of a one-story single-family dwelling located at 26300 Trumble Road, Menifee, CA 92585 in the western Project site. The building was constructed in 1920 and consists of 600 square feet according to Riverside County property records. The property totals approximately two acres on APN 331-110-025. The building has a square shape with front gable roof and lacks any distinct architectural style. The single-family dwelling has been modified significantly from its original condition due to upgrades and maintenance. The remainder of the subject property has been converted into a commercial vehicle-rental business and dozens of modern vehicles and a modern building with four vehicle bays are present on the property.

- Criterion 1: Research was conducted, and it was not noted that this resource is associated with any important events in California or regional history beyond the general widespread expansion as a result of early city incorporation. As such, it is not recommended eligible for listing in the CRHR under Criterion 1.
- Criterion 2: Research has also failed to show that the resource is associated with the lives of persons important to our past, or that persons of significant regional or state-wide stature can be linked to the property. For these reasons, the resource is not recommended eligible for listing in the CRHR under Criterion 2.
- Criterion 3: The structure does not showcase distinctive characteristics of a type, period, region, or method of construction, and does not represent the work of a master, possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. For these reasons, the resource is not recommended eligible for listing in the CRHR under Criterion 3.
- Criterion 4: This resource does not contain the necessary data to be likely to yield information important to the prehistory or history of the region. It is therefore recommended not eligible for the listing in the CRHR under Criterion 4.

The building and property are not recommended eligible under any criteria for listing in the CRHR. Therefore, KHA-MEN-25-01 does not qualify as a "Historical Resource" under CEQA.

KHA-MEN-25-02

KHA-MEN-25-02 is a historic built environment resource consisting of a single-family dwelling located at 26230 Trumble Road, Menifee, CA 92585 in the western Project site. The building was constructed in 1964 and totals 644 square feet according to Riverside County property records. The building is rectangular-shaped and has a white stucco exterior with a shingle roof. The building has an attached one-bay garage, and the building lacks any distinct architectural style. The property totals approximately one acre on APN 331-110-026. The entirety of the property was not accessible for survey, and the resource was recorded from the public right-of-way.

- Criterion 1: The building may have been constructed within the context of 1960s early development of City of Menifee. However, research has not identified significant association between the resource and important events related to agricultural and residential development. Therefore, it is recommended not eligible for the CRHR under Criterion 1.
- 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.
- 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.
- 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 CRHR. Therefore, KHA-MEN-25-02 does not qualify as a "Historical Resource" under CEQA.

Conclusion

Based on the eligibility criteria, there are no known connections to an event or person important to state or local history, the resources do not represent unique or artistic endeavors, and as far as can be ascertained, no further information regarding their origin and existence is available. The resources are well-documented resource types with no distinctive architectural style or significant association to historical events or figures; refer to **Appendix C**. In consideration of these points, it was determined that the historic-aged resources do not represent a significant cultural resource according to CEQA criteria. A less than significant impact would occur.

Mitigation Measures

No mitigation is required.

Impact 5.4-2 ***Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?***

Level of Significance: Less than Significant

Construction and Operations

The Cultural Resources Assessment did not document any prehistoric or archaeological resources within the Project site. One previously identified prehistoric resource is located within 0.5 miles of the Project site. However, it consists of an isolated find, and no further prehistoric resources have been previously recorded within 0.5 miles of the Project site.

While unlikely due to the disturbed nature of the Project site, it is possible that prehistoric or archaeological resources exist below the ground surface. As such, the City's standard conditions of approval for cultural resources would be implemented that outline the process for treatment of any cultural resources (historic or prehistoric) inadvertently discovered during Project implementation, specifically COA-CUL-3, COA-CUL-4, COA-CUL-5, and COA-CUL-7. Due to the lack of recorded resources on the Project site, the relatively low potential for resources to exist on-site, and adherence to the standard conditions of approval, a less than significant impact would occur.

Mitigation Measures

No mitigation is required.

Impact 5.4-3 Would the Project disturb any human remains, including those interred outsides of dedicated cemeteries?

Level of Significance: Less than Significant

Construction and Operations

No formal cemeteries are on or near the Project site. Most Native American human remains are found in association with prehistoric archaeological sites. 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. Notwithstanding, if previously unknown human remains are discovered during the Project's ground-disturbing activities, a substantial adverse change in the significance of such a resource could occur.

COA-CUL-1 and COA-CUL-2 are required and would 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 the contractor is required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with HSC Section 7050.5, who must then determine whether the remains are of forensic interest. If the County Coroner, with the aid of a supervising archaeologist, determines that the remains are Native American in origin, the County Coroner must contact the NAHC for further investigations and proper recovery of such remains, if necessary. Impacts would be less than significant with implementation of the aforementioned Standard Conditions.

Further, pursuant to PRC Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American in origin, the NAHC shall be contacted within the period specified by law (24 hours). Subsequently, the NAHC shall identify the "most likely descendant." The most

likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in PRC Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the Project site shall also be subject to consultation between appropriate representatives from that group and the Community Development Director. Thus, compliance with the above-referenced state laws and City standard conditions of approval would ensure that impacts are less than significant.

Mitigation Measures

No mitigation is required.

5.4.6 Cumulative Impacts

As concluded above, with the implementation of COA-CUL-1 through COA-CUL-7, the Project would not cause an adverse change in the significance of a historical resource pursuant to State CEQA Guidelines Section 15064.5. Therefore, no cumulative impact concerning historical resources would occur.

As discussed above, the potential, although very low, exists for undiscovered archaeological resources to be adversely impacted during Project construction. Cumulative projects could involve actions that damage known or not-yet undiscovered archaeological cultural resources specific to those development sites. However, as with the Project, all cumulative development would undergo environmental and design review on a project-by-project basis pursuant to CEQA to evaluate potential impacts to cultural resources. This would include studies of historical and archaeological cultural resources that are present or could be present within a development site. Additionally, cumulative development would be subject to compliance with the established federal, state, and local regulatory framework concerning the protection of cultural resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. The Project's cumulative impacts to archaeological cultural resources would be less than significant given compliance with the established regulatory framework and standard conditions of approval.

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

5.4.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

5.4.8 References

City of Menifee. (2013). *Menifee General Plan Open Space and Conservation Element.* https://www.cityofmenifee.us/250/Open-Space-and-Conservation-Element

Kimley-Horn and Associates, Inc. (2025). *Cultural Resources Assessment for the Heritage Valley Business Center Project*

5.5 ENERGY

5.5.1 Introduction

This section describes the existing regulatory framework and environmental conditions related to energy resources associated with the Heritage Valley Business Center (Project) and identifies potential impacts that could result from construction and operation of the Project warehouse, including the office space, vehicle parking, loading dock doors, trailer parking, on-site landscaping, and related on-site and off-site improvements. This section discusses the Project's potential impacts on energy resources and recommends mitigation measures to avoid and/or reduce the significance of impacts, if warranted.

This section and environmental discussion use information from the following City of Menifee (City) documents:

- City of Menifee General Plan (Menifee GP)
- City of Menifee General Plan Final Environmental Impact Report (EIR)
- Menifee North Specific Plan (SP)

Additionally, the following analysis is based in part of information obtained from:

- Urban Crossroads, *Heritage Valley Business Park Energy Analysis* (2026; Energy Analysis); see **Appendix E**.

5.5.2 Environmental Setting[1]

This section provides an overview of the existing energy conditions in the Project region. The most recent data for California's estimated total energy consumption and natural gas consumption is from 2023, released by the United States (U.S.) Energy Information Administration's (EIA) California State Profile and Energy Estimates and includes:

- As of 2023, approximately 6,817 trillion British Thermal Unit (BTU) of energy was consumed
- As of 2023, approximately 648 million barrels of petroleum was consumed
- As of 2023, approximately 2,085 billion cubic feet of natural gas was consumed
- As of 2023, approximately 1,277 thousand short tons of coal was consumed

According to the EIA, in 2023 the U.S. petroleum consumption comprised about 89 percent of all transportation energy use, excluding fuel consumed for aviation and most marine vessels. In 2024, about 251,265 million gallons (or about 5,983 million barrels) of finished petroleum products were consumed in the U.S., an average of about 687 million gallons per day (or about 16.4 million barrels per day). In 2021, California consumed approximately 12,147 million gallons in motor gasoline (33.31 million gallons per day) and approximately 3,541 million gallons of diesel fuel (9.7 million gallons per day).

[1] Urban Crossroads. (2025). *Heritage Valley Business Park Energy Analysis* (**Appendix E**).

The most recent data provided by the EIA for energy use in California is reported from 2023, which shows approximate energy usage by each of the following sectors:

- 44.5 percent for transportation uses
- 21.4 percent for industrial uses
- 17.1 percent for residential uses
- 17.0 percent for commercial uses

According to the EIA, California used approximately 239,480 million kilowatt hours (kWh) of electricity in 2023. By sector in 2023, residential uses utilized 34.6 percent of the State's electricity, followed by 47.2 percent for commercial uses, 18.0 percent for industrial uses, and 0.3 percent for transportation uses. Electricity usage in California for differing land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building.

According to the EIA, California used approximately 21,292 million therms of natural gas in 2023. In 2023 (the most recent year for which data is available), by sector, industrial uses utilized 31.6 percent of the State's natural gas, followed by 31.3 percent used as fuel in the electric power sector, 22.8 percent from residential uses, 12.7 percent from commercial uses, 1.5 percent from transportation uses, and the remaining 3 percent was utilized for the operations, processing and production of natural gas itself. While the supply of natural gas in the United States and production in the lower 48 states has increased greatly since 2008, California produces little, and imports 90 percent of its supply of natural gas.

In 2023, total system electric generation for California was 281,140 gigawatt hours (GWh). California's massive electricity in-state generation system generated approximately 215,623 GWh which accounted for approximately 76 percent of the electricity it uses; the rest was imported from the Pacific Northwest (6 percent) and the U.S. Southwest (18 percent). Natural gas is the main source for electricity generation at 43.68 percent of the total in-state electric generation system power.

An updated summary of, and context for energy consumption and energy demands within the State is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" excerpted below:

- In 2024, California was the fourth-largest electricity producer in the nation. It is also the nation's third-largest electricity consumer and imports the second largest amount of electricity of any state.
- In 2024, California was the eighth-largest producer of crude oil among the 50 states, and the state ranked third in crude oil refining capacity.
- California is the largest consumer of jet fuel and second-largest consumer of motor gasoline among the 50 states.
- California is the second-largest total energy consumer among the states, but its per capita energy consumption is the third-lowest in the nation.

- In 2024, renewable resources, including hydroelectric power and small-scale solar power, supplied 57 percent of California's in-state electricity generation. Natural gas fueled another 35 percent and nuclear power provided almost all the rest.

As indicated below, California is one of the nation's leading energy-producing states, and California's per capita energy use is among the nation's most efficient. Given the nature of the Project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the Project—namely, electricity, natural gas, and transportation fuel for vehicle trips associated with the uses planned for the Project.

ELECTRICITY[2]

The Southern California region's electricity reliability has been of concern for the past several years due to the planned retirement of aging facilities that depend upon once-through cooling technologies, as well as the June 2013 retirement of the San Onofre Nuclear Generating Station (San Onofre). While the once-through cooling phase-out has been ongoing since the May 2010 adoption of the State Water Resources Control Board's once-through cooling policy, the retirement of San Onofre complicated the situation. California Independent Service Operator (ISO) studies revealed the extent to which the Mojave Desert Air Basin (MDAB) and the San Diego Air Basin (SDAB) region were vulnerable to low-voltage and post-transient voltage instability concerns. A preliminary plan to address these issues was detailed in the 2013 Integrative Energy Policy Report (IEPR) after a collaborative process with other energy agencies, utilities, and air districts. Similarly, the subsequent 2023 IEPR provides information and policy recommendations on advancing a clean, reliable, and affordable energy system.

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California ISO is a nonprofit public benefit corporation and is the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California's homes and communities. While utilities still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities.

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, utilities file annual transmission expansion/modification plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State.

[2] Urban Crossroads. (2025). *Heritage Valley Business Park Energy Analysis* (**Appendix E**).

Electricity is currently provided to the Project site by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE's 2023 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

As indicated in the Energy Analysis, the 2023 SCE Power Mix has renewable energy at 37.6 percent of the overall energy resources. Biomass and waste resources are at 0.1 percent, geothermal resources are at 5.2 percent, eligible hydroelectric resources are at 0.7 percent, solar energy is at 19.8 percent, and wind power is at 11.7 percent.

Natural Gas

Natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the State in response to market supply and demand. Complementing available natural gas resources, bio-gas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The California Public Utilities Commission oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State.[3]

The Southern California Gas Company (SoCalGas) would provide natural gas to the Project site and oversee the installation of gas mains to the Project site as necessary. SoCalGas services approximately 21 million people in a 20,000-square mile service territory. SoCalGas has four storage fields; Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey, as well as a combined storage capacity of approximately 134 billion cubic feet. According to the California Energy Commission (CEC), natural gas demand in the SoCalGas service area was 4,959 million therms in 2024.[4]

SoCalGas projects that total demand for natural gas will decline at an annual rate of 0.7 percent from 2024 to 2040.[5] The overall downward trend in gas demand is due to California Public Utilities Commission mandated energy efficiency standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure.

Transportation Energy Resources[6]

On January 1, 2024, the Department of Motor Vehicles (DMV) reported 35.7 million registered vehicles in California, which, based on data from the 2021 version of the EMissions FACtor (EMFAC) model, are estimated to consume approximately 17.5 billion gallons of fuel annually. Gasoline (and other vehicle

[3] Urban Crossroads. (2025). *Heritage Valley Business Park Energy Analysis* (**Appendix E**).
[4] California Energy Commission. (2022). *Gas Consumption by Southern California Gas.* https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1 (accessed September 2025).
[5] Southern California Gas Company. (2024). *2024 California Gas Report*. https://www.pge.com/assets/pipeline/docs/library/regulatory/downloads/cgr24.pdf.coredownload.pdf (accessed September 2025).
[6] Urban Crossroads. (2025). *Heritage Valley Business Park Energy Analysis* (**Appendix E**).

fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

California's on-road transportation system includes 396,616 lane miles, more than 26.6 million passenger vehicles and light trucks, and almost 9.0 million medium- and heavy-duty vehicles. While gasoline consumption has been declining since 2008, it is still by far the dominant fuel. California is the second-largest consumer of petroleum products, after Texas, and accounts for 9 percent of the nation's total consumption. The State is the largest U.S. consumer of jet fuel and the second largest U.S. consumer of motor gasoline. Eighty-six percent of the petroleum consumed in California is used in the transportation sector.

California accounts for less than 1 percent of total U.S. natural gas reserves and production. As with crude oil, California's natural gas production has experienced a gradual decline since 1985. In 2024, about 31 percent of the natural gas delivered to consumers went to the State's industrial sector, and about 30 percent was delivered to the electric power sector. Natural gas fueled more than two-fifths of the State's utility-scale electricity generation in 2024. The residential sector, where three-fifths of California households use natural gas for home heating, accounted for 22 percent of natural gas deliveries. The commercial sector received 15 percent of the deliveries to end users and the transportation sector consumed the remaining 1 percent.

Existing Project Site Operational Energy Demands[7]

Existing Transportation Energy Demands

The Project site is currently developed with existing non-conforming residential homes and businesses. The estimated transportation energy demands from the existing development are summarized in **Table 5.5-1: Existing Traffic Annual Fuel Consumption (All Vehicles)**. The usage associated with electricity use was calculated using CalEEMod Version 2022.1.

Table 5.5-1: Existing Traffic Annual Fuel Consumption (All Vehicles)

Vehicle Type	Average Vehicle Fuel	Annual VMT	Estimated Annual Fuel
LDA	35.14	292,677	8,328
LDT1	26.76	21,361	798
LDT2	27.23	125,386	4,605
MDV	21.91	92,201	4,208
LHDT1	17.78	109,989	6,188
LHDT2	16.65	31,511	1,892
MHDT	9.09	86,451	9,514
HHDT	6.60	314,402	47,649
MCY	42.30	13,296	314
Total Net Annual Fuel Consumption (Gallons)		1,087,274	83,496

Source: Urban Crossroads. 2025. *Heritage Valley Business Park Energy Analysis,* Table 4-1: Total Project-Generated Traffic Annual Fuel Consumption (All Vehicles), page 17. **(Appendix E)**

[7] Urban Crossroads. (2025). *Heritage Valley Business Park Energy Analysis* (**Appendix E**).

Existing Facility Energy Demands

The estimated energy demands of the existing development are summarized in **Table 5.5-2: Existing Annual Operational Energy Demand Summary**.

Table 5.5-2: Existing Annual Operational Energy Demand Summary

Energy Type	Natural Gas (kBTU/yr)	Electricity (kWh/yr)
Existing	76,369	18,409
Total Usage	76,369	18,409

kBTU = kilo-British Thermal Units
kWh = Kilowatt Hour

Source: Urban Crossroads. 2025. Heritage Valley Business Park Energy Analysis, Table 4-2: Exiting Annual Operational Energy Demand Summary, page 17. (**Appendix E**)

5.5.3 Regulatory Setting

Federal

Intermodal Surface Transportation Efficiency Act of 1991

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

The Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. The TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. The TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. The TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems (ITS), to help improve operations and management of transportation systems and vehicle safety.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act (EISA; Public Law 110-140) was signed into law by President George W. Bush on December 19, 2007. The Act's goal is to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas (GHG) capture and storage. Under the EISA, the RFS program (RFS2) was expanded in several key ways:

- Expanded the RFS program to include diesel, in addition to gasoline;

- Increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- Established new categories of renewable fuel and set separate volume requirements for each; and
- Required the U.S. Environmental Protection Agency (EPA) to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

RFS2 lays the foundation for achieving significant reductions of GHG emissions from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of our nation's renewable fuels sector.

The EISA also includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

State

Integrated Energy Policy Report

Senate Bill (SB) 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code Section 25301[a]). The CEC prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

The 2023 IEPR was adopted February 2024, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2023 IEPR introduces a new framework for embedding equity and environmental justice at the CEC and the California Energy Planning Library which allows for easier access to energy data and analytics for a wide range of users. Additionally, energy reliability, western electricity integration, gasoline cost factors and price spikes, the role of hydrogen in California's clean energy future, fossil gas transition, and distributed energy resources are topics discussed within the 2023 IEPR.

State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The State Energy Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code 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. 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.

The 2022 California Title 24 Energy Standards became effective on January 1, 2023, with updates for the 2025 standards set to take effect on January 1, 2026. As the Project is expected to be completed in 2028, it will need to comply with the Title 24 Energy Standards in effect at that time, which may include further updates beyond the 2025 version.

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2025 California Green Building Code Standards that go into effect on January 1, 2026. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made.

California Code of Regulations Title 13 Sections 2449 and 2485

CCR Title 13 Section 2449: General Requirements for in-Use off-Road Diesel-Fueled Fleets and Section 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling limit idling from both on-road and off-road diesel-powered equipment, enforced by the California Air Resources Board (CARB). The purpose of CCR Section 2449 is to reduce oxides of nitrogen (NO_x), diesel particulate matter (PM), and other criteria pollutant emissions from vehicles subject to this regulation (e.g., diesel-fueled or alternative diesel fueled off-road compression-ignition engine). Additionally, the purpose of CCR Section 2485 is to reduce public exposure to diesel particulate matter and other air contaminants by establishing idling restrictions, emission standards, and other requirements for heavy-duty diesel engines and alternative idle reduction technologies to limit the idling of diesel-fueled commercial motor vehicles.

Assembly Bill 1493 Pavley Regulations and Fuel Efficiency Standards

California Assembly Bill (AB) 1493, enacted on July 22, 2002, required the CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

California's Renewable Portfolio Standard

First established in 2002 under SB 1078, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable resources to 44 percent of total retail sales by 2024.

Clean Energy and Pollution Reduction Act of 2015 (SB 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 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 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 45 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission, the CEC, and local publicly owned utilities.
- Reorganize the ISO to develop more regional electricity transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

Executive Order N-79-20 and Advanced Clean Cars II

On August 25, 2022, CARB approved the Advanced Clean Cars II rule, which codifies the goals set out in Executive Order N-79-20 and establishes a year-by-year roadmap such that by 2035, 100 percent of new cars and light trucks sold in California will be zero-emission vehicles. Under this regulation, automakers are required to accelerate deliveries of zero-emission light-duty vehicles, beginning with model year 2026. CARB estimates that between 2026 and 2040, the regulation would reduce GHG emissions by a cumulative 395 million metric tons, equivalent to reducing petroleum use by 915 million barrels.

Appendix F to CEQA Guidelines

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require Environmental Impact Reports (EIRs) to describe, where relevant, the wasteful, inefficient, and unnecessary use of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California State Legislature adopted AB 1575, which created the CEC. The CEC's statutory mission is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct State responses to energy emergencies, and promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary use of energy caused by a project. In addition, CEQA Guidelines Section 15126.4 was adopted in 1998 which requires that an EIR describe feasible mitigation measures which would minimize the inefficient and unnecessary use of energy. Thereafter, the State Resources Agency created CEQA Guidelines, Appendix F.

Pursuant to Appendix F, an EIR must include a "discussion of the potential energy impacts of proposed projects…" However, because lead agencies have not consistently included such analysis in their EIRs, California's Natural Resources Agency amended Appendix F to the CEQA Guidelines in 2009 "to ensure that lead agencies comply with the substantive directive in Section 21100(b)(3)." CEQA Guidelines, Appendix F lists environmental impacts and mitigation measures that an EIR may include. What is required

is a "discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy." Potential impacts that may be discussed include:

- The Project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the Project including construction, operation, maintenance, or removal. If appropriate, the energy intensiveness of materials may be discussed.
- The effects of the Project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the Project on peak and base period demands for electricity and other forms of energy.
- The degree to which the Project complies with existing energy standards.
- The effects of the Project on energy resources.
- The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

State CEQA Guidelines, Appendix F assists EIR preparers in determining whether a Project will result in the inefficient, wasteful, and unnecessary use of energy. The discussion below analyzes the Project's effect on energy resources.

Local

City of Menifee General Plan

Open Space & Conservation Element

The City of Menifee General Plan (Menifee GP) Open Space and Conservation Element provides policy direction for Menifee's parks and open space areas, recreational trails, and the conservation, development, and utilization of the City's natural resources with an overall goal of maintaining the high quality of life that City residents have enjoyed for generations, while also preserving and protecting the numerous nonrenewable and unique cultural and historic resources located within the City.[8]

Goals and policies applicable to the Project include the following:

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

Policy OCS-4.1 Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.

Policy OCS-4.2 Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.

[8] City of Menifee. 2013. *Menifee General Plan Open Space and Conservation Element*. https://www.cityofmenifee.us/250/Open-Space-and-Conservation-Element (accessed September 2025).

5.5.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning energy. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

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

Methodology

In determining whether implementation of the Project would result in the inefficient, wasteful, or unnecessary use of fuel or energy, this analysis considers the recommendations of State CEQA Guidelines Appendix F. State CEQA Guidelines Appendix F does not prescribe a threshold for the determination of significance. Rather, Appendix F focuses on reducing and minimizing inefficient, wasteful, and unnecessary consumption of energy.

This section analyzes energy use on three sources of energy that are relevant to the Project, including electricity, natural gas, and transportation fuel for vehicle trips associated with new development, as well as the fuel necessary for Project construction. The analysis of the Project's electricity and natural gas use is based on the California Emissions Estimator Model (CalEEMod) Version 2022.1, which quantifies energy use for Project-related construction equipment, transportation energy demands, and facility energy demands. The results of CalEEMod are included in **Appendix B** (Air Quality Assessment) and **Appendix G** (Greenhouse Gas Assessment) of this EIR.

CalEEMod

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including the South Coast Air Quality Management District, released CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this report has been utilized in this analysis. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources as well as energy usage. Accordingly, the latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. Outputs from the annual model runs are provided in Appendix 5.1 of **Appendix E**.

Emission Factors Model

On May 2, 2022, the EPA approved the 2021 version of the EMissions FACtor model (EMFAC) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. This energy study utilizes the different fuel types for each vehicle class from the annual EMFAC2021 emission inventory in order to

derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during Project construction and operational activities. For purposes of analysis, the 2026 through 2028 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project. Output from the EMFAC2021 model run is provided in Appendix 5.2 of **Appendix E**.

5.5.5 Impacts and Mitigation Measures

Impact 5.5-1 ***Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?***

Level of Significance: Less Than Significant With Mitigation Incorporated

Construction

Based on CalEEMod estimations within the modeling output, construction-related vehicle trips would result in approximately 2,001,913 VMT and consume an estimated 123,930 gallons of gasoline and diesel combined during construction. Additionally, on-site construction equipment would consume an estimated 56,467 gallons of diesel fuel. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. CCR, Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the CARB. 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.

Operations

Electricity and Natural Gas

Operation of the Project would consume energy as part of building operations and transportation activities including passenger vehicle traffic. Building operations would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, and electronics. As required under **MM GHG-7**, the Project would be required to install a solar PV system sufficient to offset at least 20 percent of the Project's total energy demand. Because the anticipated electrical demand for the cold storage portion of the Project is not known at this time, the estimated solar generation was calculated based on an estimated electrical demand of 1,350,333 kWh/yr, which assumes all unrefrigerated uses. As such, the analysis assumes the solar photovoltaic system would generate approximately 270,066 kWh/yr. Based on CalEEMod energy use estimations, electricity usage associated with the unrefrigerated warehouse portion of the Project is estimated at approximately 1,220,142 kWh/yr.[9] Additionally, it was estimated that the 80,000 square feet of cold storage space would consume

[9] Urban Crossroads. 2025. Heritage Valley Business Park Energy Analysis, page 30. (**Appendix E**)

approximately 1,749,564 kWh/yr, for a total Project demand of 2,969,706 kWh/yr. As required under **MM GHG-7**, the Project would be required to install a PV solar system sufficient to offset at least 20 percent of the Project's total energy demand. Thus, renewable energy features are incorporated into the Project. According to the Energy Analysis, it is estimated that the solar PV system would generate approximately 270,066 kWh/yr.[10] With implementation of **MM GHG-7**, the Project would result in a net increase of 2,681,231 kWh/year of electricity demand and a net decrease of 76,369 kilo British thermal units (kBTU) per year of natural gas demand.[11]

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 are widely regarded as the most advanced energy efficiency standards and would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. Therefore, the operational impact related to electricity and natural gas consumption would be less than significant with incorporation of **MM GHG-7**.

Fuel

Operational energy would also be consumed during vehicle trips associated with the Project. Fuel consumption would be primarily related to vehicle use by visitors and employees associated with the Project. Based on CalEEMod energy use estimations, Project-related vehicle trips would result in approximately 6,475,021 net annual VMT and consume an estimated 471,557 net gallons of gasoline and diesel combined, annually (see Appendix 4.3 of **Appendix E**).

The Project is within close proximity of existing land uses that would provide future employees access to facilities such as residences, a gas station, and other commercial uses, which would further reduce fuel consumption demand. 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.

Mitigation Measures

MM GHG-7 would apply.

Impact 5.5-2 Would the Project conflict with or obstruct a state or Local plan for renewable energy or energy efficiency?

Level of Significance: Less Than Significant With Mitigation Incorporated

[10] This estimate is conservate given that the electrical demands of the cold storage portion of the Project are not known at this time.
[11] Urban Crossroads. 2025. *Heritage Valley Business Park Energy Analysis*, page 30. (**Appendix E**)

Construction

As discussed 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 used during construction, lighting, and other sources. CCR, Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by 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 RPS establishes a goal of renewable energy for local providers to be 44 percent by 2040. Similarly, the State is promoting renewable energy targets to meet the 2022 Scoping Plan GHG emissions reductions. As discussed above, the Project would be required to install a solar PV system sufficient to offset at least 20 percent of the Project's total energy demand. Because the anticipated electrical demand for the cold storage portion of the Project is not known at this time, the estimated solar generation was calculated based on an estimated electrical demand of 1,350,333 kWh/yr, which assumes all unrefrigerated uses. As such, the analysis assumes the solar photovoltaic system would generate approximately 270,066 kWh/yr. Additionally, the site is also not expected to utilize natural gas for the building envelope and therefore would not generate any emissions from direct energy consumption. Based on CalEEMod energy use estimations, operations for the Project would result in a net increase of approximately 1,681,231 kWh/yr of electricity demand and net decrease in 76,369 kBTU/yr of natural gas demand 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 mandatory measures 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.

Mitigation Measures

MM GHG-7 would apply.

5.5.6 Cumulative Impacts

The areas considered for cumulative impacts to electricity and natural gas supplies are the service areas of SCE and SoCalGas, respectively, described above in ***Section 5.5.2: Environmental Setting***. Other projects would generate increased electricity and natural gas demands. However, all projects within the SCE and SoCalGas service areas would be required to comply with the Building Energy Efficiency Standards and the CALGreen Code, which would contribute to minimizing wasteful energy consumption. Construction and operations associated with implementation of the Project would result in the use of energy, but not in a wasteful manner. The use of energy would not be substantial in comparison to statewide electricity, natural gas, gasoline, and diesel demand.

The electricity used for construction would be less than that required during operation of the Project, would be temporary and would have a minimal contribution to the Project's overall energy consumption. The Project's construction electricity consumption would be negligible relative to SCE's generated electricity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand.

SCE would review the Project's estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in the planned growth of the power system. It should be noted that the planning projections of SCE and SoCalGas consider planned development for their service areas and are in and of themselves providing for cumulative growth. Therefore, it is likely that the cumulative growth associated with the related projects is already accounted for in the planning of future supplies to cover projected demand. Furthermore, SCE and SoCalGas have policies, programs, and projects in place to provide continued, adequate energy to their users, including the Project. Substantial reductions to the cumulative demand for energy can result from an increased reliance on renewable energy systems (as required by the State's RPS) and the construction of energy-efficient buildings. Cumulative projects would be subject to applicable Title 24 and CALGreen requirements similar to the Project, which includes energy efficiency standards to minimize the wasteful and inefficient use of energy.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet worldwide consumption demand until 2050. As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's construction and operational demand. New capacity or supplies of energy resources would not be required. Additionally, the Project would be subject to compliance with all federal, state, and local requirements for energy efficiency. State regulations, including the Pavley Regulations and Fuel Efficiency Standards, would serve to reduce the transportation fuel demand of cumulative projects.

In consideration of cumulative energy use, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Furthermore, the Project and new development projects located within the cumulative study area would also be required to comply with all the same applicable federal, state, and local measures aimed at reducing fossil fuel consumption and the conservation of energy. The anticipated Project impacts, in conjunction with cumulative development in the vicinity,

would increase urbanization and result in increased energy use. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. As noted above, the Project would not result in significant impacts to state or local plans for renewable energy or energy efficiency. Therefore, the Project's incremental demand for electricity and natural gas facilities would not be cumulatively considerable. Thus, the Project would not contribute to a cumulative impact to the wasteful or inefficient use of energy. A less than significant cumulative impact would occur.

5.5.7 Significant Unavoidable Impacts

No significant unavoidable impacts have been identified.

5.5.8 References

California Energy Commission. (2022). *Gas Consumption by Southern California Gas*. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1.

City of Menifee. (2013). *Menifee General Plan Open Space and Conservation Element*. https://www.cityofmenifee.us/250/Open-Space-and-Conservation-Element.

Southern California Gas Company. (2024). *2024 California Gas Report.* https://www.pge.com/assets/pipeline/docs/library/regulatory/downloads/cgr24.pdf.coredownload.pdf.

Urban Crossroads. (2025). *Heritage Valley Business Park Energy Analysis*. (**Appendix E**).

5.6 GEOLOGY AND SOILS

5.6.1 Introduction

The purpose of this section is to describe the existing regulatory and environmental conditions related to the geologic, soil, and seismic characteristics within the Heritage Valley Business Center (Project) site. This section identifies potential impacts that could result from implementation of the Project, and as necessary, recommends mitigation measures to reduce potentially significant impacts. The issues addressed in this section are risks associated with faults, strong seismic ground shaking, seismic-related ground failure such as liquefaction, landslides, substantial erosion or the loss of topsoil, and unstable geological units and/or soils.

This section and environmental discussion use information from the following City of Menifee (City) documents:

- City of Menifee General Plan (Menifee GP)
- City of Menifee General Plan Final Environmental Impact Report (EIR)
- Menifee North Specific Plan (SP)

Additionally, the following analysis is based in part of information obtained from:

- Southern California Geotechnical, Update Geotechnical Investigation Heritage Valley Business Center Building 2 (Geotechnical Investigation); see **Appendix F1**.
- Kimley-Horn and Associates, Inc., Paleontological Resources Assessment; see **Appendix F2**.

5.6.2 Environmental Setting

Regional Geologic Setting

According to the Menifee GP Draft EIR, the City lies in the northern part of the Peninsular Ranges Geomorphic Province, which is characterized by northwest-trending mountains and valleys extending from the Los Angeles Basin on the north southeast into Baja California.[1] The province is bounded by the San Andreas fault zone on the east and extends offshore to the west. The northern, onshore part of the province is divided into three major fault-bounded blocks that are, from west to east, the Santa Ana Mountains block, the Perris block, and the San Jacinto Mountains block. The Perris block, where Menifee is located, is bounded by the Elsinore fault zone on the southwest and the San Jacinto fault zone on the northeast. In spite of being surrounded by active fault systems and growing mountain ranges, the Perris block is an area of lower relief that has remained relatively stable and undeformed for thousands of years.

Movements along the San Andreas, San Jacinto, and Elsinore faults have elevated the San Jacinto and Santa Ana Mountains blocks and down-dropped the Perris block. In response, the uplifted mountains and hills are rapidly eroding (in geologic time), shedding sand, silt, and gravel and forming fans that are filling the valleys. The alluvial fans of the City area have a range of ages coincident with the rise of the nearby

[1] City of Menifee. (2013). *Menifee General Plan Draft EIR.* https://www.cityofmenifee.us/DocumentCenter/View/1106/Ch-05-06-GEO?bidId= (accessed September 2025).

mountains (early Pleistocene to Holocene, approximately one million years to less than 11,000 years old). Deposition is still ongoing, with the youngest sediments filling the active drainage channels and floodplains. At depth, this sequence of alluvial sediments is underlain by crystalline rock similar to that exposed in the surrounding hills and mountains.

The City encompasses numerous brush-covered hills and low mountains surrounded by a series of interconnected, broad, nearly flat-bottomed valleys. The steepest slope and largest cluster of hillsides can be found north of Menifee Lakes, traveling northward across McCall Boulevard. Quail Valley also has a significant number of steep hillsides that influence development patterns in the area. Elevations in the City range from about 1,400 feet above mean sea level (amsl) for the valley floor to approximately 2,600 feet amsl for the local hills; Bell Mountain is 1,850 amsl. The City includes parts of three valleys: the Perris Valley in the north end of the City, the Menifee Valley in the central part of the City, and the Paloma Valley in the southeast area.

Local Geologic Setting[2]

Project site topography generally slopes downward to the southwest at a gradient of less than 1 percent. There is approximately 5± feet of elevation differential across the Project site. Previous subsurface exploration on the Project site consisted of the excavation of seventeen borings advanced to depths of approximately 15 to 25 feet below the existing grades.[3] A description of field procedures and logs of the explorations are presented in Appendices B and C of **Appendix F1** of this Draft EIR.

Subsurface Soil and Groundwater Conditions[4]

Artificial fill soils were encountered at the ground surface at some of the boring locations, extending to depths of 2½ to 4½ ± feet below ground surface. The fill soils generally consisted of medium dense to very dense silty fine sands, clayey fine sands, and fine sandy silts, with varying medium to coarse sand and clay content. 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 at the time of the subsurface exploration. Older alluvium was encountered beneath the artificial fill soils or at the ground surface at all of the boring locations, extending to at least the maximum depth explored of 25± feet below ground surface. In addition, research of available well data indicates that the groundwater depths in the area of the Project site are more than 62 feet below grade. The older alluvium generally consisted of medium dense to very dense silty fine to coarse sands, clayey fine to coarse sands, and very stiff to hard silty clays, fine sandy clays, and clayey silts with varying medium to coarse sand content.

Faulting and Seismicity

The Project site is in a seismically active area of southern California and is likely to be subjected to strong ground shaking due to earthquakes on nearby faults.

[2] Southern California Geotechnical. (2025). *Update Geotechnical Investigation Heritage Valley Business Center Building 2* (**Appendix F1**).
[3] Ibid, page 5.
[4] Ibid, page 5.

Ground Rupture

According to the California Geological Survey and Menifee GP, the Project site is not located within a State of California Fault Rupture Hazard Zone or a City-designated seismic hazard area for earthquake-induced landslides.[5,6] The nearest Holocene-active faults to the Project site are faults in the Elsinore Fault Zone, located approximately 10 miles southwest of the Project site, and faults in the San Jacinto Fault Zone, located approximately 10 miles northeast of the Project site.[7] The faults in both of these fault zones trend northwest-southeast, oblique to the site, and do not trend toward the site. Furthermore, Southern California Geotechnical did not identify any evidence of faulting during the geotechnical investigation. Therefore, the possibility of damage due to ground rupture, as a result of faulting, is considered low since active faults are not known to cross the site.[8]

Geologic Hazards

Liquefaction, Dynamic Settlement, and Lateral Spreading

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions coexist: 1) shallow groundwater; 2) low density non-cohesive (granular) soils; and 3) high-intensity ground motion. Studies indicate that saturated, loose near surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. In general, cohesive soils are not considered susceptible to liquefaction, depending on their plasticity and moisture content. Effects of liquefaction on level ground include settlement, sand boils, and bearing capacity failures below structures. Dynamic settlement of dry loose sands can occur as the sand particles tend to settle and densify as a result of a seismic event.

According to the Menifee GP, the Project site is not located in a liquefaction zone.[9] 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.[10] In addition, research of available well data indicates that the groundwater depths in the area of the site are more than 62 feet below grade. Based on these considerations and the findings of the Geotechnical Investigation, the potential for other geologic hazards such as seismically induced settlement, lateral spreading, tsunamis, inundation, seiches, flooding, and subsidence affecting the Project site is considered low.[11]

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction

[5] California Geological Survey. (2015). Fault Activity Map of California. https://maps.conservation.ca.gov/cgs/fam/ (accessed September 2025).
[6] City of Menifee. (2012). *Menifee General Plan. Exhibit 5.-3, Liquefaction and Landslides.* https://www.cityofmenifee.us/DocumentCenter/View/1030/S-3_LiquefactionandLandslides_HD0913?bidId= (accessed September 2025).
[7] City of Menifee. (2013). *Menifee General Plan Draft EIR. Figure 5.6-2 Fault Map*. https://www.cityofmenifee.us/DocumentCenter/View/1106/Ch-05-06-GEO?bidId= (accessed September 2025).
[8] Southern California Geotechnical. (2025). *Update Geotechnical Investigation Heritage Valley Business Center Building 2*, page 9 (**Appendix F1**).
[9] City of Menifee. (2012). *Menifee General Plan. Exhibit 5.-3, Liquefaction and Landslides*. https://www.cityofmenifee.us/DocumentCenter/View/1030/S-3_LiquefactionandLandslides_HD0913?bidId= (accessed September 2025).
[10] Southern California Geotechnical. 2025. *Update Geotechnical Investigation Heritage Valley Business Center Building 2,* page 11 (**Appendix F1**).
[11] Ibid, pages 9-11.

transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move down-slope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. Due to the very low potential for liquefaction, the potential for lateral spreading is also considered very low.

Expansive Soils

Expansive soils are characterized as soils with significant amount of clay particles that can shrink or swell resulting in instability for overlying structures. The Geotechnical Investigation analyzed the expansion potential of the on-site soils in accordance with American Society for Testing and Materials (ASTM) D-4829. Laboratory testing performed on representative samples of the near surface soils indicates that those materials possess low expansion potentials.[12]

Shrinkage and Subsidence

Allowance in the earthwork volumes budget should be made for an estimated five percent reduction in volume of near-surface (upper approximate 5 feet) soils. It should be stressed that these values are only estimates and that an actual shrinkage factor would be extremely difficult to predetermine. Subsidence, due to earthwork operations, is expected to be on the order of 0.1-foot. These values are estimates only and exclude losses due to removal of any vegetation or debris. The effective shrinkage of on-site soils will depend primarily on the type of compaction equipment and method of compaction used on-site by the contractor and accuracy of the topographic survey.

5.6.3 Regulatory Setting

Federal

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1997 to "reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program." To accomplish this, the act established the National Earthquake Hazard Reduction Program (NEHRP), which refined the description of agency responsibilities, program goals, and objectives. NEHRP's mission includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. NEHRP designates the Federal Emergency Management Agency as the lead agency of the program and assigns it several planning, coordinating, and reporting responsibilities. Programs under NEHRP help inform and guide planning and building code requirements such as emergency evacuation responsibilities and seismic code standards.

[12] Southern California Geotechnical. 2025. *Update Geotechnical Investigation Heritage Valley Business Center Building 2,* page 11 (**Appendix F1**).

State

Alquist-Priolo Earthquake Fault Zoning Act

The California Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972, and amended, with its primary purpose being to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. This act (or state law) was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The act requires the State Geologist to delineate regulatory zones known as "earthquake fault zones" along faults that are "sufficiently active" and "well defined" and to issue and distribute appropriate maps to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Pursuant to this act and as stipulated in Section 3603(a) of the California Code of Regulations (CEQA Guidelines), structures for human occupancy are not permitted to be placed across the trace of an active fault. The act also prohibits structures for human occupancy within 50 feet of the trace of an active fault, unless proven by an appropriate geotechnical investigation and report that the development site is not underlain by active branches of the active fault, as stipulated in Section 3603(a) of the CEQA Guidelines. Furthermore, the act requires that cities and counties withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting, as stipulated in Section 3603(d) of the CEQA Guidelines.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 for the purpose of protecting the public from the effects of non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey (CGS) prepares and provides local governments with seismic hazard zones maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures.

California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt or enforce the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission, and the code is under Title 24, Part 2, of the CEQA Guidelines. The CBC provides minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground shaking with a specified probability at a site. The 2022 CBC took effect on January 1, 2023. Requirements for Geotechnical Investigations Requirements for geotechnical investigations are included in CBC Appendix J, Grading, Section J104; additional requirements for subdivisions requiring tentative and final maps and for other specified types of structures are in California Health and Safety Code (HSC) Section 17953 to Section 17955 and in CBC

Section 1802. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness. CBC Section J105 sets forth requirements for inspection and observation during and after grading.

Storm Water Pollution Prevention Plans

Pursuant to the Clean Water Act (CWA), in 2012, the State Water Resources Control Board (SWRCB) issued a statewide general National Pollutant Discharge Elimination System (NPDES) Permit for stormwater discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of stormwater from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the General Construction Activity Permit must ensure that an SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list best management practices (BMPs) implemented on the construction site to protect stormwater runoff and must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the State's 303(d) list of impaired waters.

California Public Resources Code

The State of California Public Resources Code (PRC), Chapter 1.7, Sections 5097.5 and 30244, includes additional state level requirements for the assessment and management of paleontological resources. These statutes require reasonable mitigation of adverse impacts to paleontological resources resulting from development on state lands, define the removal of paleontological "sites" or "features" from state lands as a misdemeanor, and prohibit the removal of any paleontological "site" or "feature" from state land without permission of the jurisdictional agency. These protections apply only to State of California land.

Local

City of Menifee General Plan

Safety Element

The Menifee GP Safety Element provides a strategy for city staff, residents, developers, and business owners to effectively address natural and man-made hazards in Menifee, including seismic and geological issues; flood hazards; fire hazards; hazardous materials; wind hazards; and disaster preparedness, response, and recovery.[13]

[13] City of Menifee. (2013). Menifee General Plan Safety Element. Available at: https://www.cityofmenifee.us/DocumentCenter/View/18261/FINAL_Safety-Element-6723_complete_reduced-size-for-webpage?bidId= (accessed September 2025).

Goals and policies from the Safety Element applicable to the Project include:

Goal S-1 **A community that is minimally impacted by seismic shaking and earthquake-induced or other geologic hazards.**

Policy S-1.1 Require all new habitable buildings and structures to be designed and built to be seismically resistant in accordance with the most recent California Building Code adopted by the city.

Goal S-2 **A community that has used engineering solutions to reduce or eliminate the potential for injury, loss of life, property damage, and economic and social disruption caused by geologic hazards such as slope instability; compressible, collapsible, expansive or corrosive soils; and subsidence due to groundwater withdrawal.**

Policy S-2.1 Require all new developments to mitigate the geologic hazards that have the potential to impact habitable structures and other improvements.

Policy S-2.2 Monitor the losses caused by geologic hazards to existing development and require studies to specifically address these issues, including the implementation of measures designed to mitigate these hazards, in all future developments in these areas.

Policy S-2.3 Minimize grading and modifications to the natural topography to prevent the potential for man-induced slope failures.

5.6.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been utilized as significance criteria in this section. Accordingly, the development of the Project site would have a significant environmental impact if the Project would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - 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.
  - Strong seismic ground shaking.
  - Seismic-related ground failure, including liquefaction.
  - Landslides.
- Result in substantial soil erosion or loss of topsoil;
- 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;
- 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;

- Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning geology and soils. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce a potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on geology and soils examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/ geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on review of available documentation related to geologic conditions; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on geology and soils considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

5.6.5 Impacts and Mitigation Measures

Impact 5.6-1 ***Would the Project 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.

Level of Significance: Less Than Significant

According to the Geotechnical Investigation prepared for this Project, the Project site is not within an Alquist-Priolo fault zone and there was no evidence of faulting identified during the investigation of the Project site. In addition, review of the Riverside County RCIT GIS website indicated that the Project site is not located within a Riverside County fault zone. The nearest Holocene-active faults to the Project site are faults in the Elsinore Fault Zone, located approximately 10 miles southwest of the Project site, and faults in the San Jacinto Fault Zone, located approximately 10 miles northeast of the Project site. The faults in both of these fault zones trend northwest-southeast, oblique to the site, and do not trend toward the

site. Therefore, the possibility of damage due to ground rupture, as a result of faulting, is considered low since active faults are not known to cross the site. Therefore, the impacts associated with the rupture of a known fault would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation is necessary.

Impact 5.6-2 ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

ii) Strong seismic ground shaking?

Level of Significance: Less Than Significant

Refer to Impact 5.6-1, above. Southern California is considered a seismically active region and regional vicinity of the areas being evaluated contains a number of known earthquake faults; however, the Project site is not within an Alquist-Priolo Earthquake Fault Zone and there are no Alquist-Priolo fault zones within the Project area. In addition, review of the Riverside County RCIT GIS website indicated that the Project site is not located within a Riverside County fault zone. The Project site is not subject to surface rupture of a known active fault, and therefore, the possibility of significant fault rupture on the Project site is considered to be low.

Nevertheless, all Project components would be constructed to the current CBC Seismic Design Parameters. Structures for human occupancy 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 of Menifee Municipal Code (Menifee MC)'s Grading Ordinance (Chapter 7.90 Grading Regulations).[14] Following these requirements, the proposed structure(s) would be designed to resist strong seismic ground shaking and thereby provide reasonable protection from serious injury, and reduce catastrophic property damage and loss of life to less than significant levels.

Mitigation Measures

No mitigation is necessary.

Impact 5.6-3 ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

iii) Seismic-related ground failure, including liquefaction?

Level of Significance: Less Than Significant

Soil liquefaction is a phenomenon in which saturated cohesionless soils undergo a temporary loss of strength during severe ground shaking and acquire a degree of mobility sufficient to permit ground deformation. In extreme cases, the soil particles can become suspended in groundwater, resulting in the soil deposit becoming mobile and fluid-like. Liquefaction is generally considered to occur primarily in loose

[14] City of Menifee. (2023). *Menifee Municipal Code. Article 6 – Chapter 7.90 Grading Regulations.* https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-30418 (accessed September 2025).

to medium dense deposits of saturated soils. Thus, three conditions are required for liquefaction to occur: (1) a cohesionless soil of loose to medium density; (2) a saturated condition; and (3) rapid large strain, cyclic loading, normally provided by earthquake motions. Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move down-slope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures.

According to the Geotechnical Investigation, the Project site is located in a zone of "Low" potential for liquefaction susceptibility. Due to the depth of groundwater greater than 60 feet, the generally dense nature of the underlying soils, and the presence of cohesive soils, the potential for liquefaction and liquefaction-induced settlement is considered low. The proposed development would primarily consist of compacted fill over dense alluvial fan deposits. These soils are not considered susceptible to dynamic settlement. Due to the low potential for liquefaction, the potential for lateral spreading is also considered low. Impacts in relation to these hazards for the Project site would be less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 5.6-4 ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

iv) Landslides?

Level of Significance: No Impact

Construction and Operations

According to the Geotechnical Investigation, the Project site is nearly flat. Research and field observations do not indicate the presence of landslides on the Project site or in the immediate vicinity. Review of regional geologic maps of the area do not indicate the presence of known or suspected landslides at the site or in the vicinity of the site. According to the City's Liquefaction and Landslides map, the Project site and the immediate area are not within a zone of generalized landslide susceptibility.[15] The relatively flat topography of each site along with its location outside of identified landslide susceptibility and rockfall/debris-flow hazard areas would lead to no impact occurring.

Mitigation Measures

No mitigation is necessary.

Impact 5.6-5 ***Would the Project result in substantial soil erosion or the loss of topsoil?***

Level of Significance: Less Than Significant with Mitigation Incorporated

[15] City of Menifee. (2012). *Menifee General Plan. Exhibit S-3, Liquefaction and Landslides.* https://www.cityofmenifee.us/DocumentCenter/View/1030/S-3_LiquefactionandLandslides_HD0913?bidId= (accessed September 2025).

Construction

Construction activities such as excavation and grading would be minimal given that the Project site is relatively flat. No major grading or excavation would be needed to substantially alter the slope of the site, create or remove steep slopes, create retaining walls, or make other landform modifications. Nevertheless, grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. According to the Geotechnical Investigation, based on their granular content, some of the on-site soils would be susceptible to erosion. The Project site should, therefore, be graded to prevent ponding of surface water and to prevent water from running into excavations in accordance with the construction considerations outlined in the Geotechnical Investigation (**MM GEO-1**). During construction, the Project site would be required to comply with erosion and siltation control measures. This would include measures such as sand-bagging, placement of silt fencing, erosion control blankets, straw wattles, mulching, etc., to reduce runoff from the site and to hold topsoil in place during all grading activities. As mass grading proceeds, finish grading commence, and construction begins, the erosion measures would be removed or relocated as necessary. Additionally, the construction on the Project site would be required to comply with the NPDES; refer to **Section 5.9: 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 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 and would comply with Menifee MC Title 8, Chapter 8.26 – Grading Regulations.[16] Erosion-control BMPs 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 are less than significant.

Operations

Operation of the Project site would not involve procedures which would result in substantial soil erosion. Following construction of the Project, the Project site would be covered with hardscape which would not contribute to erosion, and it would contain some landscaping, but these areas would include ground covers to reduce erosion and loss of on-site soils post-construction. This would ensure that operation of the Project site would not result in the loss of topsoil or sedimentation into local drainage facilities and water bodies; refer to **Section 5.9: Hydrology and Water Quality**. In addition, a system of storm drains and gutters would be installed and maintained as necessary throughout the developed site. Therefore, the potential for substantial soil erosion or the loss of topsoil is considered less than significant.

Mitigation Measures

MM GEO-1 Prior to the issuance of any grading permit or building permit, City Staff shall review all Project plans involving grading, foundation, structural, infrastructure, and all other

[16] City of Menifee. (2023). *Menifee Municipal Code. Article 6 – Chapter 7.90 Grading Regulations.* https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-30418 (accessed September 2025).

relevant construction to ensure compliance with the applicable recommendations from the Update Geotechnical Investigation for the Heritage Valley Business Center – Building 2 (Geotechnical Investigation), and the California Building Code requirements to minimize soil erosion or the loss of topsoil. Specific design considerations as outlined in the Geotechnical Investigation, included in **Appendix F1,** shall be implemented in the Project construction plans to minimize the risk for soil erosion and other geologic hazards.

Impact 5.6-6 ***Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

Level of Significance: Less Than Significant

Construction and Operations

As discussed under Impact 5.6-3 and 5.6-4 above, liquefaction and landslides are not considered to be a design concern for the Project, and potential for lateral spreading and dynamic settlement would be low. The City's Local Hazard Mitigation Plan[17] lists the types of geologic hazards known to occur in the City regarding slope instability, leading to possible mudflow, liquefaction, and collapsible or expansive soils. The Project site is not located in an area identified as susceptible to slope instability, landslides, or liquefaction.[18] Soil liquefaction is not likely to occur at this site primarily because the groundwater level is deep (in excess of 60 feet). The Project site is relatively flat and is not located adjacent to any potentially unstable topographical feature, such as a hillside or riverbank. Therefore, impacts associated with these hazards would be less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 5.6-7 ***Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Level of Significance: Less Than Significant With Mitigation Incorporated

Construction and Operations

Expansive soils are soils that expand and contract depending on their moisture level. This change can occur seasonally as water levels and precipitation change 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. The near-surface soils encountered during the Geotechnical Investigation consisted mostly of medium dense to very dense silty fine sands, clayey fine sands, and fine sandy silts, with varying medium to coarse sand and clay content. These Project site soils are anticipated to be of low expansion potential. However, **MM GEO-1** would be implemented consistent

[17] City of Menifee. (2022). *Local Hazard Mitigation Plan*. https://www.cityofmenifee.us/525/Emergency-Management#:~:text=Local%20Hazard%20Mitigation%20Plan%20(LHMP,from%20natural%20and%20man%2Dmade (accessed September 2025).

[18] City of Menifee. (2012). *Menifee General Plan. Exhibit S-3, Liquefaction and Landslides*. https://www.cityofmenifee.us/DocumentCenter/View/1030/S-3_LiquefactionandLandslides_HD0913?bidId= (accessed September 2025).

with the recommendations of the Geotechnical Investigation, ensuring that special care be given to proper moisture conditioning of all subgrade soils during site grading. All imported fill soils should have low expansive characteristics. 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. Therefore, implementation of **MM GEO-1**, would ensure that the on-site soils would not be liable to significant expansion and a less than significant impact would occur.

Mitigation Measures

Refer to **MM GEO-1** above.

Impact 5.6-8 ***Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?***

Level of Significance: No Impact

Construction and Operations

No septic tanks or other alternative wastewater disposal systems are proposed for the Project site. Impacts in this regard for the Project site would not occur. Therefore, no impact concerning soils adequately supporting the use of septic tanks or alternative waste disposal systems would occur. Water and wastewater systems and their development are further discussed in **Section 5.15: Utilities and Service Systems**.

Mitigation Measures

No mitigation is necessary.

Impact 5.6-9 ***Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Level of Significance: Less Than Significant With Mitigation Incorporated

Construction and Operations

CEQA provides guidance relative to significant impacts on paleontological resources, indicating that a project would have a significant impact on paleontological resources if it disturbs or destroys a unique paleontological resource or site, or unique geologic feature. A Paleontological Resources Assessment was completed for the Project site to determine whether the Project area contains, or could reasonably contain, paleontological resources. The results are outlined below.

Geological Site Conditions

Artificial fill soils were encountered at the ground surface at some of the boring locations, extending to depths of 2½ to 4½ ± feet below ground surface. The geologic units underlying the Project site consist of medium dense to very dense silty fine sands, clayey fine sands, and fine sandy silts, with varying medium to coarse sand and clay content. Older alluvium dating to the Pleistocene epoch was encountered beneath the artificial fill soils or at the ground surface at all of the boring locations, extending to at least the

maximum depth explored of 25 feet below ground surface. The older alluvium generally consisted of medium dense to very dense silty fine to coarse sands, clayey fine to coarse sands, and very stiff to hard silty clays, fine sandy clays, and clayey silts with varying medium to coarse sand content. Given that Pleistocene-age deposits are present at the surface or near the surface across the entire Project area, excavation for the Project would reach these sediments that possess a high paleontological sensitivity.

Record Searches

Additionally, a record search was conducted in the Paleontological Resources Assessment that determined that while there are no known fossil localities that lie directly within the Project area, the Natural History Museum of Los Angeles County (NHMLAC) cited positive findings in sediments of the same composition in other areas of the Perris Valley and Menifee Valley. **Table 5.6-1: Previously Recorded Fossil Localities at NHMLAC Nearest to the Project Site** summarizes the closest known findings within NHMLAC records.

Table 5.6-1: Previously Recorded Fossil Localities at NHMLAC Nearest to the Project Site

Locality Number	Location	Formation	Taxa	Depth	Distance from Project
LACM VP 5168	East Bay Section of Canyon Lake	Unknown formation (Pleistocene; clay)	Horse (*Equus*)	Unknown	Approximately 5 miles southwest of the Project
LACM VP 6059, CIT 570 - 572	Lake Elsinore and vicinity	Unknown formation (Pleistocene)	Horse (*Equus*); peccary (*Platygonus*); camel (*Camelops*)	Unknown	Approximately 9 miles southwest of the Project
LACM VP 7261	Skinner Reservoir, Auld Valley	Unknown formation (Pleistocene, arenaceous silt)	Elephant clade (*Proboscidea*); ungulate (*Ungulata*)	Unknown	Approximately 12 miles southeast of the Project
LACM VP 4540	Vicinity of Jackrabbit Trail & Gilman Springs Road; San Jacinto Valley	Unnamed formation (Pleistocene, gravel pit)	Horse Family (*Equidae*)	Unknown	Approximately 12 miles northeast of the Project
LACM VP 7456	Hwy 79 and Butterfield Stage Rd., Pauba Valley near Temecula	Alluvium (interbedded silty clay, sandy silt, and silty to coarse-grained sand)	Garter snake (*Thamnophis*); pocket gopher (*Thomomys*); deer mouse (*Peromyscus*); snails (gastropods)	Unknown, collected during earth-moving activities for construction	Approximately 18 miles south of the Project
Kimley-Horn and Associates. Inc., (2025). *Paleontological Resources Assessment.* pp. 7 and 8 – Table 1. See **Appendix F2**					

It is important to note that the management of paleontological records is not delineated based on geographical region and, as such, there is no single repository or specific group of repositories responsible for the management of paleontological records within Riverside County. As such, it is possible that

additional records exist for the general vicinity of the Project area that are not included in the records provided by the Western Science Center (WSC) or NHMLAC. However, given the regional proximity of the repositories to the Project area, as well as their long operating history in the region and emphasis on paleontological resource management, it is likely that a higher percentage of records for the vicinity of the Project area are held at these locations. As such, the results in **Table 5.6-1** are generally considered a strong sample of fossil localities for the region.

Database Review

Kimley-Horn and Associates, Inc. reviewed the records for Riverside County that date to the Pleistocene epoch. The University of California Museum of Paleontology (UCMP) reported 28 fossil localities throughout Riverside County that date to the Pleistocene epoch as shown in **Table 5.6-2: Previously Recorded Fossil Localities at UCMP from the Pleistocene Epoch in Riverside County** below.

Table 5.6-2: Previously Recorded Fossil Localities at UCMP from the Pleistocene Epoch in Riverside County

Locality Number	Locality Name	Formation	Museum Specimens
-3240	Fossil Canyon	Bautista Beds	*Equus bautistensis*
-3241	Horse And Deer Pits	Bautista Beds	*Odocoileus; Equus bautistensis*
-3242	Pedata Pit	Bautista Beds	*Equus bautistensis*
-3243	Blacksand Station	Bautista Beds	*Equus bautistensis; Megalonyx; Antilocapra;* Odocoileus; Tapirus merriami; Unidentified Mammalia
-3244	Blacksand Top	Bautista Beds	*Equus bautistensis*
-3245	Slide Region	Bautista Beds	*Equus bautistensis; Capromeryx*
-3246	Highest Hill	Bautista Beds	None
-3247	Meeks Neighborhood	Bautista Beds	*Odocoileus; Antilocapra; Lepus*
B6352	N/A	N/A	None
P363	Lakeview	N/A	None
PA1236	CPV Sentinel Energy I	Ocotillo Conglomerate	None
PA1237a	CPV Sentinel Energy IIA	Ocotillo Conglomerate	None
PA1237b	CPV Sentinel Energy IIB	Ocotillo Conglomerate	None
PA1238	CPV Sentinel Energy IV	Ocotillo Conglomerate	None
PA1239	CPV Sentinel Energy V	Ocotillo Conglomerate	None
PA1240	CPV Sentinel Energy VI	Ocotillo Conglomerate	None
PA1241a	CPV Sentinel Energy VII	Ocotillo Conglomerate	None
PA1241b	CPV Sentinel Energy VIII	Ocotillo Conglomerate	None
RV6875	RF-19	Temecula Arkose	None
RV8601	Corona East	N/A	*Microtus californicus; Microtus; Neotoma;* Unidentified *Mammalia*
RV9612	San Timoteo Paleomag. Site 202A	San Timoteo	*Sorex leahyi; Sylvilagus hibbardi; Thomomys gidleyi; Perognathus; Peromyscus hagermanensis; Peromyscus complexus; Sigmodon minor; Mimomys*
V6004	Blythe	N/A	None
V7006	Carr Ranch	N/A	*Gopherus*

V7007	Bastenchury Ranch	N/A	None
V65248	Riverside	N/A	*Mammuthus*
V65338	Bautista Fm General	Bautista Beds	*Equus bautistensis; Antilocapra; Equus;* Unidentified *Mammalia*
V67109	Whittier Canon	Bautista Beds	None
V99828	Blythe Energy Turtles	Chemehuevi	*Gopherus agassizii*
Kimley-Horn and Associates, Inc., (2025). *Paleontological Resources Assessment.* pp. 9 and 10 – Table 2. See **Appendix F2**			

Kimley-Horn also reviewed available historic and topographic imagery to ascertain the level of prior and existing disturbance that would impact the potential for paleontological resources. Historical data and maps indicate that the Project area had a road constructed in the general vicinity of the current alignment by 1943. [19] The earliest available historic imagery from 1961 shows the roads within the Project area, multiple single-family residences within the Project area, and intensive agricultural development. Imagery from 1985 shows relatively few changes to the Project area apart from landscaping changes to the residential parcels. By 2009, much of the Project area had been converted from agricultural to industrial/ commercial use. Few changes to the Project area have occurred between 2009 and present day. In summary, the entire Project area has been subject to some surface-level disturbances associated with agricultural use. Additionally, approximately half of the Project area has been developed for residential and industrial use, which involved grading of the parcels.

Conclusion

Based on these results outlined above, any paleontological resources identified in the Project area would be considered scientifically significant. Therefore, the Project would implement **MM GEO-2, MM GEO-3,** and **MM GEO-4** to reduce any potential impacts to paleontological resources to a less than significant level. Pursuant to **MMs GEO-2** through **GEO-4**, the Project Applicant would submit a Paleontological Resources Impact Mitigation Program (PRIMP) to the City prior to the issuance of a grading permit; conduct paleontological monitoring during construction activities; and perform paleontological data recovery in the event sensitive paleontological resources are found. Therefore, with the implementation of **MMs GEO-2** through **GEO-4**, the Project's direct or indirect impact to a unique paleontological resource or site or unique geologic feature would be reduced to a less than significant level.

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.

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

[19] Kimley-Horn and Associates, Inc. (2025). *Paleontological Resources Assessment*. p. 10. See **Appendix F2**

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 **Paleontological 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.

5.6.6 Cumulative Impacts

Geology and soil-related impacts are generally site-specific and are determined by a particular site's soil characteristics, topography, and proposed land uses. Development projects are analyzed on an individual basis and must comply with established requirements of the applicable jurisdiction's development requirements and the California Building Standards Commission as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

Cumulative effects related to geology resulting from the implementation of future development of the Project site, as well as surrounding areas, could expose more persons and property to potential impacts due to seismic activity. Long-term impacts related to geology include the exposure of people to the potential for seismically induced ground shaking. Implementation of other cumulative projects would incrementally increase the number of people and structures subject to a seismic event. Seismic and geologic significance is considered on a project-by-project basis through the preparation of design-level geotechnical studies. The potential for any project to be affected by or any project to exacerbate an existing geotechnical hazard would be minimized or not occur through strict engineering guidelines as they pertain to protection against known geologic hazards and potential geologic and soil-related impacts.

Development of the Project site, as well as all past, present, and future projects would be required to be constructed in accordance with the latest edition of the CBC and to adhere to all current earthquake construction standards, including those relating to soil characteristics. Therefore, no elements of this

Project would contribute to any cumulatively considerable geologic and/or soils impacts. Therefore, cumulative effects of increased seismic risk would be less than significant.

5.6.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

5.6.8 References

City of Menifee. (2013). *Menifee General Plan Draft EIR.* https://www.cityofmenifee.us/DocumentCenter/View/1106/Ch-05-06-GEO?bidId=.

City of Menifee. (2013). *Menifee General Plan Safety Element.* https://www.cityofmenifee.us/DocumentCenter/View/18261/FINAL_Safety-Element-6723_complete_reduced-size-for-webpage?bidId=.

City of Menifee. (2022). *Local Hazard Mitigation Plan.* https://www.cityofmenifee.us/525/Emergency-Management#:~:text=Local%20Hazard%20Mitigation%20Plan%20(LHMP,from%20natural%20and%20man%2Dmade.

City of Menifee. (2023). *Menifee Municipal Code Title 8, Chapter 8.26 – Grading Regulations.* https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-28503#JD_Chapter8.26.

City of Menifee. (2023). *Menifee Municipal Code. Article 6 – Chapter 7.90 Grading Regulations*. https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-30418.

Kimley-Horn and Associates, Inc., (2025). *Paleontological Resources Assessment*; see **Appendix F2.**

Southern California Geotechnical. (2025). *Update Geotechnical Investigation Heritage Valley Business Center Building 2*; see **Appendix F1**.

5.7 GREENHOUSE GAS EMISSIONS

5.7.1 Introduction

This section of the Draft Environmental Impact Report (EIR) discusses potential greenhouse gas (GHG) emission impacts associated with development and implementation of the Heritage Valley Business Center (Project). A quantified estimate of GHG emissions that would result from the Project, and an analysis of the significance of the impact of these GHGs were analyzed. In the case where impacts were found to be potentially significant, mitigation will be proposed to reduce their significance. The current conditions were observed as the baseline for the analysis along with relevant federal, state, and local air pollutant regulations.

This analysis is based primarily on the following technical report located in **Appendix G** to this Draft EIR:

- Urban Crossroads. (2026). *Greenhouse Gas Analysis.* (**Appendix G**)

5.7.2 Environmental Setting

Greenhouse Gases and Climate Change

Global climate change refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). 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. Global climate change can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. 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). As discussed above, the primary GHGs contributing to the greenhouse effect are CO_2, CH_4, and N_2O. Fluorinated gases such as N_2O, HFCs, PFCs, and SF_6 also make up a small fraction of the GHGs that contribute to climate change; however, it is noted that these gases are not associated with typical land use development.

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 CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere. **Table 5.7-1: Description of Greenhouse Gases** describes the primary GHGs attributed to global climate change, including their physical properties, sources and health effects.

Table 5.7-1: Description of Greenhouse Gases

Greenhouse Gas	Description	Sources	Health Effects
Water	Water is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere, it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. Climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop would continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it would eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the earth's surface and heat it up).	The main source of water vapor is evaporation from the oceans (approximately 85 percent). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.	There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.
CO_2	CO_2 is an odorless and colorless GHG. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO_2 concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30 percent. Left unchecked, the concentration of CO_2 in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources.	CO_2 is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. CO_2 is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks.	Outdoor levels of CO_2 are not high enough to result in negative health effects. According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of CO_2 can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should

Greenhouse Gas	Description	Sources	Health Effects
			be noted that current concentrations of CO_2 in the earth's atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15-minute period.
CH_4	CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO_2 and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs.	CH_4 in the atmosphere is generated by many different sources, such as fossil fuel production, transport and use, from the decay of organic matter in wetlands, and as a byproduct of digestion by ruminant animals such as cows. Determining which specific sources are responsible for variations in annual increases of CH_4 is complex, but scientists estimate that fossil fuel production and use contributes roughly 30% of the total CH_4 emissions. These industrial sources of CH_4 are relatively simple to pinpoint and control using current technology	CH_4 is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to elevated levels of CH_4 can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate.
N_2O	N_2O, also known as laughing gas, is a colorless GHG. Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb).	N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used	N_2O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage).

Greenhouse Gas	Description	Sources	Health Effects
		as an aerosol spray propellant, i.e., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. N_2O can be transported into the stratosphere, be deposited on the earth's surface, and be converted to other compounds by chemical reaction	
CFCs	CFCs are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface).	CFCs have no natural source. They are found in aerosol sprays, blowing agents for foams and packing materials, as solvents, and as refrigerants.	In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.
HFCs	HFCs are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential (GWP). The HFCs with the largest measured atmospheric abundances are (in order), Fluoroform (HFC-23), 1,1,1,2-tetrafluoroethane (HFC-134a), and 1,1-difluoroethane (HFC-152a). Prior to 1990, the only significant emissions were of HFC-23. HCF-134a emissions are increasing due to its use as a refrigerant.	HFCs are manmade for applications such as automobile air conditioners and refrigerants.	No health effects are known to result from exposure to HFCs
PFCs	PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above earth's surface, are able to destroy the compounds. Because of this, PFCs have exceptionally long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). The EPA estimates that concentrations of CF_4 in the atmosphere are over 70 parts per trillion (ppt).	The two main sources of PFCs are primary aluminum production and semiconductor manufacture.	No health effects are known to result from exposure to PFCs.
SF_6	SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900).. The EPA indicates that concentrations in the 1990s were about 4 ppt.	SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.	In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.
NF_3	NF_3 is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF_3 has a 100-year GWP of 17,200	NF_3 is used in industrial processes and is produced in the manufacturing of	Long-term or repeated exposure may affect the liver and kidneys

Greenhouse Gas	Description	Sources	Health Effects
		semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers.	and may cause fluorosis.
Source: Urban Crossroads. (2025). Greenhouse Gas Analysis. pp. 9-14 – Table 2-1. Refer to **Appendix G**			

Existing Project Site GHG Conditions

The Project site is currently developed with existing non-conforming residential homes and businesses. The estimated operation-source GHG emissions from the existing development are summarized in **Table 5.7-2: Greenhouse Gas Emissions From Existing Development** below.

Table 5.7-2: Greenhouse Gas Emissions From Existing Development

Source	Emissions (MT/yr)				
	CO_2T	CH_4	N_2O	R	Total CO_2e
Mobile	783.00	0.02	0.10	0.93	813.00
Area	0.08	< 0.005	< 0.005	0.00	0.08
Energy	6.94	< 0.005	< 0.005	0.00	6.97
Water	1.28	0.03	< 0.005	0.00	2.25
Waste	0.34	0.03	0.00	0.00	1.17
Total CO_2e (All Sources)	**823.47**				
Source: Urban Crossroads. (2025). Greenhouse Gas Analysis. p. 39 – Table 3-1. Refer to **Appendix G**.					

5.7.3 Regulatory Setting

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.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

GHG Endangerment

In *Massachusetts v. Environmental Protection Agency* 549 U.S. 497 (2007), decided on April 2, 2007, the United States Supreme Court (Supreme Court) found that four GHGs, including CO_2, are air pollutants subject to regulation under Section 202(a)(1) of the Clean Air Act (CAA). The Supreme Court held that the U.S. Environmental Protection Agency (EPA) Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the scientific data is too uncertain to make a reasoned decision. On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section "Clean Vehicles" below. After a lengthy legal challenge, the Supreme Court declined to review an Appeals Court ruling that upheld the U.S. EPA Administrator's findings.

Clean Vehicles

Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the U.S. On April 1, 2010, the U.S. EPA, and the Department of Transportation's NHTSA announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the U.S.

The first phase of the national program applies to passenger cars, light-duty trucks, and medium-duty (MD) passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of CO_2 per mile, equivalent to 35.5 miles per gallon (mpg) if the automobile industry were to meet this CO_2 level solely through fuel economy improvements. Together, these standards would cut CO_2 emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016). In August 2012, the U.S. EPA and the NHTSA issued final rules on a second-phase joint rulemaking establishing national standards for light-duty vehicles for model years 2017 through 2025. The

new standards apply to passenger cars, light-duty trucks, and MD passenger vehicles. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of CO_2 in model year 2025, which is equivalent to 54.5 mpg if achieved exclusively through fuel economy improvements.

The U.S. EPA and the U.S. Department of Transportation issued final rules for the first national standards to reduce GHG emissions and improve fuel efficiency of heavy-duty trucks (HDT) and buses on September 15, 2011, effective November 14, 2011. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in CO_2 emissions and fuel consumption by the 2018 model year. For HDT and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10 percent reduction for gasoline vehicles and a 15 percent reduction for diesel vehicles by the 2018 model year (12 and 17 percent, respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the engine and vehicle standards would achieve up to a 10 percent reduction in fuel consumption and CO_2 emissions from the 2014 to 2018 model years.

On April 2, 2018, the U.S. EPA signed the Mid-term Evaluation Final Determination, which declared that the MY 2022-2025 GHG standards are not appropriate and should be revised. This Final Determination serves to initiate a notice to further consider appropriate standards for MY 2022-2025 light-duty vehicles. On August 2, 2018, the NHTSA in conjunction with the U.S. EPA, released a notice of proposed rulemaking, the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule). The SAFE Vehicles Rule was proposed to amend existing Corporate Average Fuel Economy (CAFE) and tailpipe CO_2 standards for passenger cars and light trucks and to establish new standards covering model years 2021 through 2026. As of March 31, 2020, the NHTSA and U.S. EPA finalized the SAFE Vehicle Rule which increased stringency of CAFE and CO_2 emissions standards by 1.5 percent each year through model year 2026. On December 21, 2021, after reviewing all the public comments submitted on NHTSA's April 2021 Notice of Proposed Rulemaking, NHTSA finalizes the CAFE Preemption rulemaking to withdraw its portions of the so-called SAFE I Rule. The final rule concludes that the SAFE I Rule overstepped the agency's legal authority and established overly broad prohibitions that did not account for a variety of important state and local interests. The final rule ensures that the SAFE I Rule will no longer form an improper barrier to states exploring creative solutions to address their local communities' environmental and public health challenges.

On March 31, 2022, NHTSA finalized CAFE standards for MY 2024-2026. The standards for passenger cars and light trucks for MYs 2024-2025 were increased at a rate of 8 percent per year and then increased at a rate of 10 percent per year for MY 2026 vehicles. NHTSA currently projects that the revised standards would require an industry fleet-wide average of roughly 49 mpg in MY 2026 and would reduce average fuel outlays over the lifetimes of affected vehicles that provide consumers hundreds of dollars in net savings. These standards are directly responsive to the agency's statutory mandate to improve energy conservation and reduce the nation's energy dependence on foreign sources.

Mandatory Reporting of GHGs

The Consolidated Appropriations Act of 2008, passed in December 2007, requires the establishment of mandatory GHG reporting requirements. On September 22, 2009, the U.S. EPA issued the Final Mandatory

Reporting of GHGs Rule, which became effective January 1, 2010. The rule requires reporting of GHG emissions from large sources and suppliers in the U.S. and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons per year (MT/yr) or more of GHG emissions are required to submit annual reports to the U.S. EPA.

New Source Review

The U.S. EPA issued a final rule on May 13, 2010, that establishes thresholds for GHGs that define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities. This final rule "tailors" the requirements of these CAA permitting programs to limit which facilities would be required to obtain Prevention of Significant Deterioration and Title V permits. In the preamble to the revisions to the Federal Code of Regulations, the U.S. EPA states:

> *"This rulemaking is necessary because without it the Prevention of Significant Deterioration and Title V requirements would apply, as of January 2, 2011, at the 100 or 250 tons per year levels provided under the CAA, greatly increasing the number of required permits, imposing undue costs on small sources, overwhelming the resources of permitting authorities, and severely impairing the functioning of the programs. EPA is relieving these resource burdens by phasing in the applicability of these programs to GHG sources, starting with the largest GHG emitters. This rule establishes two initial steps of the phase-in. The rule also commits the agency to take certain actions on future steps addressing smaller sources but excludes certain smaller sources from Prevention of Significant Deterioration and Title V permitting for GHG emissions until at least April 30, 2016."*

The U.S. EPA estimates that facilities responsible for nearly 70 percent of the national GHG emissions from stationary sources would be subject to permitting requirements under this rule. This includes the nation's largest GHG emitters—power plants, refineries, and cement production facilities.

Standards of Performance for GHG Emissions for New Stationary Sources: Electric Utility Generating Units

As required by a settlement agreement, the U.S. EPA proposed new performance standards for emissions of CO_2 for new, affected, fossil fuel-fired electric utility generating units on March 27, 2012. New sources greater than 25 megawatts (MW) would be required to meet an output-based standard of 1,000 pounds (lbs.) of CO_2 per MW-hour (MWh), based on the performance of widely used natural gas combined cycle technology. It should be noted that on February 9, 2016, the Supreme Court issued a stay of this regulation pending litigation. Additionally, the current U.S. EPA Administrator has also signed a measure to repeal the Clean Power Plan, including the CO_2 standards. The Clean Power Plan was officially repealed on June 19, 2019, when the U.S. EPA issued the final Affordable Clean Energy rule (ACE). Under ACE, new state-specific emission guidelines were established that provided existing coal-fired electric utility generating units with achievable standards.

On January 19, 2021, the D.C. Circuit Court of Appeals ruled that the U.S. EPA's ACE Rule for GHG emissions from power plants rested on an erroneous interpretation of the CAA that barred U.S. EPA from considering measures beyond those that apply at and to an individual source. The court therefore vacated and remanded the ACE Rule and adopted a replacement rule which regulates CO_2 emissions from existing power plants, potentially again considering generation shifting and other measures to more aggressively target power sector emissions.

SmartWay Program

The SmartWay Program is a public-private initiative between the U.S. EPA, large and small trucking companies, rail carriers, logistics companies, commercial manufacturers, retailers, and other federal and state agencies. Its purpose is to improve fuel efficiency and the environmental performance (reduction of both GHG emissions and air pollution) of the goods movement supply chains. SmartWay is comprised of four components:

1. SmartWay Transport Partnership: A partnership in which freight carriers and shippers commit to benchmark operations, track fuel consumption, and improve performance annually.
2. SmartWay Technology Program: A testing, verification, and designation program to help freight companies identify equipment, technologies, and strategies that save fuel and lower emissions.
3. SmartWay Vehicles: A program that ranks light-duty cars and small trucks and identifies superior environmental performers with the SmartWay logo.
4. SmartWay International Interests: Guidance and resources for countries seeking to develop freight sustainability programs modeled after SmartWay.

SmartWay effectively refers to requirements geared towards reducing fuel consumption. Most large trucking fleets driving newer vehicles are compliant with SmartWay design requirements. Moreover, over time, all HDTs would have to comply with the CARB GHG Regulation that is designed with the SmartWay Program in mind, to reduce GHG emissions by making them more fuel-efficient. For instance, in 2015, 53 foot or longer dry vans or refrigerated trailers equipped with a combination of SmartWay-verified low-rolling resistance tires and SmartWay-verified aerodynamic devices would obtain a total of 10 percent or more fuel savings over traditional trailers.

Through the SmartWay Technology Program, the U.S. EPA has evaluated the fuel-saving benefits of various devices through grants, cooperative agreements, emissions, and fuel economy testing, demonstration projects and technical literature review. As a result, the U.S. EPA has determined the following types of technologies provide fuel saving and/or emission reducing benefits when used properly in their designed applications, and has verified certain products:

- Idle reduction technologies – less idling of the engine when it is not needed would reduce fuel consumption.
- Aerodynamic technologies minimize drag and improve airflow over the entire tractor-trailer vehicle. Aerodynamic technologies include gap fairings that reduce turbulence between the

tractor and trailer, side skirts that minimize wind under the trailer, and rear fairings that reduce turbulence and pressure drop at the rear of the trailer.

- Low rolling resistance tires can roll longer without slowing down, thereby reducing the amount of fuel used. Rolling resistance (or rolling friction or rolling drag) is the force resisting the motion when a tire rolls on a surface. The wheel would eventually slow down because of this resistance.
- Retrofit technologies include things such as diesel particulate filters, emissions upgrades (to a higher tier), etc., which would reduce emissions.
- Federal excise tax exemptions.

Executive Order 13990

On January 20, 2021, Federal agencies were directed to immediately review, and take action to address, Federal regulations promulgated and other actions taken during the last 4 years that conflict with national objectives to improve public health and the environment; ensure access to clean air and water; limit exposure to dangerous chemicals and pesticides; hold polluters accountable, including those who disproportionately harm communities of color and low-income communities; reduce GHG emissions; bolster resilience to the impacts of climate change; restore and expand our national treasures and monuments; and prioritize both environmental justice and employment.

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 CO_2 equivalents (CO_2e) in the world and produced 459 million gross metric tons of CO_2e in 2013. In the State, the transportation sector is the 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 major provisions of the legislation.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

California Air Resource Board 2022 Scoping Plan

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) (40). 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.

- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009). 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.

AB 1881

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 Standards

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.

SB 375 - The 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 Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (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.

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 2006: Emissions Limit

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

CARB 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 $MTCO_2e$/yr must comply with the Cap-and-Trade Program. Triggering of the 25,000 $MTCO_2e$/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 $MTCO_2e$ 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.

The Cap-and-Trade Program covers approximately 80 percent 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.

SB 1078, SB 107, and SBX1-2 - Renewable Electricity Standards

SB 1078 requires California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 (2006) changed the due date to 2010 instead of 2017. On November 17, 2008, then-Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23. SBX1-2, which codified the 33 percent by 2020 goal.

AB 398 - Market-Based Compliance Mechanisms

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 - Regional Transportation Plans

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 - California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases

Signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

AB 1346 - Air Pollution: Small Off-Road Engines

Signed into Law in October 2021, AB 1346 requires CARB, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

AB 1279 - The California Climate Crisis Act

AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies.

SB 1020 - 100 Percent Clean Electric Grid

Signed on September 16, 2022, SB 1020 provides additional goals for the path to the 2045 goal of 100 percent clean electricity retail sales. It creates a target of 90 percent clean electricity retail sales by 2035 and 95 percent clean electricity retail sales by 2040.

SB 905 - Carbon Sequestration Program

Signed on September 16, 2022, SB 905 establishes regulatory framework and policies that involve carbon removal, carbon capture, utilization, and sequestration. It also prohibits the injecting of concentrated carbon dioxide fluid into a Class II injection well for the purpose of enhanced oil recovery.

AB 1757 - Nature-Based Solutions

Signed on September 16, 2022, AB 1757 requires state agencies to develop a range of targets for natural carbon sequestration and nature-based climate solutions that reduce GHG emissions to meet the 2030, 2038, and 2045 goals which would be integrated into a scoping plan addressing natural and working lands.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs through the use of Executive Orders. Although not regulatory, they set the tone for the state and guide the actions of state agencies.

Refer to Section 2.7 of the Greenhouse Gas Analysis report (**Appendix G**) for a full description of relevant Executive Orders and California Code of Regulations pertaining to greenhouse gas emissions.

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.

Regional

South Coast Air Quality Management District

The Project site is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). 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:
    1. Residential and commercial land use: 3,000 $MTCO_2e/yr$
    2. Industrial land use: 10,000 $MTCO_2e/yr$
    3. Based on land use type: residential: 3,500 $MTCO_2e/yr$; commercial: 1,400 $MTCO_2e/yr$; or mixed use: 3,000 $MTCO_2e/yr$
- Tier 4 has the following options:
    4. Option 1: Reduce Business-as-Usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
    5. Option 2: Early implementation of applicable AB 32 Scoping Plan measures
    6. Option 3: 2020 target for service populations (SP), which includes residents and employees: 4.8 $MTCO_2e$ per SP per year for projects and 6.6 $MTCO_2e$ per SP per year for plans;
    7. Option 3, 2035 target: 3.0 $MTCO_2e$ per SP per year for projects and 4.1 $MTCO_2e$ 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 CO_2 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, adopted in 2009 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

The SCAQMD adopted Rule 2305, the Warehouse Indirect Source Rule, on May 7, 2021. Owners and operators associated with warehouses 100,000 square feet (sf) or larger are required to directly reduce NO_X and PM emissions, or to otherwise, facilitate emission and exposure reductions of these pollutants in nearby communities. While NO_X and PM emissions are the target of this regulation, GHG emission reductions would also be realized through the implementation of zero-emission and/or near-zero emissions trucks, solar panels, and electric vehicle chargers.

Southern California Association of Governments

In April 2024, SCAG's Regional Council adopted the Connect SoCal 2024 (2024 - 2050 Regional Transportation Plan/Sustainable Communities Strategy [2024 RTP/SCS]). The Connect SoCal 2024 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 2024 is a long-range vision plan towards horizon year 2050 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.

Local

City of Menifee General Plan

Open Space and Conservation Element

The City of Menifee General Plan (Menifee GP) Open Space and Conservation Element provides policy direction for Menifee's parks and open space areas, recreational trails, and the conservation, development, and utilization of the City's natural resources with an overall goal of maintaining the high quality of life that City residents have enjoyed for generations, while also preserving and protecting the numerous nonrenewable and unique cultural and historic resources located within the City. [1]

Goals and policies applicable to the Project include the following:

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

[1] City of Menifee. (2013). *Menifee General Plan Open Space & Conservation Element*. Available at: https://www.cityofmenifee.us/250/Open-Space-Conservation-Element (accessed September 2025).

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

Goal OSC-10 **An environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions.**

Policy OCS-10.1 Align the City's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.

Policy OCS-10.2 Align the City's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.

Policy OCS-10.3 Participate in regional greenhouse gas emission reduction initiatives.

Policy OCS-10.4 Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

Circulation Element

The Menifee GP Circulation Element provides overall guidance for the city's responsibility to satisfy the local and subregional circulation needs of our residents, visitors, and businesses while maintaining the city's quality of life. In addition, it coordinates the circulation system with future land use patterns and levels of buildout and addresses access and connectivity among the various neighborhoods and economic development districts.[2]

Goals and policies applicable to the Project include the following:

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

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

City of Menifee Design Guidelines – Appendix A: Industrial Good Neighbor Policies3

According to the City's Design Guidelines, the purpose of the Good Neighbor Policies is to provide local government and developers with ways to address environmental and neighborhood compatibility issues associated with permitting warehouse, logistics and distribution facilities. The Good Neighbor Policies were designed to promote economic vitality and sustainability of businesses, while still protecting the general health, safety, and welfare of the public and sensitive receptors within the City. Sensitive receptors include residential neighborhoods, schools, public parks, playgrounds, day care centers, nursing homes, hospitals, and other public places where residents are most likely to spend time.

[2] City of Menifee. (2013). *Menifee General Plan Circulation Element*. Available at: https://cityofmenifee.us/863/Circulation-Element (accessed September 2025).
[3] City of Menifee. (2022). *Design Guidelines – Appendix A: Industrial Good Neighbor Policies*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/16937/Industrial-Good-Neighbor-Policies?bidId= (accessed September 2025).

The intent of the City's Good Neighbor Policies, in siting new warehouse, logistics and distribution uses, include:

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

The Policies apply to all new warehouse, logistics and distribution facilities ("industrial uses"), excluding pending applications that have been deemed complete as the effective day of this policy, that include any building larger than 100,000 square feet in size or any sized building with more than 10 loading bays (dock-high). There are general performance standards, as well as site design, access and layout standards, signage and information standards, and environmental considerations, including air quality and noise and traffic.

5.7.4 Impact Thresholds and Significance Criteria

Based upon the criteria derived from Appendix G of the CEQA Guidelines, a project normally would have a significant effect on the environment if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" a project's GHG emissions.

GHG Thresholds

On December 5, 2008, the SCAQMD Governing Board adopted a 10,000 $MTCO_2e$ industrial threshold for projects where SCAQMD is the lead agency. The SCAQMD GHG CEQA Significance Threshold Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.) during Meeting #8. Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project.[4] During the GHG CEQA Significance Threshold Working Group Meeting #15, the SCAQMD noted that it was considering extending the industrial GHG significance threshold for use by all lead agencies. Furthermore, the Working Group indicated that the 10,000 $MTCO_2e$ per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity,

[4] South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #8*, 2009.

water use, etc.). The SCAQMD has not announced when staff is expecting to present GHG thresholds for land use projects where the SCAQMD is not the lead agency to the governing board.

The City has not adopted project-specific significance thresholds, and instead relies on SCAQMD's recommended Tier 3 screening thresholds to determine the significance of a project's GHG emissions. SCAQMD's adopted numerical threshold of 10,000 $MTCO_2e$/year for industrial stationary source emissions is typically selected as the significance criterion. However, the City has determined that the SCAQMD's draft threshold of 3,000 $MTCO_2e$/year is more conservative and appropriate for industrial and warehouse land use development projects. The 3,000 $MTCO_2e$/year threshold is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD Interim Thresholds, and is based on capture of approximately 90% of emissions from future development. The SCAQMD Interim Threshold identifies a screening threshold to determine whether additional analysis is required.

Methodology

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released California Emissions Estimator Model version 2022.1 (CalEEMod) in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this report has been utilized in this analysis. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod was utilized for this Project to determine GHG emissions.

5.7.5 Impacts and Mitigation Measures

Impact 5.7-1 ***Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?***

Level of Significance: Significant and Unavoidable

Construction

Short-term Construction Emissions

The Project's short-term construction activities (i.e., demolition, site preparation, grading, building construction, paving, architectural coating, and transport of materials and construction workers to and from the Project site) would generate GHG emissions. The GHG emissions only occur during temporary construction activities and would cease once construction is complete. The total GHG emissions generated during the construction of the Project are shown in **Table 5.7-3: Amortized Annual Construction Emissions.**

Table 5.7-3: Amortized Annual Construction Emissions

Year	CO_2	CH_4	N_2O	R	Total CO_2e
2026	757.00	0.02	0.07	0.51	780.00
2027	972.00	0.02	0.06	0.87	991.00

Total	1,729.00	4.00E-02	0.13	1.38	**1,771.00**
Amortized	57.63	1.33E-03	4.33E-03	0.05	**59.03**
carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), refrigerant emissions (R)					
Source: Urban Crossroads. (2025). *Greenhouse Gas Analysis*. p. 43 – Table 4-3. Refer to **Appendix G**					

As shown in **Table 5.7-3**, the Project would result in the generation of approximately 1,771 CO_2e throughout the course of construction. 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 Project's amortized construction emissions would be 59.03 CO_2e per year. Once construction is complete, the generation of these GHG emissions would cease.

Operational Emissions

The industrial building would consist of approximately 10,000 square feet of office space and approximately 749,755 square feet of warehouse/distribution space as well as up to 80,000 square feet of high-cube cold storage use. Operational or long-term emissions occur over the life of the Project. Operational GHG emissions would result from mobile source emissions; area source emissions; energy source emissions; water supply, treatment, and distribution; solid waste; stationary source emissions; on-site cargo equipment emissions; and transport refrigeration unit (TRU) emissions. 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.

GHG emissions associated with the Project are summarized in **Table 5.7-4: Project Greenhouse Gas Emissions**.

Table 5.7-4: Project Greenhouse Gas Emissions

Source	Emissions (MT/yr)				
	CO_2T	**CH_4**	**N_2O**	**R**	**Total CO_2e**
Unmitigated					
Annual construction emissions amortized over 30 years	57.63	1.33E-03	4.33E-03	0.05	59.03
Mobile	5,554.98	0.11	0.66	6.29	5,760.51
Area	16.83	0.00	0.00	0	16.89
Energy	466.34	0.04	0.01	0	469.06
Water	268.72	6.26	0.15	0	470.18
Waste	69.59	6.96	0.00	0	243.49
Refrigerants	0	0	0	13.50	13.50
Stationary	13.33	0.00	0.00	0.00	13.37
TRU					312.08
Total CO_2e (All Sources)	7,358.11				
Existing Emissions	823.47				
Unmitigated (Net Project – Existing)	**6,534.64**				

Source	Emissions (MT/yr)				
	CO_2T	CH_4	N_2O	R	Total CO_2e
Annual construction emissions amortized over 30 years	57.63	1.33E-03	4.33E-03	0.05	59.03
Mobile	5,554.98	0.11	0.66	6.29	5,760.51
Area	16.83	0.00	0.00	0	16.89
Energy	423.93	0.04	0.00	0	426.40
Water	268.72	6.26	0.15	0	470.18
Waste	69.59	6.96	0.00	0	243.49
Refrigerants	0	0	0	13.50	13.50
Stationary	13.33	0.00	0.00	0.00	13.37
TRU					**312.08**
Total CO_2e (All Sources)	7,315.46				
Existing Emissions	823.47				
Net (Project – Existing)	**6,491.99**				
Source: Urban Crossroads. (2025). *Greenhouse Gas Analysis*. pp. 47, 49 – Tables 4-6 and 4-7. Refer to **Appendix G**.					

As shown in **Table 5.7-4**, the Project's total emissions (minus the existing emissions) would be approximately 6,534.64 metric tons of CO_2e per year (MTCO2/yr) from both construction and operational activity which would exceed the SCAQMD 3,000 $MTCO_2e$ per year threshold without mitigation. The majority of the Project's GHG emissions are associated with non-construction-related mobile sources.

Accordingly, the Project would be required to comply with several laws, ordinances, and regulations (LOR)s and implement Mitigation Measures (**MM**)**s GHG-1** through **GHG-7** to reduce operational GHG emissions. LOR-4 through LOR-6 require water efficient irrigation systems, and compliance with Title 24 Energy Efficiency Standards and the CALGreen Code.

In addition, the Project would be required to comply with SCAQMD Rule 2305 (refer to LOR-7) which would directly reduce emissions or to otherwise facilitate emissions reductions. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby. Although Rule 2305 focuses on air quality pollutant emissions, the rule would facilitate cleaner vehicles and supporting infrastructure that would also result in GHG benefits. Trucks onsite are also required to comply with CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation, which requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated emissions.

As shown in **Table 5.7-4** above, even with the Project's compliance with applicable rules, and the imposition of all feasible mitigation measures identified above, the Project's total GHG emissions of 6,491.99 CO_2e would exceed the SCAQMD 3,000 $MTCO_2e$ per year threshold despite implementation of mitigation. Approximately 87 percent of the Project's GHG emissions are derived from vehicle usage which cannot be directly regulated by the City and therefore, rendering additional mitigation measures to reduce the Project related GHG emissions unfeasible.

Even if Project-generated emissions from all other source categories were reduced to zero, mobile source category emissions would still exceed the applicable regional significance threshold. Neither the Project Applicant nor the Lead Agency can substantively or materially affect reductions in project-related

vehicular source emissions beyond regulatory requirements imposed by the federal or state governments or the SCAQMD, and mitigation measures identified herein. While there are no feasible mitigation measures that would reduce vehicular emissions, the Project Applicant would install EV supply equipment in accordance with the California Building Code which will allow charging stations to be supplied based on demand. Charging stations could lead to less use of gasoline-burning automobiles and therefore, potentially less GHG emissions emitted. However, as concluded in **Appendix G,** the reduction of GHG emissions associated with these mitigation measures and LORs are not easily quantified.

Since Project-related GHG emissions would exceed the SCAQMD's numeric threshold of 3,000 $MTCO_2e$ per year, the Project would generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. Thus, a significant and unavoidable impact would remain.

Laws, Ordinances, and Regulations

Existing requirements based on local, state, or federal regulations or laws are frequently required independently of CEQA review. Typical requirements include compliance with the provisions of the Building Code, CalGreen Code, local municipal code, SCAQMD Rules, etc. Because LORs are neither Project specific nor a result of development of the Project, they are not considered to be project design features or mitigation measures.

LOR-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

LOR-2 Pursuant to SCAQMD Rule 1113, the Project applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would have a volatile organic compound rating of 50 grams per liter or less.

LOR-3 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

LOR-4 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Landscape Water Use Efficiency requirements (Chapter 15.04 of the City's Municipal Code).

LOR-5 The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (Section 110.10) require buildings to be designed to have 15 percent of the roof area "solar ready" that will structurally accommodate later installation of rooftop solar panels. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

LOR-6 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water efficient. Install water-efficient fixtures in accordance with Section 5.303 (nonresidential) of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

LOR-7 The Project tenants shall comply with the SCAQMD Indirect Source Rule (Rule 2305). This rule is expected to reduce NO_X and PM_{10} emissions during construction and operation. Emission reductions resulting from this rule were not included in the Project analysis. Compliance with Rule 2305 is enforced by the SCAQMD through their reporting process and is required for all warehouse projects greater than 100,000 square feet.

LOR-8 Trees shall be installed in automobile parking areas to provide 50 percent shade cover of parking areas within fifteen years in accordance with section 9.195.040.M.4 of the City's Development Code. Trees shall be planted that are capable of meeting this requirement.

Mitigation Measures

MM GHG-1 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.

MM GHG-2 All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be electric or non-diesel fueled. All on-site indoor forklifts shall be powered by electricity.

MM GHG-3 Prior to tenant occupancy, the Project Applicant or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.

MM GHG-4 Conduits for the installation of electrical hookups to allow future EV trucks and trucks with APU shall be installed at a ratio of one charging station for every 50 dock high doors.

MM GHG-5 Parking areas shall be designed to accommodate EV charging stations for passenger cars consistent with CALGreen requirements.

MM GHG-6 All landscaping equipment (e.g., leaf blower) used for property management shall be electric powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Planning Department to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric powered.

MM GHG-7 Prior to issuance of tenant occupancy permits, the Project applicant shall be required to install a solar photovoltaic (PV) system sufficient to offset at least 20% of the Project's projected energy demand. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. The City of Menifee Building and Safety Division shall verify that the building includes an electrical system and that other infrastructure is sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage.

Impact 5.7-2 ***Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Level of Significance: Significant and Unavoidable

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.

CARB 2022 Scoping Plan Consistency

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, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Lastly, the Project would be required to comply with applicable elements outlined in the Good Neighbor Guidelines. As such, the Project would be consistent with the 2022 Scoping Plan. For reasons outlined herein, the proposed Project would result in a less than significant impact with respect to the Project's consistency with the 2022 Scoping Plan.

City of Menifee General Plan Consistency

The Project was analyzed to determine its consistency with the Menifee GP's Open Space and Conservation Element and Circulation Element. The Open Space and Conservation Element establishes goals to have efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations as well as an environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions. The Circulation Element provides overall guidance for the city's responsibility to satisfy the local and subregional circulation needs of our residents, visitors, and businesses while maintaining the city's quality of life.

Menifee GP Policies 10.1 and 10.2 aim to align the City's local GHG reduction targets and goals with the State's GHG emissions reduction targets and goals outlined in AB 32 and S-03-05. The Project would not conflict with the City's ability to align its local GHG reduction targets with those of the State. Thus, the Project would not conflict with General Plan Policy OSC-10.1 or Policy OSC-10.2. Menifee GP Policy OSC-10.3 states, "Participate in regional greenhouse gas emission reduction initiatives." At the time the Notice of Preparation (NOP) for the Project was released (May 2025), there were no additional regional GHG emission reduction activities that applied to the Project. Thus, the Project would not conflict with Menifee GP Policy OSC-10.3. Menifee GP Policy OSC-10.4 states, "Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects." The Project, through this EIR, has considered impacts to climate change as a factor in the evaluation of the Project. Furthermore, the Project incorporates **MMs GHG-1** through **GHG-7** and design elements pursuant to the Menifee Development Code and City Good Neighbor Guidelines that would serve to reduce climate change-related impacts. Thus, the Project would not conflict with Menifee GP Policy OSC-10.4. Menifee GP Policy OSC-9.5 states, "Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and the

Title 24 Part 6 Building Energy Efficiency Standards." The Project would be conditioned to implement the applicable elements of the California Energy Code, Title 24, Part 6 Building Energy Efficiency Standards and Part 11 CalGreen Standards. Therefore, the Project would be consistent with OSC-9.5. Lastly, Menifee GP Policy C-1.5 states, "Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions." As further discussed in **Section 5.13, Transportation**, of this EIR, the Project incorporates **MMs TRA-1** through **TRA-3** which would reduce the Project's total VMT by 7.2 percent. Therefore, the Project would be consistent with Menifee GP Policy C-1.5.

Consistency Determination

In conclusion, the Project does not conflict with the applicable plans that are discussed above, and therefore, with respect to this particular threshold, the Project does not have a significant impact. However, despite plan consistency, the Project's long-term operational GHG emissions would exceed the 3,000 $MTCO_2e$ per year threshold despite the implementation of **MMs GHG-1** through **GHG-7**; thus, the Project could impede California's statewide GHG reduction goals for 2030 and 2050. A potentially significant impact would therefore occur as a result of the Project.

Mitigation Measures

Refer to **MMs GHG-1** through **GHG-7** in Impact 5.7-1 above.

5.7.6 Cumulative Impacts

As noted in Section 5.7.2 above, an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. 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-related GHG emissions would exceed the 3,000 $MTCO_2e$ threshold of significance despite implementation of **MMs GHG-1** through **MM GHG-7** and would impede statewide 2030 and 2050 GHG emission reduction targets. As such, the Project would result in a potentially significant cumulative GHG impact.

5.7.7 Significant Unavoidable Impacts

Impacts 5.7-1 and 5.7-2 were found to contain potentially significant and unavoidable impacts. Specifically, significant unavoidable impacts would occur in the following areas despite the implementation of the mitigation measures and laws, ordinances, and regulations:

- The Project would generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment (Impact 5.7-1).
- The Project would conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions (Impact 5.7-2).
- The Project would result in significant cumulative GHG emissions.

5.7.8 References

City of Menifee. (2022). *Design Guidelines – Appendix A: Industrial Good Neighbor Policies*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/16937/Industrial-Good-Neighbor-Policies?bidId=.

City of Menifee. (2013). *Menifee General Plan Open Space & Conservation Element*. Available at: https://www.cityofmenifee.us/250/Open-Space-Conservation-Element (accessed September 2025).

City of Menifee. (2013). *Menifee General Plan Circulation Element*. Available at: https://cityofmenifee.us/863/Circulation-Element.

Urban Crossroads. (2025). *Greenhouse Gas Analysis.* (**Appendix G**)

5.8 HAZARDS AND HAZARDOUS MATERIALS

5.8.1 Introduction

This section of the Draft Environmental Impact Report (EIR) evaluates the potential impacts of the Heritage Valley Business Center Project (Project) on human health and the environment due to exposure to hazards and hazardous materials or conditions associated with the Project site, Project construction, and Project operations. The following discussion addresses the existing hazards and hazardous materials conditions of the affected environment, considers relevant City of Menifee General Plan (Menifee GP) goals and policies, identifies, and analyzes environmental impacts, and recommends conditions of approval or mitigation measures to reduce or avoid adverse impacts anticipated from implementation of the Project, as applicable. The information and analysis herein rely on the following investigation and documents the conditions of the site regarding hazards and hazardous materials. The analysis in this section is based, in part, upon the following:

- Partner Engineering and Science, Inc. (2025). *Phase I Environmental Site Assessment Report* (**Appendix H**).

5.8.2 Environmental Setting

Phase I Environmental Site Assessment

The Phase I Environmental Site Assessment (Phase I ESA) assessed the Project site's potential hazardous impacts on human health and the environment due to exposure to hazardous materials or conditions associated with the Project site. Listed below are the findings for the Project site. The Phase I Environmental Site Assessment was performed in conformance with the scope and limitations of ASTM Practice E1527-21 of 26200-26340 Trumble Road and 26227 Sherman Road in Menifee, Riverside County, California (the "Project site"). Any exceptions to, or deletions from, this practice are described further in **Appendix H**.

Current Uses of Project Site[1]

The Project site is currently occupied by North County Sand and Gravel for equipment storage and limited maintenance; VP Fuel for storage of packaged fuel containers; Pacific Coatings for storage and limited on-site equipment painting; LR Transport for truck storage and maintenance; LHS Home and Garden Arts for pottery manufacturing; and four single-family residences. The Project site is comprised of 10 parcels (refer to **Table 3-1: Assessor Parcel Numbers** in **Section 3.0, Project Description**. Three are developed with residences, four parcels are vacant land, and three of which are used for industrial purposes by North County Sand and Gravel and others.

Various residences, sheds, garages, awnings, storage containers, and other features are present throughout the property. located centrally on the property. In addition to the current structures, the Project site is improved with landscaping and trees, sheds, a pool, perimeter fencing, an open concrete loading dock with dock leveler, several open-sided aggregate bins, a concrete slab for maintenance

[1] Partner Engineering and Science, Inc. (2025). *Phase I Environmental Site Assessment Report.* Figure 1: Site Location Map (**Appendix H**).

activities, poly-tarp awnings for equipment spray painting, shed for pottery manufacturing and painting, and a garage for truck maintenance.

The Project site is zoned Menifee North Specific Plan and Heavy Industrial/Manufacturing (HI) development by the City of Menifee.

Historic Uses of Project Site[2]

The Project site was historically used for agricultural purposes dating back to the 1930s or earlier. There is a potential that agricultural related chemicals such as pesticides, herbicides and fertilizers have been applied and stored onsite. No specific areas of concern (i.e., storage buildings, mixing areas, releases, incidents, etc.) related to agricultural chemical storage and use at the Project site have been identified during the course of this assessment.

Current Use of Adjoining Properties[3]

The Project site is located within a/an industrial and vacant and agricultural area of Riverside County, California. Current and past uses of the adjoining properties are listed below:

- **North**: Vacant land (prior agricultural land) and Herc Rentals, equipment rental facility, located at 26105 Sherman Road.
- **South**: Riverside County Flood Control Channel followed by vacant land.
- **East**: Sherman Road followed by agricultural land.
- **West**: Trumble Road followed by vacant land (historical agricultural land).

Hydrology[4]

While under natural and undisturbed conditions shallow groundwater flow most frequently follows the topography of the land surface, natural or man-made features can affect flow direction, and the presumed flow may not match the actual flow directions at the Project site and vicinity. According to the Phase 1 ESA, groundwater in the vicinity of the Project site flows in a west to southwest direction. Groundwater at the Project site is estimated to be at a depth of 71 to 96 feet below ground level (bgs). Groundwater is used on-site, via a private well located at 26200 Trumble Road, for agricultural supply, municipal, and domestic supply purposes. The nearest surface body of water, Heritage Lake, is located 2.2 miles to the southeast of the Project site.

According to the Phase I ESA, the Project site is covered by one Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel: 06065C2060H (effective 8/18/2014). Based on a review of this map panel, the northern and southern portions of the Project site are largely within an area of minimal flood hazard, identified as Zone X. The central portion of the Project site is largely within an area with a 0.2 percent annual chance flood hazard, or areas of 1 percent annual chance flood with average

[2] Ibid. p. 4.
[3] Ibid. p. 4.
[4] Ibid. p. 5.

depth less than one foot or with drainage areas of less than one square mile, identified as Zone X. The one percent annual chance flood is also referred to as the base flood or 100-year flood.

Project Site Database Listings[5]

The Project site was identified as a State Registered Aboveground Storage Tank (AST) site, Resource Conservation and Recovery Act (RCRA) Non-Generator, Mines Master Index File (MINES), Riverside County Disclosure Facility List (HZH Riverside), Riverside County Hazardous Waste Generator Sites List (HWG Riverside), Facility Index Database System/Facility Registry Service (FINDS/FRS), De-listed Environmental Reporting Systems Hazardous Waste Sites (De-listed HAZ), Generators from Hazardous Waste Manifest Data (HAZ GEN), and Riverside County California Accidental Release Prevention Program Sites (RMP Riverside), as discussed below.

North County Sand & Gravel, Inc., is listed on the MINES database which contains mine identification numbers issued by the Department of Labor Mine Safety and Health Administration (MSHA) for mines active or opened since 1971. Note that addresses may or may not correspond with the physical location of the mine itself. North County Sand & Gravel is listed on the Mines database for three off-site mine sites, each of which has a status of abandoned.

Multiple violations are reported for each of the mining sites dating back to circa 2002. The main office for the business is located at the Project site. Mining operations are conducted at off-site locations, and equipment is stored at the Project site. Based on the nature of the listings, which pertain to off-site locations, they are not expected to represent a significant environmental concern.

North County Sand & Gravel is listed as a Delisted chemical storage and hazardous waste generator site under the regulatory oversight of the Riverside County Environmental Health Department. Current CERS information is no longer available through the CERS website, indicating the Project site is no longer regulated for these program elements. North County Sand & Gravel is in the process of vacating the Project site and has scaled back its operations including the cessation of fueling and maintenance operations, with the exception of minimal maintenance on vehicles, as needed.

North County Sand & Gravel was previously identified on the CERS database (as of April 2022) as a chemical storage facility, hazardous waste generator and aboveground petroleum storage tank site under the regulatory oversight of the Riverside County Department of Environmental Health. Chemicals reported at the Project site included diesel fuel, gear oil, hydraulic fluid, motor oil, waste oil, and compressed gases. No outstanding CUPA violations were reported at that time although the property was issued violations in the past which were corrected. North County Sand & Gravel is listed on the HZH Riverside, HWG Riverside, HAZ, HAZ GEN, and RMP Riverside databases for past/present hazardous waste activity.

[5] Ibid.

North County Sand and Gravel is identified on the HWTS database in connection with two EPA ID Numbers issued in 2006 and 2007, both of which are inactive. A Temporary EPA ID CAC002605464 was issued in 2006 with only one waste code identified in 2006 for the disposal of other organic solids.

A Permanent EPA ID CAL000320058 was issued in 2007 with waste codes listed for the years 2017, 2018, 2019, and 2020 for the disposal of off-spec, aged or surplus organics, other organic solids and unspecified sludge waste.

North County Sand and Gravel is listed as a RCRA Non-Generator under EPA ID CAL000320058 dated 2007. As of January 2025, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility.

According to the Phase I ESA, no additional significant information is reported through the regulatory database. Based on visual observations and regulatory information and lack of reported releases or open violations, the database listings for North County Sand & Gravel are not expected to represent a significant environmental concern.

Findings and Recommendations

Recognized Environmental Condition

A recognized environmental condition (REC) refers to the presence of hazardous substances or petroleum products in, on, or at the Project site due to a release to the environment; the likely presence of hazardous substances or petroleum products in, on, or at the Project site due to a release or likely release to the environment; or the presence of hazardous substances or petroleum products in, on, or at the Project site under conditions that pose a material threat of a future release to the environment. According to the Phase I ESA, no RECs were identified within the Project site.

Controlled Recognized Environmental Condition

A controlled recognized environmental condition (CREC) refers to a REC affecting the Project site that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, activity and use limitations or other property use limitations). According to the Phase I ESA, no CRECs were identified within the Project site.

Historical Recognized Environmental Condition

A historical recognized environmental condition (HREC) refers to a previous release of hazardous substances or petroleum products affecting the Project site that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the Project site to any controls (for example, activity and use limitations or other property use limitations). According to the Phase I ESA, no HRECs were identified within the Project site.

Airport Land Use Plan

Portions of the City are in the Airport Influence Area (AIA) 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. The majority of the Project site is located within Compatibility Zone D of the MARB and the south-eastern corner of the Project site is located within Compatibility Zone E.[6]

Nearby Airports or Airstrips

The nearest airstrips are the Perris Valley Airport (located roughly 2.2 miles to the northwest) and the Hemet-Ryan Airport (located roughly 8.5 miles to the east).

Wildland Fire Hazards

According to the City of Menifee General Plan (Menifee GP) Exhibit S-6: High Fire Hazard Areas, the Project site is not located within a Fire Hazard Severity Zone (FHSZ).[7] Also, according to CAL FIRE, the Project site is located in a Local Responsibility Area (LRA).[8]

Evacuation Routes

According to the Western Riverside Council of Governments (WRCOG)/San Bernardino County Transportation Authority (SBCTA) Sustainability Toolkit Evacuation Routes viewer, WRCOG Area Evacuation Routes in the Project area include I-215, Ethanac Road, Sherman Road, and Highway 74 (Matthews Road).[9]

Schools

The nearest schools to the Project site are Romoland Elementary School located at 25890 Antelope Road, Romoland, California 92585, approximately 0.6 mile to the northeast and Hans Middle School located at 27625 Sherman Rd, Menifee, CA 92585 approximately one mile to the south.

5.8.3 Regulatory Setting

Federal

Resource Conservation and Recovery Act (RCRA)

The RCRA of 1976 (42 United States Code [USC] Section 6901 et seq.) is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The RCRA gave the U.S. EPA the authority

[6] Riverside County Airport Land Use Commission. (2014). *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.* https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/March.pdf (accessed September 2025).
[7] City of Menifee. 2013. *Menifee General Plan Safety Element, Exhibit S-6: High Fire Hazard Areas*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/14707/FINAL_Safety-Element-11222_complete (accessed September 2025).
[8] CAL FIRE. 2025. *Find your Fire Hazard Severity Zone (FHSZ) and local public contracts*. Available at: https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9 (accessed September 2025).
[9] WRCOG. 2024. *WRCOG/SBCTA Sustainability Toolkit Evacuation Routes*. Available at: https://www.arcgis.com/apps/webappviewer/index.html?id=4168a1efbdca40f889ea9dba43e04b4e&extent=-13138981.0556%2C4022288.1589%2C-12669351.9538%2C4239369.3193%2C102100 (accessed September 2025).

to control hazardous waste from "cradle to grave," that is, from generation to transportation, treatment, storage, and disposal, at active and future facilities. It does not address abandoned or historical sites. The RCRA also set forth a framework for managing nonhazardous wastes. Later amendments required phasing out land disposal of hazardous waste and added underground tanks storing petroleum and other hazardous substances.

Comprehensive Environmental Response, Compensation, and Liability Act/Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law (USC Title 42, Chapter 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites; provides for liability of persons responsible for releases of hazardous waste at these sites; and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enables the revision of the National Contingency Plan (NCP). The NCP (Title 40, CFR, Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP also established the National Priorities List (NPL). CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

Comprehensive Environmental Response, Compensation, and Liability Information System and the National Priorities List

The U.S. EPA also maintains the Comprehensive Environmental Response Compensation (CERCLIS) and Liability Information System list. This list contains sites that are either proposed to be or on the NPL, as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The NPL is a list of the worst hazardous waste sites that have been identified by Superfund.

Emergency Planning and Community Right-to-Know Act

Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA; 42 USC Section 11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored on-site to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; off-site transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The U.S. EPA maintains and publishes an online, publicly available, national database of toxic chemical releases and other waste management activities by certain industry groups and federal facilities—the Toxics Release Inventory.

To implement EPCRA, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and named a local emergency planning committee for each district. The federal EPCRA program is implemented and administered in California Governor's Office of Emergency Services (Cal OES), a state commission, six local committees, and 81 Certified Unified Program

Agencies (CUPAs). Cal OES coordinates and provides staff support for the state commission and local committees.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (TSCA) provides the U.S. EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. TSCA addresses the production, importation, use, and disposal of specific chemicals including PCBs, asbestos, radon, and LBP. Title IV of the TSCA directs the U.S. EPA to regulate LBP hazards.

TSCA Sections 402 and 404 requires that those engaged in lead abatements, risk assessments and inspections in homes or child-occupied facilities (such as daycare centers and kindergartens) built prior to 1978 be trained and certified in specific practices to ensure accuracy and safety. TSCA Section 403, sets standards for dangerous levels of lead in paint, household dust, and residential soil.

Occupational Safety and Health Act

The Federal Occupational Safety and Health Act of 1970 (OSHA) (29 USC Section 651 et seq.) authorizes each state (including California) to establish their own safety and health programs with the U.S. Department of Labor, with OSHA approval. The California Department of Industrial Relations regulates implementation of worker health and safety in California. California OSHA enforcement units conduct on-site evaluations and issue notices of violation to enforce necessary improvements to health and safety practices. California standards for workers dealing with hazardous materials are contained in Title 8 of the California Code of Regulations (CCR) and include best practices for all industries (General Industrial Safety Orders), and specific practices for construction and other industries. Workers at hazardous waste sites (or working with hazardous wastes as might be encountered during excavation of contaminated soil) must receive specialized training and medical supervision according to the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulations.

OSHA Regulation 29 CFR Standard 1926.62 regulates the demolition, renovation, or construction of buildings involving lead materials. Federal, state, and local requirements also govern the removal of asbestos or suspected ACMs, including the demolition of structures where asbestos is present. All friable (crushable by hand) ACMs, or non-friable ACMs subject to damage, must be abated prior to demolition following all applicable regulations.

Hazardous Materials Transportation Act

The U.S. Department of Transportation (DOT) receives authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act, as amended and codified (49 U.S.C. Section 5101 et seq.). The DOT is the primary regulatory authority for the interstate transport of hazardous materials and establishes regulations for safe handling procedures (i.e., packaging, marking, labeling, and routing).

In California, Section 31303 of the California Vehicle Code states that any hazardous material being moved from one location to another must use the route with the least travel time. This, in practice, means major roads and highways, although secondary roads are permitted to be used for local delivery. These policies

are enforced by both the California Highway Patrol and the California Department of Transportation (Caltrans).

Clean Water Act/Spill Prevention, Control and Countermeasure (SPCC) Rule

The Clean Water Act (CWA) (33 USC Section 1251 et seq.) was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the U.S. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). In California, NPDES permitting authority is delegated to, and administered by, the nine Regional Water Quality Control Boards (RWQCBs). The Project is within the jurisdiction of the Santa Ana RWQCB.[10]

Section 402 of the CWA authorizes the California State Water Resources Control Board (SWRCB) to issue NPDES General Construction Storm Water Permit (Water Quality Order 99-08-DWQ), referred to as the "General Construction Permit."

Construction activities can comply with and be covered under the General Construction Permit provided that they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters; and
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the U.S.; and
- Perform inspections of all BMPs.

NPDES regulations are administered by the RWQCB. Projects that disturb one or more acres are required to obtain NPDES coverage under the Construction General Permits.

Title 40, Code of Federal Regulations, Section 61 Subpart M

Title 40 CFR Section 61 Subpart M—National Emissions Standards for Asbestos—sets forth emissions standards for asbestos from demolition and renovation activities, and for waste disposal from such activities.

Title 29, Code of Federal Regulations, Section 1926.62

Title 29 CFR Section 1926.62, sets standards for occupational health and environmental controls for lead exposure in construction, regardless of the lead content of paints and other materials. The standards include requirements addressing exposure assessment, methods of compliance, respiratory protection,

[10] California Water Boards. 2021. *Santa Ana Region*. https://www.waterboards.ca.gov/santaana/about_us/regional_boundaries_map.html (accessed September 2025).

protective clothing and equipment, hygiene facilities and practices, medical surveillance, medical removal protection, employee information and training, signs, recordkeeping, and observation and monitoring.

U.S. EPA's Lead Renovation, Repair and Painting Program Rules

The U.S. EPA's 2008 LBP Renovation, Repair and Painting (RRP) Rule (as amended in 2010 and 2011), aims to protect the public from LBP hazards associated with renovation, repair, and painting activities. These activities can create hazardous lead dust when surfaces with lead paint, even from many decades ago, are disturbed. The rule requires workers to be certified and trained in the use of lead-safe work practices, and requires renovation, repair, and painting firms to be U.S. EPA-certified. These requirements became fully effective April 22, 2010.

Federal Aviation Administration

The basic responsibilities of the Federal Aviation Administration (FAA), under the U.S. DOT, are the regulation of civil aviation to promote safety, airspace and air traffic management, and the regulation of commercial space transportation. The CFR contains standards for aircraft noise emission levels.

State

California Environmental Protection Agency

The California Environmental Protection Agency (Cal/EPA) was created in 1991, unifying California's environmental authority in a single cabinet-level agency and bringing the California Air Resources Board (CARB), SWRCB, RWQCB, California Department of Resources Recycling and Recovery (known as CalRecyle and formerly the Integrated Waste Management Board), Department of Toxic Substances Control (DTSC), Office of Environmental Health Hazard Assessment, and Department of Pesticide Regulation under one agency. These agencies were placed within the Cal/EPA "umbrella" for the protection of human health and the environment and to ensure the coordinated deployment of state resources. Its mission is to restore, protect, and enhance the environment, to ensure public health, environmental quality, and economic vitality.

Department of Toxic Substance Control

The DTSC is a department of Cal/EPA and is the primary agency in California that regulates hazardous waste, clean-up existing contamination, and looks for ways to reduce the hazardous waste produced in California. The DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA and the California Health and Safety Code (HSC, primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

California Government Code (CGC) Section 65962.5 (commonly referred to as the Cortese List) includes DTSC listed hazardous waste facilities and sites, Department of Health Services (DHS) lists of contaminated drinking water wells, sites listed by the SWRCB as having UST leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

Regional Water Quality Control Board

The RWQCB is a department of Cal/EPA that oversees investigation and cleanup of sites including USTs where wastes have been discharged in order to protect the water quality of the state. The RWQCB regulates wastewater discharges to surface waters and to groundwater. They also regulate storm water discharges from construction, industrial, and municipal activities.

California Office of Emergency Services

To protect the public health and safety and the environment, the California Office of Emergency Services (OES) is responsible for establishing and managing statewide standards for business and area plans relating to the handling and release or threatened release of hazardous materials. Basic information on hazardous materials handled, used, stored, or disposed of (including location, type, quantity, and health risks) needs to be available to firefighters, public safety officers, and regulatory agencies. The information must be included in these institutions' business plans to prevent or mitigate the damage to the health and safety of persons and the environment from the release or threatened release of these materials into the workplace and environment.

These regulations are covered under Chapter 6.95 of the California Health and Safety Code (HSC) Article 1 – Hazardous Materials Release Response and Inventory Program (Sections 25500 to 25520) and Article 2 – Hazardous Materials Management (Sections 25531 to 25543.3). CCR Title 19, Public Safety, Division 2, Office of Emergency Services, Chapter 4 – Hazardous Material Release Reporting, Inventory, and Response Plans, Article 4 (Minimum Standards for Business Plans) establishes minimum statewide standards for Hazardous Materials Business Plans (HMBP). These plans shall include the following: (1) a hazardous material inventory in accordance with Sections 2729.2 to 2729.7; (2) emergency response plans and procedures in accordance with Section 2731; and (3) training program information in accordance with Section 2732. Business plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state. Each business shall prepare a HMBP if that business uses, handles, or stores a hazardous material or an extremely hazardous material in quantities greater than or equal to the following: 500 pounds of a solid substance, 55 gallons of a liquid, 200 cubic feet of compressed gas, a hazardous compressed gas in any amount, or hazardous waste in any quantity.

California Health and Safety Code

Cal/EPA has established rules governing the use of hazardous materials and the management of hazardous wastes. California HSC Section 25531, et seq. incorporate the requirement of Superfund Amendments and Reauthorization Act and the Clean Air Act as they pertain to hazardous materials. California HSC Section 25534 directs owners or operators storing, handling, or using regulated substances exceeding threshold planning quantities to develop and implement a Risk Management Plan. The Risk Management Plans are submitted to the administering agency and possibly the U.S. EPA, depending upon the chemical and the amount, for review.

Hazardous Materials Release Response Plans and Inventory Law

The Hazardous Materials Release Response Plans and Inventory Law (California HSC Section 25500 et seq.) aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate

response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on-site, to prepare an emergency response plan, and to train employees to use the materials safely. Any business that handles hazardous materials in quantities equal to or greater than 55 gallons, 500 pounds, or 200 cubic feet of gas must submit a business plan.

Hazardous Materials Transportation

Section 31303 of the California Vehicle Code and U.S. Department of Transportation regulate hazardous materials transport. The California Highway Patrol and Caltrans are the enforcement agencies. Cal OES provides emergency response services involving hazardous materials incidents.

Hazardous Waste Control Act

The Hazardous Waste Control Act created the State hazardous waste management program, which is similar to but more stringent than the federal RCRA program. The act is implemented by regulations contained in Title 26 of the CCR, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with the DTSC.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) required the administrative consolidation of six hazardous materials and waste programs (Program Elements) under one agency, a CUPA. The Program Elements consolidated under the Unified Program are Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs (“Tiered Permitting”); Aboveground Petroleum Storage Tank SPCC; Hazardous Materials Release Response Plans and Inventory Program (a.k.a. Hazardous Materials Disclosure or “Community-Right-To-Know”); California Accidental Release Prevention Program (Cal ARP); UST Program; and Uniform Fire Code Plans and Inventory Requirements.

The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. The Unified Program is implemented at the local government level by CUPAs. Most CUPAs have been established as a function of a local environmental health or fire department. Some CUPAs have contractual agreements with another local agency, a participating agency, which implements one or more Program Elements in coordination with the CUPA. The Project site is within Riverside County. The Riverside County Department of Environmental Health Hazardous Materials Branch is responsible for overseeing the six hazardous materials programs in the County. The Riverside County Department of Environmental Health Hazardous

Materials Branch is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate USTs, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program. In addition, the Branch maintains an emergency response team that responds to hazardous materials and other environmental health emergencies 24 hours a day, 7 days a week.

California Aeronautics Act

The State Aeronautics Act included in the California Public Utilities Code establishes statewide requirements for airport land use compatibility planning and requires nearly every county to create an Airport Land Use Commission (ALUC) or other alternative.

California Labor Code

Section 9030 of the California Labor Code states that "[t]he standards board shall adopt one or more standards requiring each employer which uses any carcinogen, including asbestos and vinyl chloride, to submit a written report regarding the use or any incident which results in the release of a potentially hazardous amount of a carcinogen into any area where employees may be exposed."

California Fire Code

CCR Title 24, Part 9 (California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of wildland-urban interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2022 (effective January 1, 2023). The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

Worker and Workplace Hazardous Materials Safety

The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

Hazardous Materials in Structures: Asbestos-Containing Materials and Lead-Based Paint

Several regulations and guidelines pertain to abatement of and protection from exposure to ACM and LBP, including Construction Safety Orders Section 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP) from Title 8 of the CCR and Part 61, Subpart M, of the CFR (pertaining to ACM). In

California, ACM and LBP abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services. Asbestos is also regulated as a hazardous air pollutant under the Clean Air Act and a potential worker safety hazard under the authority of Cal/OSHA.

Requirements for limiting asbestos emissions from building demolition and renovation are specified in South Coast Air Quality Management District (SCAQMD) Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). CGC Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and ACMs.

Requirements for Phase I Environmental Site Assessments

Phase I ESAs are required for land purchasers to qualify for the Innocent Landowner Defense under CERCLA, to minimize environmental liability under other laws such as RCRA, and as a lender prerequisite to extend a loan for purchase of land.

California Health and Safety Code, Sections 17920.10 and 105255

Lead must be contained during demolition activities.

8 CCR Sections 1529 and 1532.1: Worker Safety Standards: Asbestos and Lead

CCR Title 8 Section 1529 sets forth worker safety standards for lead exposure for employees conducting demolition, construction, and renovation work, including painting, and decorating.

CCR Title 8 Section 1532.1 sets forth worker safety standards for employees in work including construction, demolition, renovation, and maintenance.

Local

City of Menifee General Plan

Safety Element

According to the City's Safety Element, the element provides a strategy for city staff, residents, developers, and business owners to effectively address natural and man-made hazards in Menifee, including seismic and geological issues; flood hazards; fire hazards; hazardous materials; wind hazards; and disaster preparedness, response, and recovery.[11]

Goals and policies from the Safety Element applicable to the Project include:

Goal S-4 **A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.**

Policy S-4.1 Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of

[11] City of Menifee. 2013. *Menifee General Plan Safety Element.* https://www.cityofmenifee.us/DocumentCenter/View/18261/FINAL_Safety-Element-6723_complete_reduced-size-for-webpage?bidId= (accessed September 2025).

wildland fire. Ensure all new development and/or redevelopment in the LRA Very High Fire Hazard Zone (VHFHZ) will comply with the CFC and CBC. All new development within the LRA VHFHZ will comply with Chapter 49 of the CFC and Chapter 7A of the CBC.

Policy S-4.4 Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.

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

Policy S-5.1 Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.

Policy S-5.4 Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials.

Policy S-5.5 Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.

Land Use Element

The Land Use Element generally establishes the density, intensity, and location of land uses throughout the City and is complemented by the additional policy guidance provided in other elements that relate to a specific topic.[12]

Goals and policies from the Land Use Element applicable to the Project include:

Goal LU-4 **Ensure development is consistent with the Riverside County Airport Land Use Compatibility Plan.**

Policy LU-4.2 Ensure that development proposals within the March Air Reserve Base and Perris Valley Airport areas of influence fully comply with the permit procedures specified in Federal and State law, with the referral requirements of the Airport Land Use Commission (ALUC), and with the conditions of approval imposed or recommended by the Federal Aviation Administration and ALUC, such as land use compatibility criteria, including density, intensity, and coverage standards. This requirement is in addition to all other City development review requirements.

City of Menifee Municipal Code

Chapter 8.20, Section 010 relates to the adoption of the California Fire Code. This Section states, "Except as otherwise provided in this Chapter, the California Fire Code, Title 24, California Code of Regulations, Part 9, including Chapter 1, Division II - Scope and Administration, except that Section 103.2 and 109.3 are not adopted, and Chapters 3, 25, and Section 403.12, 503, 510.2, and 1103.2 are adopted, including any and all amendments set forth in this Chapter, and including any and all amendments thereto that may hereafter be made and adopted by the State of California, is hereby adopted as the City Fire Code." More

[12] City of Menifee. 2013. *Menifee General Plan Land Use Element*. https://www.cityofmenifee.us/DocumentCenter/View/17714/FINAL_Land-Use-Element_11823?bidId= (accessed September 2025).

specifically, subsection CC of the Municipal Code recognizes that Fire Hazard Severity Zones and maps as defined in the California Fire Code includes Section 4904 and the revision related to Government Code Section 51175 through 51189 for Very High Fire Hazard Severity Zones and that these resources are retained on file at the office of the Fire Chief.

City of Menifee Emergency Operations Plan (EOP)

This plan is designed as a reference and guidance document for the foundation of response and recovery operations for the City. The EOP is meant to coordinate with the Riverside County Operational Area (OA) EOP and the City Emergency Operations Center (EOC) to facilitate effective response to any emergency.

This plan establishes the emergency organization, assigns tasks, as well as specifies policies and general procedures during both response and recovery. It also provides for coordination with the County as the OA Lead Agency. This plan includes the critical elements of California's Standardized Emergency Management System, the National Incident Management System, as well as the Incident Command System, and the National Response Framework.

City of Menifee Local Hazard Mitigation Plan (LHMP)

The purpose of the LHMP is to identify local hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks (to reduce or eliminate long-term risk) to people and property from natural and man-made hazards.[13]

City Council adopted the 2022 City of Menifee LHMP on March 1, 2023. The City of Menifee LHMP is a plan to make the City less vulnerable to future hazard events. This plan was prepared pursuant to the requirements of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act), as amended by Section 322 of the Disaster Mitigation Act of 2000 and the 44 CFR Part 201 – Mitigation Planning, to be eligible for Federal Emergency Management Agency Pre-Disaster Mitigation and Hazard Mitigation Grant programs.

5.8.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning hazards and hazardous materials. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Create a significant hazard to the public or the environmental through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

[13] City of Menifee. (2021). *Local Hazard Mitigation Plan*. https://www.cityofmenifee.us/DocumentCenter/View/17212/LHMP-Resolution-Signed?bidId= (accessed September 2025).

- 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;
- 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;
- Impair implementation of or physically interfere within an adopted emergency response plan or emergency evacuation plan;
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria in order to determine the level of impacts related to hazards and hazardous materials. This analysis also considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts, as well as recommendations from existing site evaluations. Where significant impacts may remain, feasible mitigation measures are recommended, where warranted, to avoid or lessen the potential for significant adverse impacts to occur.

Approach to Analysis

This analysis of impacts from hazards and hazardous materials examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on available information in public databases including local planning documents; a site evaluation of the Project site; review of Project maps and drawings; and analysis of aerial and ground-level photographs. The determination that a Project component would or would not result in "substantial" adverse effects on standards related to hazards and hazardous materials considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

5.8.5 Impacts and Mitigation Measures

Impact 5.8-1 ***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Level of Significance: Less Than Significant

Construction

Construction activities would include the use, storage, transport, and disposal of hazardous materials of materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. The use of these materials would also be temporary and short-term or single-use in nature and would cease upon completion of the Project's construction phase. Project construction would also include ground disturbance activities including but limited to grading and excavating. The Project site parcels were historically used for agricultural purposes. Therefore, the potential that agricultural related chemicals such as pesticides, herbicides and fertilizers have been applied and stored onsite. According to the Phase I ESA, no specific areas of concern (i.e., storage buildings, mixing areas, releases, incidents, etc.) or HREC related to agricultural chemical storage and use at the Project site have been identified.

Therefore, compliance with applicable laws and regulations, including the U.S. EPA, U.S. DOT, California OSHA, and the Riverside County Fire Protection District, 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 less than significant.

Operation

Project operational activities 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 operations would be less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 5.8-2 ***Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Level of Significance: Less Than Significant

Construction

As described in Impact 5.8-1 above, Project construction activities would include the use of materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. The construction of new developments such as the Project site 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 as a result of the exposure of contaminated soil during grading activities. Database searches did not reveal any LUSTs or USTs located on the Project site. As mentioned above, the Project site was identified as a State Registered AST site. However, according to the Phase I ESA, this database listing is not expected to represent a significant environmental concern. Additionally, the Project site itself is not on the Cortese List, and the Project site itself has not been cited or issued violation notices by any environmental regulatory agency for improper use or disposal of hazardous materials.

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. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable regulations, such as RCRA, for the cleanup and disposal of that contaminant. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility under SCAQMD Rule 1166. Furthermore, strict adherence to all emergency response plan requirements set forth by Riverside County Fire Department would be required through the duration of the Project construction phase. Project construction workers would also be required to conduct safe handling of hazardous material, as stated previously. Therefore, impacts would be less than significant.

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 5.8-1 above, any routine transport, use, and disposal of these materials during warehouse operations must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Prior to Project approval, a HMBP also would be required for approval to show conformance with all applicable materials handling protocols. Adherence to these regulations is overseen and enforced by the Riverside County Department of Environmental Health Hazardous Materials Branch. As stated previously, the CUPA program provided by the County is designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout Riverside County. Furthermore, household hazards such as cleaners and solvents contain such low quantities of liquid and material that they do not pose a significant threat related to the

release of hazardous materials into the environment. Therefore, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Mitigation Measures

No mitigation is necessary.

Impact 5.8-3 Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Level of Significance: Less Than Significant

No existing or proposed schools are located within one-quarter mile of the Project site. The nearest schools to the Project site are Romoland Elementary School located at 25890 Antelope Road, Romoland, California 92585, approximately 0.6 mile to the northeast and Hans Middle School located at 27625 Sherman Rd, Menifee, CA 92585 approximately one mile to the south. Therefore, the Project would not emit hazardous emissions or include the handling of hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school. The transport of hazardous substances or materials to-and-from the Project site during construction and long-term operational activities would be required to comply with applicable federal, state, and local regulations intended to reduce public safety hazards. Refer to **Section 5.2: Air Quality** for analysis pertaining to human health risks associated with the Project's air pollutant emissions.

Mitigation Measures

No mitigation is necessary.

Impact 5.8-4 Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Level of Significance: Less Than Significant

According to the DTSC EnviroStor, the Project site is not included on the Waste and Substances Site List (Cortese List).[14] Additionally, the Phase I ESA prepared for the Project site did not identify any environmental concerns for the Project site, thus no impact would occur.

Mitigation Measures

No mitigation is necessary.

[14] Department of Toxic Substances Control. (2025). *EnviroStor Hazardous Waste and Substances Site List (Cortese List).* Available at: https://dtsc.ca.gov/dtscs-cortese-list/ (accessed September 2025).

Impact 5.8-5 ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

Level of Significance: Less Than Significant

Portions of the City are in the AIA of the MARB.[15] The majority of the Project site is located within Compatibility Zone D of the MARB and the south-eastern corner of the Project site is located within Compatibility Zone E.[16] The risk level for safety and airspace protection factors is low. There are risk concerns only with uses for which potential consequences are severe, such as very-high intensity activities in a confined area. Within Compatibility Zones D and E of the AIA, residential density and non-residential intensity are not restricted. Furthermore, based on the MARB Inland Airport Land Use Compatibility Plan Noise Impact Area map, noise impacts are low to moderate and risk of accidents is low. [17] Airspace protection is the major concern in that aircraft pass over these areas while flying to, from, or around the MARB.

All new development would be in accordance with Compatibility Zones D and E and all state, county, and local goals, policies, and regulations. Furthermore, the Project does not require review by ALUC because the City is consistent with the MARB airport land use compatibility plan. To be consistent with the requirements of Zones D and E, **COA HAZ-1** has been included, and therefore the Project would not result in a significant impact.

Mitigation Measures

No mitigation is necessary.

COA-HAZ-1 The below notice shall be provided to all prospective purchasers of the property and tenants of the building:

"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)"

Impact 5.8-6 ***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Level of Significance: Less Than Significant

[15] Riverside County Airport Land Use Commission. (2014). *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan*. https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/March.pdf (accessed September 2025).
[16] Ibid.
[17] Ibid, Exhibit MA-4 Noise Impact Area.

Construction and Operations

When construction occurs on the Project site, with the exception of worker vehicle trips and transportation of construction materials, the majority of the proposed work would occur within the boundaries of the Project site and would not impede access to nearby roadways. Additionally, construction activities may require the transport of heavy equipment and materials to and from the site. These activities may temporarily impede traffic flows; however, these impediments would be localized and short-term in nature. Therefore, any future construction activities on the Project site would not affect any evacuation route and would not interfere with the City's emergency management program. Impacts in this regard would be less than significant.

The City has adopted an Emergency Operations Plan to identify hazard situations, phases of emergency management, and communication and warning systems available to effectively deal with emergency situations. Construction of the Project site would not require revisions to the adopted Emergency Operations Plan. The closest fire station to the Project site is Sun City Fire Station 7 located at 27860 Bradley Road, Menifee, CA 92586, approximately 1.9 miles to the southeast. Should a response from Sun City Fire Station 7 or other fire stations to the site be required, response times would not be impacted because primary access to all major roads would be maintained during construction.

I-215, which traverses the City and provides access to other main thoroughfares, is designated as an emergency evacuation route by the City.[18] Additionally, the City designates Ethanac Road, Sherman Road, and Highway 74 as emergency evacuation routes in the vicinity of the Project site. Furthermore, design of any needed roadway improvements and subsequent construction due to increased traffic volumes on local roadways would comply with the applicable federal, state, and local requirements related to emergency access and evacuation plans. The proposed design and construction plan for any future construction and roadway improvements, including potential mitigation (road widening or intersection improvements) to accommodate any future increase in traffic volume would be reviewed and approved by the City engineering department and fire marshal (if needed) during the plan review and prior to Project approval.

Construction or operation of the Project site would not disrupt or interfere with emergency access or impede access to nearby roadways or interfere with the City's emergency operations plan. The Project would comply with design standards for emergency services and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant in this regard and mitigation is not necessary.

Mitigation Measures

No mitigation is necessary.

[18] City of Menifee. (2013). *Menifee General Plan Safety Element, Exhibit S-9*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/14711/Evacaution-Route (accessed September 2025).

Impact 5.8-7 ***Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

Level of Significance: Less Than Significant

Construction and Operations

The Project site is not located within a State Responsibility Area or a Very High Fire Hazard Severity Zone. Additionally, according to the City's High Fire Hazard Areas Map, neither the CAL FIRE nor the City identify the Project site within an area susceptible to wildland fires. See **Section 8.0 Effects Found Not to be Significant** for additional information regarding wildfire impacts. The Project site and surrounding areas generally consist of agricultural, commercial, transportation, or residential uses, which are generally not associated with wildland fire hazards. The Project would comply with all applicable local and state regulations related to fire safety, as evaluated through the City's standard development review process. Impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

5.8.6 Cumulative Impacts

The area considered for cumulative impacts is the City and related projects. Hazards and hazardous waste impacts are typically unique to each site and do not usually contribute to cumulative impacts. Cumulative development projects would be required to assess potential hazardous materials impacts on the development site prior to grading. The Project and other cumulative projects would be required to comply with laws and regulations governing hazardous materials and hazardous wastes used and generated as previously described. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant after regulatory compliance.

5.8.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

5.8.8 References

CAL FIRE. (2025). Find your Fire Hazard Severity Zone (FHSZ) and local public contracts. Available at: https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9.

California Water Boards. (2021). Santa Ana Region. https://www.waterboards.ca.gov/santaana/about_us/regional_boundaries_map.html.

City of Menifee. (2013). Menifee General Plan Land Use Element. https://www.cityofmenifee.us/DocumentCenter/View/17714/FINAL_Land-Use-Element_11823?bidId=.

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City of Menifee. (2021). Local Hazard Mitigation Plan. https://www.cityofmenifee.us/DocumentCenter/View/17212/LHMP-Resolution-Signed?bidId=.

Department of Toxic Substances Control. (2025). EnviroStor Hazardous Waste and Substances Site List (Cortese List). Available at: https://dtsc.ca.gov/dtscs-cortese-list/.

Partner Engineering and Science, Inc. (2025). Phase I Environmental Site Assessment Report (**Appendix H**).

Riverside County Airport Land Use Commission. (2014). March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/March.pdf.

WRCOG. (2024). WRCOG/SBCTA Sustainability Toolkit Evacuation Routes. Available at: https://www.arcgis.com/apps/webappviewer/index.html?id=4168a1efbdca40f889ea9dba43e04b4e&extent=-13138981.0556%2C4022288.1589%2C-12669351.9538%2C4239369.3193%2C102100.

5.9 HYDROLOGY AND WATER QUALITY

5.9.1 Introduction

This section of the Draft Environmental Impact Report (EIR) describes the hydrologic and water quality conditions on and around the Heritage Valley Business Center (Project) site and evaluates whether implementation of the Project would result in adverse effects to such resources. The setting, context, and impact analysis in this section is based on the Project Specific Water Quality Management Plan (WQMP) and the Preliminary Drainage Study, prepared by Albert A. Webb Associates. Additional background information for this section was obtained from the City of Menifee's (City) General Plan (GP) and GP EIR. The information and analysis rely on the following reports found in **Appendix I: Hydrology and Water Quality Reports**:

- Albert A. Webb Associates (2024). *Preliminary Drainage Study* (**Appendix I1**); and
- Albert A. Webb Associates (2024). *Project Specific Water Quality Management Plan* (**Appendix I2**).

5.9.2 Environmental Setting

Existing Conditions

Regional Drainage

The City of Menifee (City) is within the San Jacinto Subbasin of the larger Santa Ana River Watershed. The Santa Ana River Watershed includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. The watershed is bounded by the Santa Margarita watershed to the south, on the east by the Salton Sea and Southern Mojave watersheds, and on the north and west by the Mojave and San Gabriel watersheds, respectively. The watershed covers approximately 2,800 square miles, with about 700 miles of rivers and major tributaries. The San Jacinto River originates in the San Jacinto Mountains and flows some 42 miles west to Lake Elsinore; however, during flooding and heavy storms, Lake Elsinore overflows into Temescal Creek, which flows northwest and discharges into the Santa Ana River. The southeast corner of the City is in the Warm Springs Creek Watershed, part of the larger Santa Margarita Watershed.[1]

Local Drainage[2]

Salt Creek

The Salt Creek drainage occupies the southernmost part of the San Jacinto River Basin, reaching into nearly all of the City. Salt Creek bisects the City and has a large impact on zoning, development, and flood-hazard management. The lowlands around Salt Creek have experienced numerous floods over the past century, due in part to the flatness of the valleys and the constricted entrance to the hills at the western edge of the City. The potential for Salt Creek to flood surrounding properties in the City area has been reduced in recent years by the development of flood control measures that include channelization and

[1] City of Menifee. (2013). City of Menifee General Plan Draft EIR; *Section 5.9, Hydrology and Water Quality*, Page 5.9-1. Available at: https://www.cityofmenifee.us/DocumentCenter/View/1109/Ch-05-09-HYD?bidId= (accessed May 2025).
[2] Ibid. Page 5.9-2.

land use restrictions. However, because many of the road crossings are not designed to convey major storm flows, Salt Creek remains problematic. The Salt Creek channel discharges into the Railroad Canyon Reservoir at the corporate boundary between the City of Menifee and Canyon Lake, located within the City of Canyon Lake.

Ethanac Wash

This watershed includes the southwestern flank of the rugged Lakewood Mountains, in addition to the communities of Romoland and Homeland within the City. The drainage network begins in the Juniper Flats area within the highest part of the mountains and includes numerous steep-sided channels that are generally dry except during storms or where springs are present. Upon reaching the alluvial fan surface, the drainage channels become increasingly less well defined, and the runoff eventually coalesces into sheet flow across the valley floor. Runoff that crosses the Romoland portion of the City, eventually reaches the San Jacinto River; however, the flow is impeded by the Burlington Northern Santa Fe (BNSF) railroad tracks and Interstate 215 (I-215), causing ponding of water upstream of these structures.

Quail Valley

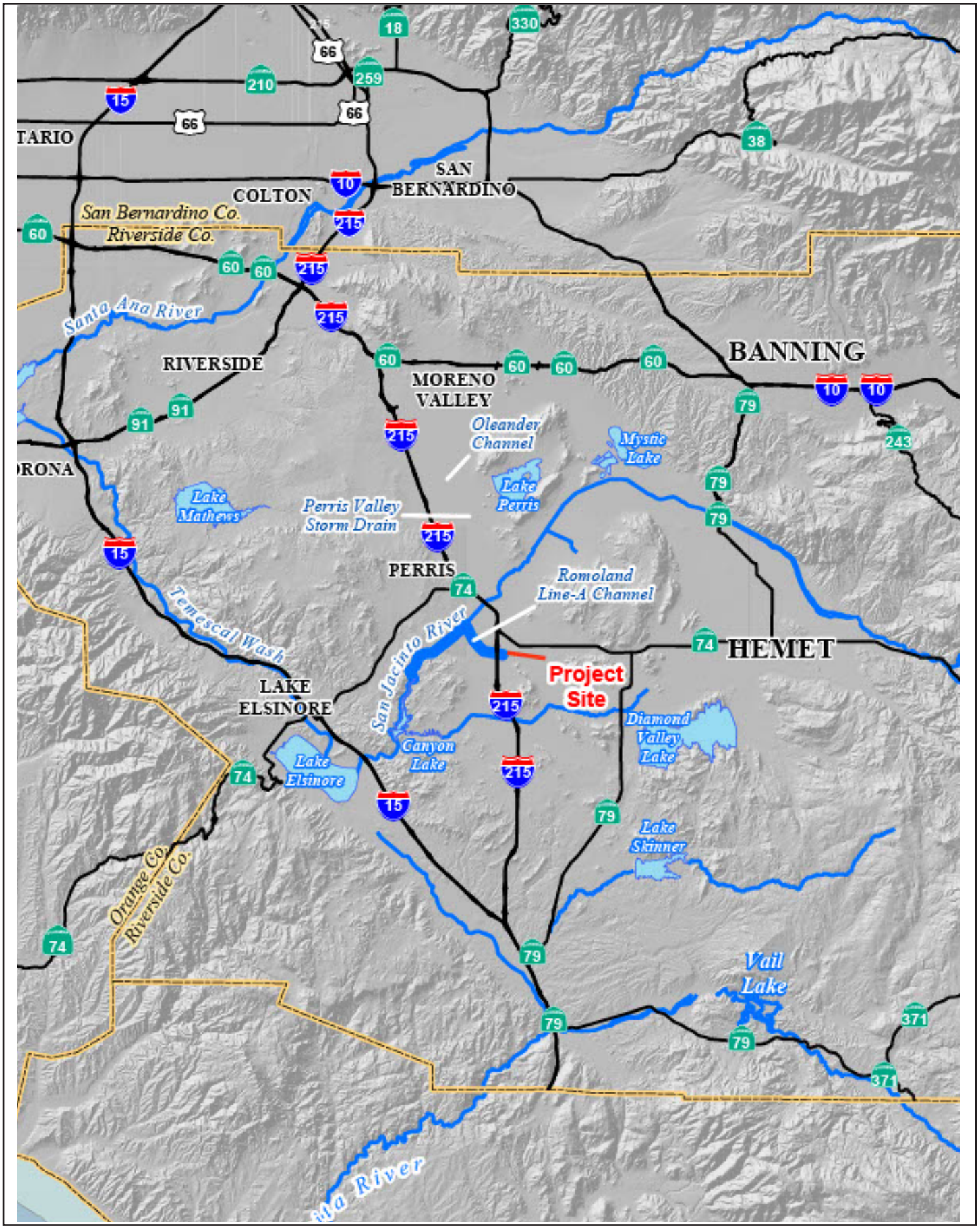
The community of Quail Valley within the City occupies a small drainage basin that is a tributary of Railroad Canyon. Flooding problems on the floor of Quail Valley are due in part to the original layout of the streets and homes in the 1950s, which consists of a grid pattern superimposed on the natural, irregular drainage network.

Other Drainages

The southeastern corner of the City area is in the Santa Margarita River Watershed (approximately 6.25 miles south of the Project site) and drains southward via numerous small tributaries to Warm Springs Creek. This creek passes through a small gap in the hills in the southeastern corner of the City. Additionally, in the southwestern corner, a drainage divide located just inside the City boundary separates the Salt Creek watershed from streams flowing toward the Elsinore Valley.

Project Site Drainage

According to the Preliminary Drainage Study (**Appendix I1**), the Project site generally slopes down approximately 0.3 percent towards the western property line. The maximum site elevation is located along the southeast corner and is approximately 1,432 feet above mean sea level (asml). The minimum site elevation is located along the western property line and is approximately 1,427 feet amsl. Runoff within the Project site sheet flows across the site to the west until it is intercepted by a cutoff channel adjacent to the I-215 off-ramp to Ethanac Road towards the existing Riverside County Flood Control Channel (Romoland Line A) located south of the Project site. Flow will ultimately reach and discharge into Romoland Line-A which drains into the San Jacinto River before finally reaching Canyon Lake and Lake Elsinore (refer to **Figure 5.9-1: Receiving Waterbodies**).



Source: Albert A. Webb Associates, 2024.

Figure 5.9-1: Receiving Waterbodies
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn

Local Groundwater

According to the City's Groundwater Basins Map,[3] much of the City overlies the Perris South and Menifee Management Zones of the San Jacinto Groundwater Basin. The Project site is located in the Perris South Management Zone of the San Jacinto Groundwater Basin, underlying the San Jacinto Watershed. The San Jacinto Groundwater Basin underlies several valleys in the southwestern portion of Riverside County.

The basin is bounded on the southeast by the Vandeventer Flat Groundwater Basin and otherwise bounded by impermeable rocks of the San Jacinto Mountains. The valley is drained by the South Fork of the San Jacinto River and receives an average annual precipitation ranging from about 14 to 28 inches. Groundwater in the basin is found in Quaternary age younger and older alluvium that consists of clay, silt, sand, and gravel. Groundwater is also produced from residuum and from fractured crystalline rocks below the basin. Recharge of this basin is likely from percolation of precipitation and runoff, and subsurface flow from the San Jacinto Mountains and Lake Perris.

Groundwater Quality

The Perris South and Menifee Management Zones are parts of the West San Jacinto Basin Water Management Area. Groundwater in this area is affected by high levels of total dissolved solids (TDS). The high TDS groundwater is migrating into the Lakeview portion of the Lakeview/Hemet North management zone, an area of good quality groundwater. The Eastern Municipal Water District (EMWD) operates two desalination facilities that recover high TDS groundwater from the Menifee and Perris South Management Zones and the Lakeview portion of the Lakeview/Hemet North Management Zone, for potable use. The Menifee Desalter and Perris I Desalter have a combined capacity of 7,500 acre-feet per year, or about 6.7 million gallons per day.

Project Groundwater

According to the Project's Geotechnical Investigation (**Appendix F**), prepared by Southern California Geotechnical in 2025, a groundwater investigation concluded that no groundwater was encountered during the drilling at all boring locations. Based on the lack of any water within the borings conducted during the subsurface exploration, and moisture contents of the recovered soil samples identified from laboratory testing, the static groundwater table is considered to exist at a depth in excess of ±25 feet. Furthermore, according to information obtained from the California Department of Water Resources (DWR), the depth to groundwater in the vicinity of the subject property is inferred to be approximately 71 to 74 feet below ground surface (bgs), and groundwater flow is inferred to be toward the west following surface topography.[4]

Flood Hazards

Two parts of the City are in 100-year flood zones mapped by the Federal Emergency Management Agency (FEMA). One is an east–west band across the Perris Valley in the northern part of the City. The second extends east–west along Salt Creek through the central part of the City and includes tributary areas both

[3] Ibid. Page 5.9-5.
[4] California DWR. ND. *Water Data Library (WDL) Station Map*. https://wdl.water.ca.gov/waterdatalibrary/ (accessed April 2025).

north and south of Salt Creek. Some drainages in the southern part of the City are also in Riverside County Flood Hazard Zones—in the Paloma Valley and in hills on the south flank of the Paloma Valley.[5]

FEMA Flood Insurance Rate Map (FIRM) shows the Project site being covered by one map panel: 06065C2060H (effective 8/18/2014).[6] Based on a review of this map panel, the southern portion of the Project site is largely within an area of minimal flood hazard, identified as Zone X. The northern portion of the Project site is largely within an area with a 0.2 percent annual chance flood hazard, or areas of 1 percent annual chance flood with average depth less than one foot or with drainage areas of less than one square mile, identified as Zone X. The one percent annual chance flood is also referred to as the base flood or 100-year flood (refer to **Figure 5.9-2: FEMA Flood Hazard Map**).

Seismically Induced Inundation

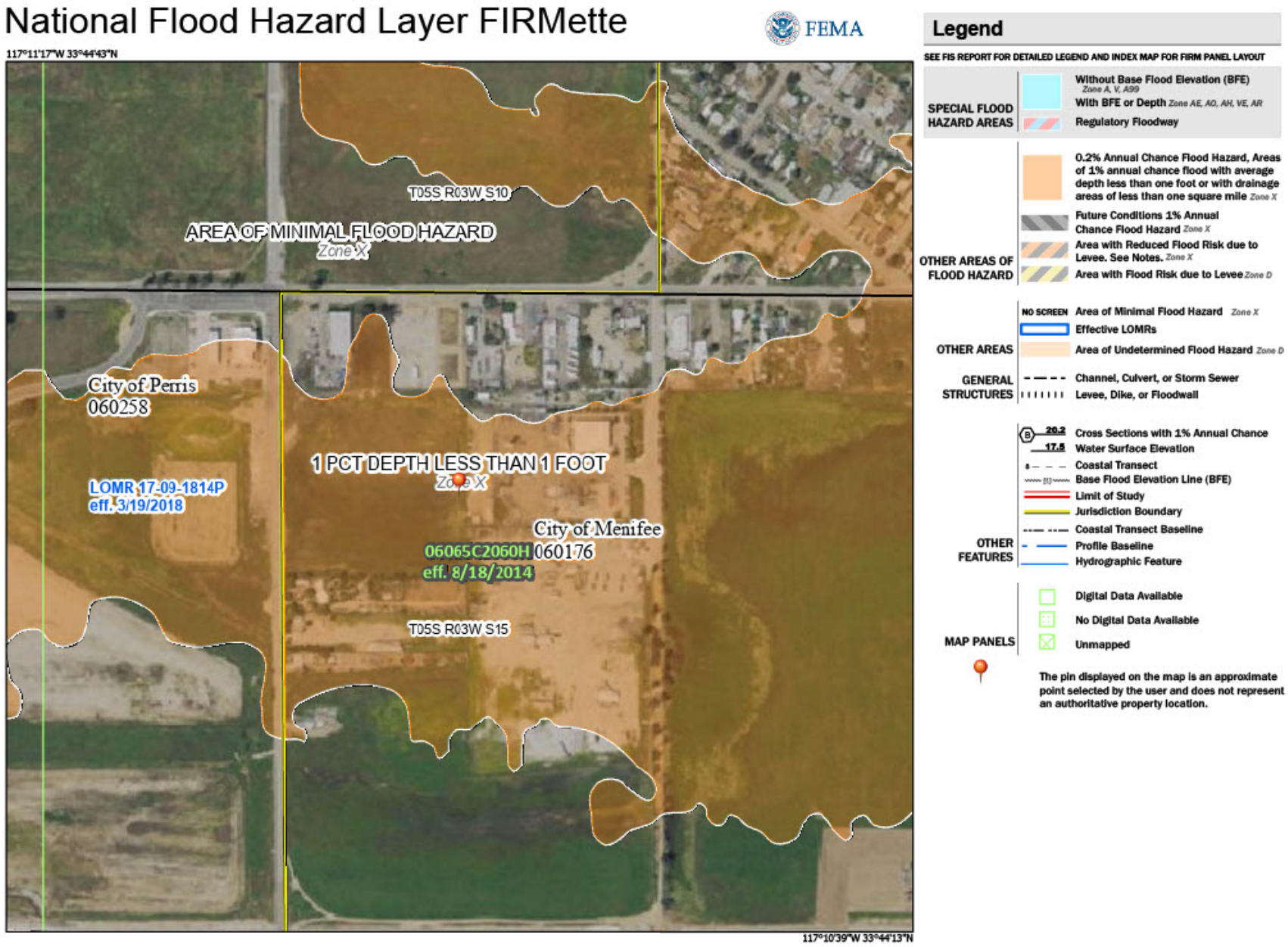
Secondary effects of seismic shaking considered as potential hazards include several types of ground failure as well as induced flooding. Seismically induced flooding is normally a consequence of a tsunami (seismic sea wave), a seiche (i.e., a wave-like oscillation of surface water in an enclosed basin that may be initiated by a strong earthquake), or failure of a major reservoir or retention system up gradient of the site.

Since the Project site is at an elevation of more than 1,400 feet amsl and is located more than 30 miles inland from the nearest coastline of the Pacific Ocean, the potential for seismically induced flooding due to a tsunami is considered nonexistent. However, in the event of a catastrophic failure, the City would experience flooding due to seismically induced dam failure. According to the City's GP Safety Element Exhibit S-B2.6, a portion of the Project site would be subject to inundation due to seismically induced dam failure from the Diamond Valley Lake East Dam.[7]

[5] City of Menifee. (2013). *City of Menifee General Plan Draft EIR; Section 5.9, Hydrology and Water Quality*, Page 5.9-13. Available at: https://www.cityofmenifee.us/DocumentCenter/View/1109/Ch-05-09-HYD?bidId= (accessed May 2025).

[6] FEMA. Flood Insurance Rate Map. (2020). Retrieved from: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-117.19036396779732,33.7418625623032,-117.18517121114374,33.744092920211955 (accessed on May 2025).

[7] City of Menifee. (2014). General Plan – *Safety Element Exhibit S-B2.6*. Retrieved from: https://www.cityofmenifee.us/DocumentCenter/View/14707/FINAL_Safety-Element-11222_complete (accessed May 2025).



Source: Federal Emergency Management Agency (FEMA), 2025.

FIGURE 5.9-2: FEMA Flood Hazard Map
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn

5.9.3 Regulatory Setting

Federal

Federal Clean Water Act

The Project would be subject to federal permit requirements under the Federal Clean Water Act (CWA). The primary goals of the CWA are to maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint-source discharge programs, and wetlands protection. The U.S. Environmental Protection Agency (U.S. EPA) has delegated the administrative responsibility for portions of the CWA to State and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

Under the NPDES permit program, the U.S. EPA establishes regulations for discharging stormwater by municipal and industrial facilities and construction activities. Section 402 of the CWA prohibits the discharge of pollutants to "Waters of the United States" from any point source unless the discharge is in compliance with an NPDES Permit.

The Anti-degradation Policy under U.S. EPA's Water Quality Standards Regulations (48 Federal Register (FR) 51400, 40 Code of Federal Regulations [CFR] 131.12, November 8, 1983), requires states and tribes to establish a three-tiered anti-degradation program to prevent a decrease in water quality standards.

- Tier 1—Maintains and protects existing uses and water quality conditions that support such uses. Tier 1 is applicable to all surface waters.
- Tier 2—Maintains and protects "high quality" waters where existing conditions are better than necessary to support "fishable/swimmable" waters. Water quality can be lowered in such waters but not to the point at which it would interfere with existing or designed uses.
- Tier 3—Maintains and protects water quality in outstanding national resource waters. Water quality cannot be lowered in such waters except for certain temporary changes.

Anti-degradation was explicitly incorporated into the federal CWA through 1987 amendments, codified in Section 303(d)(4)(B), requiring satisfaction of anti-degradation requirements before making certain changes in NPDES permits.

Section 303(d) of the CWA requires the SWRCB to list impaired water bodies that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop Total Maximum Daily Loads for these waters.

Section 404 of the CWA is administered and enforced by the U.S. Army Corps of Engineers (USACE). Section 404 establishes a program to regulate the discharge of dredged and fill material into waters of the U.S., including wetlands and coastal areas below the mean high tide. USACE administers the day-to-day program, and reviews and considers individual permit decisions and jurisdictional determinations. USACE also develops policy and guidance and enforces Section 404 provisions.

State

California Porter-Cologne Water Quality Control Act (Porter-Cologne Act)

The Porter-Cologne Act (California Water Code [CWC] Section 13000 et seq) is the principal law governing water quality regulation in California. It established a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and groundwater and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected,
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason, and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine RWQCB's (based on hydrogeologic barriers) and the SWRCB, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The SWCRB provides program guidance and oversight, allocates funds, and reviews RWQCB decisions. In addition, the SWRCB allocates rights to the use of surface water. The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within each of the nine hydrology regions. The SWRCB and RWQCBs have numerous nonpoint source pollution (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The RWQCBs regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The SWRCB and the RWQCBs can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions.

The Porter-Cologne Act also implements many provisions of the CWA, such as the NPDES permitting program. Section 401 of the CWA gives the SWRCB the authority to review any proposed federally permitted or federally licensed activity that may impact water quality and to certify, condition, or deny the activity if it does not comply with State water quality standards. If the SWRCB imposes a condition on its certification, those conditions must be included in the federal permit or license. Except for dredge and

fill activities, injection wells, and solid waste disposal sites, waste discharge requirements may not "specify the design, location, type of construction, or particular manner in which compliance may be had…." (Porter Cologne Act Section 13360). Thus, waste discharge requirements ordinarily specify the allowable discharge concentration or load or the resulting condition of the receiving water, rather than the manner by which those results are to be achieved. However, the RWQCBs may impose discharge prohibitions and other limitations on the volume, characteristics, area, or timing of discharges and can set discharge limits such that the only practical way to comply is to use management practices. RWQCBs can also waive waste discharge requirements for a specific discharge or category of discharges on the condition that management measures identified in a water quality management plan approved by the SWRCB or RWQCBs are followed.

The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. A number of statewide water quality control plans have been adopted by the SWRCB. In addition, regional water quality control plans (basin plans) have been adopted by each of the RWQCBs and are updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. Statewide and regional water quality control plans include enforceable prohibitions against certain types of discharges, including those that may pertain to nonpoint sources. Portions of water quality control plans, the water quality objectives and beneficial use designations, are subject to review by the U.S. EPA. When approved they become water quality standards under the CWA.

State Water Resources Control Board - National Pollution Discharge Elimination System

The SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the RWQCBs conduct planning, permitting, and enforcement activities. The City and Project area is within the jurisdiction of the Santa Ana RWQCB.

The NPDES permit is divided into two Phases: Phase I and Phase II. Phase I requires medium and large cities, or certain counties with populations of 100,000 or more to obtain NPDES permit coverage for their stormwater discharges. Phase II requires regulated small Municipal Separate Storm Sewer Systems (MS4s) in urbanized areas, as well as small MS4s outside the urbanized areas that are designated by the permitting authority, to obtain NPDES permit coverage for their stormwater discharges. Concerning the Project, the NPDES permit is divided into two parts: construction and post-construction. The construction permitting is administered by the SWRCB, while the post-construction permitting is administered by the RWQCB. Development projects typically result in the disturbance of soil that requires compliance with the NPDES General Permit, Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction Activities (Order No. 2012-0006-DWQ, NPDES Number CAS000002) (General Construction Permit). This Statewide General Construction Permit regulates discharges from construction sites that disturb one or more acres of soil.

The SWRCB has issued, and periodically renews, a statewide General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (GCASP) and a statewide General Industrial Activities Stormwater Permit (GIASP) for projects that do not require an individual permit for these

activities. The GCASP was adopted in 2009 and further revised in 2012 (Order No. 2012-0006-DWQ). The most recent GIASP (Order No. 2014-0057-DWQ) was adopted in April 2014 and requires dischargers to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) to reduce or prevent industrial pollutants in stormwater discharges, eliminate unauthorized non-storm discharges, and conduct visual and analytical stormwater discharge monitoring to verify the effectiveness of the SWPPP and submit an annual report.

By law, all stormwater discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one acre of total land area must comply with the provisions of this NPDES Permit and develop and implement an effective SWPPP. The SWPPP is required to contain a site map(s), which shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the Project site. The SWPPP is required to list Best Management Practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Construction General Permit Section A describes the elements that must be contained in an SWPPP. A project applicant must submit a Notice of Intent (NOI) to the SWRCB to be covered by the NPDES General Permit and prepare the SWPPP before beginning construction. SWPPP implementation starts with the commencement of construction and continues through project completion. Upon project completion, the applicant must submit a Notice of Termination (NOT) to the SWRCB to indicate that construction is completed.

For industrial uses, the NPDES program requires certain industrial land uses to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program unless an exemption has been granted. This began on April 1, 2014, when the SWRCB adopted an updated new NPDES permit for stormwater discharge associated with industrial activities (referred to as the "Industrial General Permit"). The new Industrial General Permit, which is more stringent than the former Industrial General Permit, became effective on July 1, 2015. Under this currently effective NPDES Industrial General Permit, industrial uses including but not limited to manufacturing, transportation facilities, and other uses with typically heavy industrial uses would require permitting. These facilities are subject to stormwater effluent limitations. While warehousing uses are not specifically included if a covered use is implemented, the Project could require NPDES coverage under this order (2014-0057-DWQ).

Municipal Stormwater Permitting Program

The Municipal Stormwater Permitting Program regulates stormwater discharges from MS4s. Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a Stormwater Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in CWA Section 402(p). The management programs specify what BMPs will be used to address certain program areas. The program areas include public education and

outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

For construction activities that would result in the disturbance of one acre or more, permittees must develop, implement, and enforce a program to reduce pollutant runoff in stormwater. This includes: (1) a program to prevent illicit stormwater discharges; (2) structural and non-structural BMPs to reduce pollutants in runoff from construction sites; and (3) preventing discharges from causing or contributing to violations of water quality standards. Permittees are required to review construction site plans to determine potential water quality impacts and ensure proposed controls are adequate. These include preparation and submission of an Erosion and Sediment Control Plan (ESCP) with elements of an SWPPP, prior to issuance of building or grading permits. The 2012 MS4 permit requires that the ESCP be developed by a Qualified SWPPP Developer. Permittees are required to develop a list of BMPs for a range of construction activities.

Regional

Riverside County

The Project is located within the larger Santa Ana Watershed which encompasses much of northern Riverside County and drains to the Santa Ana River. On January 29, 2010, the Santa Ana RWQCB issued a fourth-term area wide NPDES MS4 Permit to the Riverside County Flood Control and Water Conservation District (RCFCWCD), the County of Riverside and the cities of Beaumont, Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Menifee, Norco, Perris, Riverside, San Jacinto and Wildomar (Permittees). Watersheds are based on geography and do not follow jurisdictional boundaries and as a result these agencies are working together to improve water quality through implementation of water quality protection measures.

Accordingly, these efforts led to the development of a Water Quality Management Plan (Riverside County [RC] WQMP) that was approved in October of 2012. The County WQMP was intended to be a guidance document to assist RCFCWCD which is considered the Principal Permittee, and co-permittees including the City of Menifee to design water quality protection projects and measures in compliance with the Santa Ana RWQCB for Priority Development Projects. These requirements are specified in the NPDES MS4 permit, discussed above and issued to the RCFCWCD, and other cities within the Santa Ana River watershed in the 2010 MS4 Permit.

The Santa Ana MS4 Permit is for the portion of the Santa Ana River watershed located within Riverside County (Order No. R8-2010-0033, NPDES No. CAS618033). The Permittees' stormwater programs are designed to ensure compliance with this permit. In addition, the County WQMP is intended to protect, preserve, enhance, and restore water quality of receiving water bodies, which would be accomplished through an adaptive planning and management process. The process identifies high priority water quality conditions within the watershed and implements strategies to address them. The County WQMP also includes typical measures and design recommendations that are required for all projects. Accordingly, the co-permittees, including the City, work cooperatively to implement the requirements of the permitting process.

Riverside County Drainage Area Master Plan

The Riverside County Drainage Area Master Plan (DAMP) for the Santa Ana Region and the RCWQMP were developed to further address post-construction urban runoff from new development and significant redevelopment projects under the jurisdiction of the co-permittees. The DAMP is intended to provide guidelines for project-specific post-construction BMPs and for regional and sub-regional source control BMPs and structural BMPs to address management of urban runoff quantity and quality to protect receiving waters. The DAMP also illustrates the jurisdictions covered by Riverside County and the Santa Ana RWQCB, each of which was issued a MS4 permit for their respective jurisdiction. The RCWQMP identify the BMPs, including design criteria for treatment control BMPs that may be applicable when considering any map or permit for which discretionary approval is sought. Examples may include tentative tract maps, parcel maps with land-disturbing activity, conditional permits, and discretionary grading permits where the project is not part of a master plan of development.

The RCWQMP provides guidelines for the management of urban runoff quantity and quality and the protection of receiving waters through identification and implementation of source control and structural BMPs on a regional and sub-regional level. Design criteria for treatment control BMPs are also given for application on a project-level basis to minimize potential impacts of urban runoff.

Water Quality Control Plan, Santa Ana River Basin

The Water Quality Control Plan for the Santa Ana River Basin, updated in June 2019, establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific water bodies and the water quality levels that must be maintained to protect those uses. The basin plan includes an implementation plan describing actions by the Santa Ana RWQCB and others needed to achieve and maintain the water quality standards. The Santa Ana RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems for the region, along with causes where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.

Local

City of Menifee General Plan

Open Space & Conservation Element

The City's GP Open Space & Conservation Element provides policy direction for Menifee's parks and open space areas, recreational trails, and the conservation, development, and utilization of the City's natural resources with an overall goal of maintaining the high quality of life Menifee residents have enjoyed for generations, while also preserving and protecting the numerous nonrenewable and unique cultural and historic resources located within the city.[8]

[8] City of Menifee. 2013. *Menifee General Plan Open Space & Conservation Element*. https://www.cityofmenifee.us/250/Open-Space-Conservation-Element (accessed May 2025).

Goals and policies from the Open Space & Conservation Element applicable to the Project include:

Goal OSC-7: **A reliable and safe water supply that effectively meets current and future user demands.**

Policy OCS-7.1 Work with the Eastern Municipal Water District to ensure that adequate, high-quality potable water supplies and infrastructure are provided to all development in the community.

Policy OCS-7.2 Encourage water conservation as a means of preserving water resources.

Policy OCS-7.8 Protect groundwater quality by decommissioning existing septic systems and establishing connections to sanitary sewer infrastructure.

5.9.4 Impact Thresholds and Significant Criteria

The CEQA Guidelines Appendix G Environmental Checklist Form, includes questions concerning hydrology and water quality. The questions presented in the Environmental Checklist Form have been utilized as significant criteria in this section. The Project would have a significant effect on the environment if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    - Result in substantial erosion or siltation on- or off-site.
    - Substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site.
    - Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off.
    - Impede or redirect flood flows.
- In flood hazard, tsunami, or seiche zones, risk release or pollutants due to project inundation;
- Conflict with or obstruct implementation of a water quality control plan or sustainable ground water management plan.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning hydrology and water quality. This analysis also considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite

compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on hydrology and water quality examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on available information in public databases including local planning documents; a site evaluation of the Project site; review of Project maps and drawings; and analysis of aerial and ground-level photographs. The determination that a Project component would or would not result in "substantial" adverse effects on standards related to hydrology and water quality considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

Hydrological Analysis

The RCFCWCD's Hydrology Manual Rational method using CIVILD software version 9.0 were the basis for the hydrology analyses. The 100-year, 1 hour rainfall and the 2-year, 1 hour rainfall rates were taken from the isohyetal maps in the Hydrology Manual. The hydrologic soil type for the site is primarily "C" with a small percentage of "B" and was taken from the soils map in the Hydrology Manual. Unit hydrograph and detention routing calculations are included in the Preliminary Drainage Study (**Appendix I1**).

5.9.5 Impacts and Mitigation Measures

Impact 5.9-1 ***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Level of Significance: Less than Significant with Mitigation Incorporated

Construction

Construction activities associated with Project buildout 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. Furthermore, fuels, lubricants, and solid and liquid waste would be stored within active construction sites. 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.

Consequently, the Project would comply with the NPDES Construction General Permit, all applicable City GP Policies regarding water quality, and the Riverside County DAMP, which all require the Applicant to

prepare and implement a SWPPP prior to obtaining a grading or building permit. The SWPPP would include construction BMPs to minimize or eliminate sediment and other pollutants in stormwater and non-stormwater runoff. BMPs are designed to control and prevent discharges of pollutants that can adversely impact the downstream surface water quality. Construction BMPs shall include, but not be limited to, the following:

- Minimization of disturbed areas to the portion of the Project site necessary for construction;
- Stabilization of exposed or stockpiled soils and cleared or graded slopes;
- Establishment of permanent re-vegetation or landscaping as early as is feasible;
- Removal of sediment from surface runoff before it leaves the Project site by silt fences or other similar devices around the site perimeter;
- Diversion of upstream runoff around disturbed areas of the Project site;
- Protection of all storm drain inlets on-site or downstream of the Project site to eliminate entry of sediment;
- Prevention of tracking soils and debris off-site through use of a gravel strip or wash facilities, which will be located at all construction exits from the Project site;
- Proper storage, use, and disposal of construction materials, such as solvents, wood, and gypsum; and
- Continual inspection and maintenance of all BMPs through the duration of construction.

With BMPs and on-site drainage improvements implemented, runoff would be directed to the proposed Drainage Management Area (DMA). The on-site underground storage chambers and pump system would be sized for WQMP and Hydrologic Conditions of Concern (HCOC) mitigation and would be located beneath the western truck court. The flows would be pumped into a proposed Filterra unit (southwest corner of Project site) for biotreatment before being conveyed into proposed Line CP-1, a 60-inch diameter storm drain. This storm drain would discharge into Romoland MDP Line-A.

Runoff from the western half of the building roof, north and south parking lots, west and east truck courts, and drive aisles would be collected by catch basins/underground chambers located in the western truck court. Trumble Road and Sherman Road would be constructed with low points due to the existing topography. The collected runoff would be conveyed through the proposed on-site storm drain Lines A, B, C, D, and E towards the proposed underground chambers located within the western truck court. These chambers would detain the water quality volume and HCOC mitigation volume. The flows would be pumped into a proposed Filterra unit for biotreatment before being conveyed into proposed Line CP-1, a 60-inch diameter storm drain. This storm drain would discharge into Romoland MDP Line-A. All high flows would bypass the pump station and gravity flow into proposed Line CP-1 and into Romoland MDP Line-A. All proposed on-site drainage and storm drain facilities would be sized adequately for 100-year storm event.[9]

[9] Albert A. Webb Associates (2024). *Preliminary Drainage Study*, page 3-1 (**Appendix I1**).

The Project would also include off-site drainage improvements at Trumble Road. Line A-21 would be constructed along Trumble Road and would collect runoff from the area east of Trumble Road, west of Sherman Road, and between Ethanac Road and Romoland Line-A, excluding the Project site boundary as it has its own connection into Romoland MDP Line-A.

Additionally, the Project's construction activities are also required to comply with the City's Stormwater/ Urban Runoff Ordinance[10], the City's Grading Ordinance[11], and other required regulations. With the implementation of BMPs as described in the SWPPP (see Mitigation Measure [**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.

Therefore, the Project's construction-associated impact would be reduced to a less than significant level.

Operations

Surface water and runoff from the impervious areas would be captured through an extensive drainage plan that would be in place which would include curb and gutter, ribbon gutters, grate inlets, storm drain lines, and an underground detention/pump system. 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.

The Project would also be required to comply with the NPDES Municipal Permit, the City GP, and the Riverside 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 I2**) 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 is intended to comply with the requirements of the City's Municipal Code Section 15.01, Storm Water/Urban Runoff, which includes the requirement for the preparation and implementation of a Project-Specific WQMP and has outlined all BMPs designed to meet water quality standards and mitigate any adverse impacts; see **MM HYD-2**. 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

[10] City of Menifee. (2025). *Municipal Code Chapter 15.01, Stormwater/Urban runoff Ordinance.* Retrieved from: https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-2967 (accessed on May 2025).
[11] City of Menifee. (2025). *Municipal Code. Chapter 8.26.060 Erosion Control Plan.* Retrieved from: https://codelibrary.amlegal.com/codes/menifee/latest/menifee_ca/0-0-0-28708#JD_8.26.060 (accessed on May 2025).

Documents (PRDs) prior to commencement of construction activities in the Storm Water Multiple Application and Report Tracking System (SMARTS). PRDs consist of the Notice of Intent, Risk Assessment, Post-Construction Calculations, a Site Map, the Stormwater Pollution Prevention Plan (SWPPP), a signed certification statement by the Legally Responsible Person, and the first annual fee.

The required 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 the Final Tentative Parcel Map 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 Operations and Maintenance (O&M) Plan for submittal together with the associated grading and improvement plans which must be approved prior to the issuance of a building or grading permit. These documents shall be prepared in accordance with applicable City (Menifee) and County (Riverside)

water quality requirements, for review and approval by the City of Menifee Engineering Department, including the following:

- Site Design Best Management Practices (BMPs)
- Source Control BMPs
- Treatment Control BMPs
- BMP Sizing
- Equivalent Treatment Control Alternatives
- Regionally-Based Treatment Control BMPs
- O&M Responsibility for Treatment Control BMPs.

Impact 5.9-2 ***Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Level of Significance: Less than Significant

Construction and Operations

The Project site overlies the San Jacinto Groundwater Basin and is within the service area of EMWD. The Project Applicant would construct on-site and off-site potable water and recycled water systems in accordance with EMWD design standards to receive water services from EWMD. Thus, the Project would utilize potable and recycled water and would not use any on-site or off-site groundwater wells, nor any other groundwater extractive methods to service the Project. Furthermore, the WSA prepared by the EMWD (**Appendix L**) determined that EMWD does not plan to develop new groundwater supplies for this Project. That is, the water supply required to serve the Project's demands and cumulative water demand in EMWD's service areais currently accounted and is within the level of demand accounted for in the 2020 UWMP (see **Section 5.15: Utilities and Service Systems** for more information).[12] Therefore, the Project would not directly draw water from the groundwater basin. 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 5.15: Utilities and Systems**, considering the above and 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' (demands, including the Project's) projected supplemental demand through 2045, even if there is a repeat of historic multiple-year drought scenarios. EMWD plans to meet new water demands in its service area, including demands by the Project, through a combination of additional imported water purchases from the Metropolitan Water District of Southern California (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 reduce the amount of runoff from the new impervious areas with implementation of design

[12] Eastern Municipal Water District (EMWD). (2025). *Water Supply Assessment Report,* Page 1 (**Appendix L**).

measures in the 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. 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.

In conclusion, the Project would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge. No significant impact would occur.

Mitigation Measures

No mitigation is necessary.

Impact 5.9-3 ***Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

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

Level of Significance: Less than Significant with Mitigation Incorporated

Construction and Operations

Development of the Project would alter the existing drainage pattern of the site. Although the existing site has been previously disturbed, there are areas that are undeveloped with little existing impervious surfaces. However, the Project Applicant would obtain a NPDES Construction Stormwater Permit and implement a SWPPP to minimize soil erosion and siltation on and off the site; see **MM HYD-1**. BMPs as outlined in the WQMP would also be implemented during construction and operation of the site to minimize erosion and sedimentation; see **MM HYD-2**. In addition to the SWPPP and WQMP, the Project would comply with other applicable local and regional water quality requirements. Overall drainage patterns would be captured through the proposed drainage systems, with flows directed to the Santa Ana Watershed Region and with water quality measures applicable to the respective watershed. In consideration of existing regulations, and with implementation of **MM HYD-1** and **MM HYD-2**, impacts would be less than significant.

Mitigation Measures

Refer to **MM HYD-1** and **MM HYD-2** above.

Impact 5.9-4 ***Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

ii) Substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site?

iii) Create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?

Level of Significance: Less than Significant with Mitigation Incorporated

Construction and Operations

The southern portion of the Project site is largely within an area of minimal flood hazard, identified as Zone X. The northern section of the Project site is entirely within an area of 1 percent annual chance flood with average depth less than one foot or with drainage areas of less than one square mile determined to be outside the 0.2 percent annual chance floodplain, identified as Zone X. The 1 percent annual chance flood is also referred to as the base flood or 100-year flood.

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 Drainage Study (**Appendix I1**) based on the RCFCWCD's Hydrology Manual criteria. The Preliminary Drainage Study concluded that the Project would increase surface runoff flows in the 100-year event. As previously discussed in **Impact 5.9-1**, the Project's drainage system has been designed to mitigate this impact, by providing an on-site underground detention /pump station, combined with a comprehensive on-site and off-site storm drainage system. 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 submit final grading and drainage plans for review and approval by the City and the EMWD, 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. Therefore, with proposed on-site and off-site improvements and implementation of **MM HYD-3**, the Project would not cause additional flooding or substantial runoff, exceed the capacity of existing drainage facilities, or impede or redirect flood flows such that on-site or off-site areas are significantly impacted. Impacts would be mitigated to a less than significant level. Water quality effects of the Project are addressed under **Impact 5.9-1** above.

Mitigation Measures

MM HYD-3 Prior to issuance of grading permits, the tentative parcel maps, 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.

Impact 5.9-5 ***Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would?***

iv) Impede or redirect flood flows?

Level of Significance: Less than Significant with Mitigation Incorporated

As stated above, the southern portion of the Project site is within an area determined to be outside the 0.2 percent annual chance floodplain, identified as Zone X. The northern portion of the Project site is within an area with a 0.2 percent annual chance flood hazard, or areas of 1 percent annual chance flood with average depth less than one foot or with drainage areas of less than one square mile, identified as Zone X. The Project Applicant would develop on a mix of vacant land, non-conforming housing, and industrial land uses for industrial uses and associated infrastructure that could cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff that could impede or redirect flood flows. However, per the Project's Preliminary Drainage Study (**Appendix I1**) and Preliminary WQMP (**Appendix I2**), on-site flows would be collected by a system of on-site drainage improvements, catch basins, underground detention system, and off-site drainage improvements proposed at Trumble Road and planned at Sherman Road which would convey runoff to the proposed Storm Drain Line A-21.[13] Line A-21 would then drain into the Romoland MDP Line-A.[14]

The Project's flows would discharge into Romoland MDP Line-A and ultimately drain to Canyon Lake. This classifies the Project as a HCOC nonexempt area. As noted in **Impacts 5.9-1** and **5.9-4** above, the Project would mitigate the increase in runoff and the 100-year storm would be routed to match existing and proposed flow rates. The flows would be routed by storing the volume in the underground detention system until the runoff overflows and releases to meet drawdown requirements. All flows would be treated for water quality purposes and all flows would be conveyed by the proposed drainage improvements to the basins and Romoland Line-A. Therefore, with implementation of efficient design measures and applicable BMPs pursuant the Project's WQMP and SWPPP (**MMs HYD-1, -2,** and **-3**), the Project would not substantially impede or redirect flood flows and no on-site flooding would occur.

Mitigation Measures

Refer to **MMs HYD-1** through **MM HYD-3**.

Impact 5.9-6 ***Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

Level of Significance: Less than Significant with Mitigation Incorporated

Construction and Operations

The Project is inland and is not at risk for inundation from a tsunami since the Project site is 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

[13] Albert A. Webb Associates (2024). *Preliminary Drainage Study,* page 1-1 (**Appendix I1**).
[14] Ibid.

southern portion of the Project site is within an area determined to be outside the 0.2 percent annual chance floodplain, identified as Zone X. The northern portion of the Project site is within an area with a 0.2 percent annual chance flood hazard, or areas of 1 percent annual chance flood with average depth less than one foot or with drainage areas of less than one square mile, identified as Zone X.

As concluded in the previous impact thresholds, BMPs have been incorporated into the Project's site design to fully address the proposed DMAs. As noted in the Preliminary Drainage Report, with the implementation of the proposed on- and off-site DMAs, runoff would be conveyed to the corresponding underground detention system which have been designed appropriately to 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, -2,** and **-3**), that includes, but is not limited to, the pretreatment of runoff through the proposed bioretention basins. Therefore, the Project's impacts regarding the risk of pollutants due to inundation would be reduced to less than significant levels.

Mitigation Measures

Refer to **MMs HYD-1** through **MM HYD-3**.

Impact 5.9-7: ***Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

Level of Significance: Less than Significant

Construction and Operations

The Project is underlain by the San Jacinto Groundwater Basin. For groundwater management plan and reporting purposes, the San Jacinto Groundwater Basin is further separated into the Hemet/San Jacinto Management Plan Area, 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.

Mitigation Measures

No mitigation is necessary.

5.9.6 Cumulative Impacts

Cumulative impacts concerning hydrology and water quality could occur as existing uses, new development, or redevelopment occurs within a specific watershed. This includes the Project, and other past, present, and future projects. Due to the urbanized nature of the watershed, growth would consist

of a mix of residential and non-residential development, consistent with past and present growth trends. Cumulative development, in conjunction with the Project, would result in an increase of impervious surfaces, and thus, result in increased runoff generation. Therefore, cumulative development, including the Project, are required to develop SWPPPs and site-specific WQMPs with BMPs to control erosion and stormwater run-off in accordance with all required water quality permits and applicable water quality control plans. The site-specific BMPs would help minimize impacts related to stormwater systems and conveyance. As needed, cumulative projects would implement BMPs, including LID BMPs to minimize run-off, erosion, and stormwater pollution. As part of these requirements, projects would be required to implement and maintain source controls, and treatment measures to minimize polluted discharge and prevent increases in run-off flows that could substantially decrease water quality. Conformance with these measures would aid in minimizing runoff and stormwater pollutants. Therefore, related projects are not expected to cause substantial increases in stormwater pollution. With compliance with State and local mandates, cumulative impacts would be less than significant. As concluded above, the Project would implement BMPS and efficient design measures in accordance with applicable federal, state, and local regulations. Therefore, the Project's impacts would not be cumulatively considerable.

5.9.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

5.9.8 References

California DWR. ND. *Water Data Library (WDL) Station Map*. https://wdl.water.ca.gov/waterdatalibrary/.

City of Menifee. (2013). *Menifee General Plan Open Space & Conservation Element*. https://www.cityofmenifee.us/250/Open-Space-Conservation-Element.

City of Menifee. (2013). *City of Menifee General Plan Draft EIR; Section 5.9, Hydrology and Water Quality*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/1109/Ch-05-09-HYD?bidId=.

City of Menifee. (2014). General Plan – Safety Element. Available at: https://www.cityofmenifee.us/DocumentCenter/View/14707/FINAL_Safety-Element-11222_complete.

City of Menifee. (2022). *Municipal Code. Chapter 8.26.060 Erosion Control Plan*. Retrieved from: https://cityofmenifee.us/DocumentCenter/View/8423/Menifee-Grading-Ordinance-Draft?bidId=.

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Eastern Municipal Water District (EMWD). (2025). *Water Supply Assessment Report* **(Appendix L)**.

FEMA. *Flood Insurance Rate Map*. (2025). Retrieved from: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa

9cd&extent=-117.19036396779732,33.7418625623032,-117.18517121114374,33.744092920211955.

Albert A. Webb Associates. (2024). *Preliminary Drainage Study* (**Appendix I1**).

Albert A. Webb Associates. (2024). *Project Specific Water Quality Management Plan* (**Appendix I2**).

Riverside County Planning Department. (2021). *Riverside County General Plan, Chapter 6: Safety Element. Figure 5: Dam Hazard Inundation. Page S-43*. Retrieved from Riverside County Website: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2021-elements-Ch06-Safety-092821.pdf.

Southern California Geotechnical. 2022. *Geotechnical Investigation* (**Appendix F**).

5.10 LAND USE AND PLANNING

5.10.1 Introduction

This section of the Draft Environmental Impact Report (EIR) discusses the potential land use impacts in the City of Menifee (City) associated with the implementation of the Heritage Valley Business Center (Project). The existing land uses of the Project site and surrounding areas along with the applicable regional and local regulations will be described to contextualize the Project's potential to result in land use impacts. If a potentially significant environmental impact is identified, mitigation measures would be proposed in order to reduce impacts to less than significant levels.

5.10.2 Environmental Setting

Existing and Surrounding Land Uses

The Project is located within ten parcels in the northeastern portion of the City. The Assessor Parcel Numbers (APNs) associated with the Project site are included in **Table 3-1: Assessor Parcel Numbers**, and here in **Table 5.10-1: Assessor Parcel Numbers**.

Table 5.10-1: Assessor Parcel Numbers

Parcel	APN
1	331-110-031
2	331-110-024
3	331-110-025
4	331-110-026
5	331-110-035
6	331-110-027
7	331-110-041
8	331-110-038
9	331-110-039
10	331-110-023

Source: Riverside County. ND. *Map My County*. https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public (accessed April 2025).

The Project site is currently a mixture of developed and undeveloped land. The southerly and northwestern portions of the Project site consist of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances associated with prior ground disturbance activities and discing. The west-central portion (APNs: 331-110-024, -025, and -026) are currently occupied by non-conforming single-family residences with associated light industrial activity and truck storage. The northeast portion of the site (APNs: 331-110-023, -039, and -038) is occupied by an equipment yard that is currently in operation.

Surrounding land uses north of the Project site include commercial and light industrial uses. Further north is Ethanac Road, located approximately 630 feet north of the Project site. East of the Project site is Sherman Road and beyond the road is vacant and undeveloped land. Menifee Commerce Center (SCH 2021060247) is proposed for development east of Sherman Road, between Sherman Road and

Dawson Road. South of the Project site, a Riverside County Flood Control channel and a Southern California Edison (SCE) utility corridor separate the Project site from McLaughlin Road. Lastly, west of the Project site is Trumble Road and beyond that is vacant undeveloped land in the City of Perris. See **Figure 3-1: Local Vicinity Map** for existing Project site uses and surrounding land uses.

General Plan Land Use Designations and Zoning

The site's existing land use designations are Heavy Industrial (HI) and Menifee North Specific Plan (SP) (see **Figure 3-3: Existing General Plan Land Use Designations**). The Project proposes a General Plan Amendment (GPA) to change the HI land use to Menifee North SP land use for three parcels to ensure consistent development standards (see **Figure 3-4: Proposed General Plan Land Use Designations**). The proposed industrial uses are consistent with the proposed land use designation.

The Project site's existing zoning is Heavy Industrial/Manufacturing (HI) and Menifee North SP Industrial (see **Figure 3-5: Existing Zoning**). The Project proposes a Zone Change to change the HI zoning to Menifee North SP zoning for three parcels to ensure consistent development standards (**Figure 3-6: Proposed Zoning**). The Project's proposed industrial uses are consistent with the proposed zoning.

Note, as part of a separate project (Ethanac Business Park) on a portion of the site that this project now occupies, the City's GP Land Use Map and Zoning Map were amended (on October 23, 2024), changing the land use designation and zoning of APN 331-110-023 from HI to the Menifee North SP Planning Area (PA) 2.

As shown in **Figure 3-7: Menifee North Specific Plan**, the Project would be located within PA 2 which is an area designated "Industrial" under the Menifee North SP. As noted above, the Project site is made up of two different land use designations. The majority of the site designated as Industrial under the Menifee North SP is made up of seven parcels and the balance of the site is made up of a small pocket of land consisting of three parcels designated as Heavy Industrial (HI). **Table 5.10-2: General Plan Permitted Uses**, provides a description of the allowed uses for the land uses currently making up the Project site.

Table 5.10-2: General Plan Permitted Uses

Designation	Details
Specific Plan (SP) Menifee North SP Planning Area 2	The purpose of a specific plan is to provide detailed policies, standards, and criteria for the development or redevelopment of an area. As required by state law, specific plans generally consist of a land plan, circulation plan, development standards, design guidelines, and phasing plan and set forth detailed implementation programs necessary to serve the development. The actual designation of each area will be SP followed by a corresponding number (e.g., SP-1). Land uses within the SP areas depicted on the land use plan are conceptual and will be shown to provide context with surrounding uses. Actual land uses are illustrated in detail in the specific plan documents (zoning). Amendments to land use in the specific plan will not warrant a revision to the General Plan (General Plan Amendment). Planning Area (PA) 2 includes industrial parcels which allow industrial uses intended to support the commercial uses in the region and to blend in with the adjacent industrial uses.

Designation	Details
Heavy Industrial (HI) Maximum 0.50 FAR	More intense industrial activities, such as manufacturing uses, that can generate significant impacts such as excessive noise, dust, and other nuisances.

Source: City of Menifee. 2020. *General Plan - Land Use Element*. Figure LU-3.
https://www.cityofmenifee.us/DocumentCenter/View/14701/FINAL_Land-Use-Element_11322 (accessed April 2025).

As shown in **Table 5.10-2**, the Menifee North SP (Industrial) and HI allows for the development of industrial and warehousing related uses which the Project would be consistent with.

However, because three parcels making up a minority of the Project site differ from the Menifee North SP (Industrial) designation, the amendments noted in **Section 3.8: Discretionary Actions and Approvals** would be required to consolidate the site's designation to Menifee North SP, and thus, provide for a single set of development and design standards to be uniformly applied to the entirety of the Project site under the Menifee North SP PA 2. The necessary amendments are summarized below:

- Change the General Plan land use designation of APNs 331-110-024, -025, and -026 from Heavy Industrial (HI) to Menifee North SP.
- Change the zoning classification of APNs 331-110-024, -025, and -026 from Heavy Industrial/Manufacturing (HI) to Menifee North SP.
- The General Plan land use and zoning classification amendments would allow for the boundary modification of Specific Plan No. 260 (Menifee North Specific Plan) to include APNs 331-110-024, -025, and -026 within Planning Area 2 ("Industrial").

For existing and proposed land use designations and zoning classifications by parcel see **Table 5.10-3: General Plan Land Use Designations and Zoning Classifications**.

Table 5.10-3: General Plan Land Use Designations and Zoning Classifications

Parcel	APN	Existing General Plan Land Use	Proposed General Plan	Existing Zoning	Proposed Zoning
1	331-110-031	Menifee North Specific Plan	Menifee North Specific Plan	Menifee North Specific Plan	Menifee North Specific Plan
2	331-110-024	Heavy Industrial		Heavy Industrial/Manufacturing	
3	331-110-025	Heavy Industrial		Heavy Industrial/Manufacturing	
4	331-110-026	Heavy Industrial		Heavy Industrial/Manufacturing	
5	331-110-035	Menifee North Specific Plan		Menifee North Specific Plan	
6	331-110-027	Menifee North Specific Plan		Menifee North Specific Plan	
7	331-110-041	Menifee North Specific Plan		Menifee North Specific Plan	
8	331-110-038	Menifee North Specific Plan		Menifee North Specific Plan	
9	331-110-039	Menifee North Specific Plan		Menifee North Specific Plan	

Parcel	APN	Existing General Plan Land Use	Proposed General Plan	Existing Zoning	Proposed Zoning
10	331-110-023	Menifee North Specific Plan		Menifee North Specific Plan	

Sources: City of Menifee. ND. *Menifee General Plan Land Use*. https://cityofmenifee.maps.arcgis.com/apps/instant/minimalist/index.html?appid=034dad9fadd94af6b983e005bc880160 (accessed May 2025); and City of Menifee. ND. *City of Menifee Zoning Districts*. https://cityofmenifee.maps.arcgis.com/apps/instant/interactivelegend/index.html?appid=b385b9d7da9f4d04a231c840637a0209 (accessed May 2025).

5.10.3 Regulatory Setting

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. SCAG is the federally recognized Metropolitan Planning Organization (MPO) for this region. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under Federal and State law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed the Regional Comprehensive Plan, the Regional Housing Needs Assessment, and the Regional Transportation Plan/Sustainability Communities Strategy (RTP/SCS).

2024-2050 Regional Transportation Plan/Sustainable Communities Strategies

SCAG's 2024-2050 RTP/SCS referred to as the Connect SoCal provides the long-range vision of the SCAG region. The Connect SoCal expands land use and transportation strategies established from previous cycles to increase mobility options and achieve a more sustainable growth pattern. The Connect SoCal contains plans and projections for the region's future, from 2024 through the horizon year of 2050. Like other Connect SoCal publications, the Connect SoCal provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. Specifically, the plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources.

The Connect SoCal advances regional planning by incorporating an integrated approach between SCAG, State and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public.

Connect SoCal can be found here: https://scag.ca.gov/connect-socal.

Local

City of Menifee General Plan

The Menifee GP contains includes goals and policies intended to provide benefits to the City through long-range planning. The Menifee GP was adopted in 2013 to provide planning framework to guide the City's growth and development through 2030. The GP is comprised of the following elements: Land Use; Housing; Circulation; Open Space & Conservation; Community Design; Economic Development; Safety; and Noise. Goals and policies applicable to the Project are identified in **Table 5.10-5: City of Menifee General Plan Consistency**.

The Menifee GP can be found here: https://www.cityofmenifee.us/221/General-Plan.

City of Menifee Municipal Code

The City of Menifee Municipal Code (Menifee MC) Title 9: Planning and Zoning is the City of Menifee Development Code (Menifee Development Code). The Menifee Development Code assists the Menifee GP by providing driving policies that reinforce the goals set by the Menifee GP. By complying with the standards set in the development code, the City will more efficiently achieve sustainable growth. This document outlines the City's guidelines and requirements for developments for each zoning type.

The Menifee MC can be found here: https://codelibrary.amlegal.com/codes/menifee/latest/overview.

Menifee MC Title 9, also referred to as the Development Code can be found here:

https://online.encodeplus.com/regs/menifee-ca/index.aspx.

City of Menifee Design Guidelines Industrial Good Neighbor Policies

The purpose of the Good Neighbor Policies is to provide local government and developers with ways to address environmental and neighborhood compatibility issues associated with permitting warehouse, logistics, and distribution facilities. The Policies apply to all new warehouse, logistics, and distribution facilities ("industrial uses"), excluding pending applications that have been deemed complete as the effective day of this policy, that include any building larger than 100,000 square feet in size or any sized building with more than 10 loading bays (dock-high). These Policies apply in addition to the provisions of the Menifee Development Code, and act as a supplement to the City-wide Design Guidelines adopted by the City on April 15, 2020.

The City-wide Design Guidelines that the Project would adhere to can be found here:

https://www.cityofmenifee.us/DocumentCenter/View/14902/Design-Guidelines_Amended-March-2-2022?bidId=

The Industrial Good Neighbor Policies that the Project would adhere to can be found here:

https://www.cityofmenifee.us/DocumentCenter/View/16937/Industrial-Good-Neighbor-Policies?bidId=.

Menifee North Specific Plan

The Project would be located within Planning Area (PA) 2: Industrial of the Menifee North SP. The Project would be implemented in compliance with the design guidelines and development plans and standards outlined in the Menifee North SP. These standards and guidelines pertain to such areas as circulation, drainage, grading, and landscaping.

5.10.4 Impact Thresholds and Significance Criteria

State California Environmental Quality Act (CEQA) Guidelines Appendix G has been utilized as significance criteria in this section. Accordingly, the Project would have a significant environmental impact if one or more of the following occurs:

- Physically divide an established community, or
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning land use and planning. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce a potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on land use and planning components examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "significant" adverse effects on land use and planning standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

5.10.5 Impacts and Mitigation Measures

Impact 5.10-1 Would the Project physically divide an established community?

Level of Significance: No Impact

Construction and Operation

The Project involves the development of approximately 829,755 square feet of warehouse space within an approximately 41-acre site, with associated facilities and improvements including office space, vehicle parking, loading dock doors, trailer parking, on-site landscaping, and related on-site and off-site improvements. The Project would occupy an area to be fully designated/classified as Menifee North SP, considering that there are currently two different designations. The Project, a proposed warehousing development, would conform to the established land use and zoning of the area, after the General Plan, Zone Change, and SP Amendment. Surrounding land uses are largely vacant undeveloped land with some commercial and light industrial development to the north, such as storage yards and automotive services.

The Project would potentially displace three non-conforming single-family residential structures with associated out structures. These residences are rural in nature and are not part of a distinct, established community. Residential uses are within the greater surrounding area of the Project site. However, these developments are not part of an established community. Further, the on-site residential structures are classified as nonconforming uses since residential uses are not permitted uses under the General Plan land use designation and zoning of Heavy Industrial/Manufacturing (HI). The dwelling units in the surrounding area are sporadically placed and do not form a geographically cohesive community. Lastly, the Project would not involve the removal of vital roadways or points of connection for residents but would improve Project area roadways. Therefore, development of the Project would not divide an established community and no impact would occur.

Mitigation Measures

No mitigation is necessary.

Impact 5.10-2 Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Level of Significance: Less than Significant

Construction and Operation

The Project shall comply with any applicable federal, state, regional, and local land use plans, policies, and regulations. Projects should be consistent with applicable policies in order to promote the efficient, sustainable growth projected in the long-term planning documents. At a regional level, the Project should comply with the goals and policies presented in SCAG's RTP/SCS. Locally, the Project should comply with the City's GP, the Menifee North SP, and any airport land use compatibility plans (ALUCPs). The Project's consistency with these applicable goals and policies are described below.

SCAG 2024-2050 RTP/SCS

The SCAG RTP/SCS is a long-term planning document intended to guide the growth of the region that includes the Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. The RTP/SCS allows public agencies who implement transportation projects to do so in a coordinated manner and assists the region in achieving California's greenhouse gas emission reduction goals and federal Clean Air Act requirements. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries, and more efficient use of resources. The Project's compliance with the RTP/SCS would promote the sustainable and beneficial growth of the region. **Table 5.10-4: SCAG 2024-2050 RTP/SCS Connect SoCal Goals** summarizes the Project's compliance with the RTP/SCS.

Table 5.10-4: SCAG 2024-2050 RTP/SCS Connect SoCal Goals

Goal/Subgoal	Consistency
Mobility: Build and maintain an integrated multimodal transportation network	
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions	**Not Applicable**. Not a Project-specific goal.
Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities	**Consistent**. The roadway improvements planned for the Project would include 5 to 6-foot-wide concrete sidewalks along each street connecting the Project site automotive and pedestrian/bicycle users to the surrounding area. While not located directly adjacent to major forms of mass transit, the Project area would connect to the I-215 corridor via a truck route, Ethanac Road. This will create an improved connection to Menifee and other surrounding communities.
Support planning for people of all ages, abilities and backgrounds	**Consistent**. Improvements to Sherman Road and Trumble Road would occur in the Project area which would create improved connections to surrounding roadways and communities, including people of all ages, abilities, and backgrounds
Communities: Develop, connect and sustain livable and thriving communities	
Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances	**Not Applicable**: The Project does not propose housing development.
Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households	
Environment: Create a healthy region for the people of today and tomorrow	
Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change	**Consistent**: The Project would construct improved roads, infrastructure, and a building to support uses consistent with the 2024-2050 RTP/SCS and consistent with current building codes, state and federal requirements including Green Building Standards. This includes EV Parking spaces, an energy-efficient building, and use of construction and grading equipment that complies with current climate standards,
Integrate the region's development pattern and transportation network to	

Goal/Subgoal	Consistency
improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water	etc. See **Section 5.2: Air Quality**, **Section 5.7: Greenhouse Gas Emissions**, and **Section 5.13: Transportation**.
Conserve the region's resources	
Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region	
Improve access to jobs and educational resources	**Consistent**. The Project would improve connectivity via an improved Sherman Road and Trumble Road and generate a more efficient travel path for residents' accessing jobs and educational resources.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities	**Consistent**: The Project would construct improved roads, infrastructure, and a building to support uses consistent with the 2024-2050 RTP/SCS and consistent with current building codes, state and federal requirements including Green Building Standards. This includes EV Parking spaces, an energy-efficient building, and use of construction and grading equipment that complies with current climate standards, etc. While not located directly adjacent to major forms of mass transit, the Project area would connect to the I-215 corridor via a truck route, Ethanac Road. This will create an improved connection to Menifee and other surrounding communities.
Source: SCAG. 2024. *Connect SoCal*. Page 85. https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed May 2025).	

City of Menifee General Plan

The City's General Plan, adopted in 2013, contains goals and policies meant to guide growth and development within the City. Goals and policies from the various resources sections relevant to the Project are analyzed for consistency in **Table 5.10-5: City of Menifee General Plan Consistency**.

The Project would require a General Plan Amendment (GPA) and Zone Change to designate/zone parcels 331-110-024, -025, and -026 as Menifee North SP. Upon approval of the GPA and Zone Change, the Project would be consistent with the land use designations and zoning set by the City's GP and MC.

Table 5.10-5: City of Menifee General Plan Consistency

Policy	Consistency
Circulation Element	
Goal C-1: A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.	
Policy C-1.1: 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.	**Consistent:** The Project is designed to enhance pedestrian and vehicular access and circulation, and it is located in a centralized area to reduce distances traveled from the Project site to distribution endpoints.

Policy	Consistency
Policy C-1.2: Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.	**Consistent:** Roadway improvements proposed for the Project would reduce potential traffic impacts to less than significant levels. However, LOS is no longer a component of CEQA traffic analysis. (CEQA Guidelines Section 15064.3). Further, a supplemental Traffic Study was conducted for the Project, which evaluated LOS impacts (see **Appendix K**) to address compliance with Policy C-1.2. The Traffic Study details the study intersections which would operate at an unacceptable LOS under various scenarios and provides recommended improvements the Project could implement to obtain acceptable LOS. The Traffic Study concludes by stating that "With the implementation of the recommended improvements, all study intersections are expected to operate at or above the minimum acceptable LOS standard." Through implementation of measures selected, acceptable LOS would be achieved.
Policy C-1.5: Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.	**Consistent:** Refer to Impact 5.13-2 in **Section 5.13, Transportation** that discusses the Project impacts on VMT. It is anticipated for the Project to create a significant impact on VMT as the baseline project VMT per service population. The cumulative project VMT both exceed the City threshold. However, in compliance with Policy C-1.5, the Project would implement **MMs TRA-1** through **TRA-3** to reduce total Project VMT by 7.2 percent.
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. • Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines. • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices.	**Consistent:** The Project is designed to enhance pedestrian and bicycle access and circulation. The Project would provide 5- to 6-foot-wide sidewalks and 8- to 10-foot-wide bike lanes along Trumble Road and Sherman Road. The proposed bike/pedestrian facilities would meet the needs of multiple types of users, be ADA compliant, and connect communities to the north and south of the Project site.
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,	

Policy	Consistency
businesses, schools, parks, recreation areas, transit facilities, and other key destination points.	
Community Design Element	
Goal CD-3: Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.	
Policy CD-3.3: Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes, but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing).	**Consistent:** Refer to **Section 5.1: Aesthetics**. Undergrounding of existing and proposed aerial utilities would be conducted. Design of the building would be of neutral coloration and aesthetically pleasing. Landscaping would be incorporated throughout the Project site. See **Figure 3-8** for conceptual elevations of the building.
Policy CD-3.5: Design parking lots and structures to be functionally and visually integrated and connected; off-street parking lots should not dominate the street scene.	**Consistent:** The Project would comply with the Menifee GP goals and policies listed in **Section 5.1.3** as they pertain to aesthetics and scenic quality. Parking, loading, trash and service areas shall be screened by structures or landscaping, consisting of trees, shrubs, walls, and fencing. Refer to **Figure 3-10: Conceptual Landscape Plan** for further detail.
Policy CD-3.8: Design retention/detention basins to be visually attractive and well-integrated with any associated project and with adjacent land uses.	**Consistent:** Refer to **Section 5.9: Hydrology and Water Quality**. To collect surface water and runoff from the impervious areas, an extensive drainage plan would be in place 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.
Policy CD-3.9: Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.	**Consistent:** Refer to **Section 5.12: Public Services**. The MPD would be provided the opportunity to review the Project's design to verify that all feasible CPTED strategies are incorporated. CPTED is a way of designing the built environment to create a safer built environment. CPTED elements include the strategic use of nighttime security lighting, avoidance of landscaping and fencing that limit sightlines, and use of a single, clearly identifiable point of entry.
Policy CD-3.10: Employ design strategies and building materials that evoke a sense of quality and permanence.	**Consistent:** Refer to **Section 5.1: Aesthetics**. The Project would comply with the Menifee GP goals and policies listed in **Section 5.1.3** as they pertain to aesthetics and scenic quality. Parking, loading, trash and service areas shall be screened by structures such as iron fencing and decorative walls, and landscaping consisting of trees, shrubs, and ground cover. Outside storage shall be screened with structures or landscaping. Landscaping shall be placed in a manner adjacent to the exterior

Policy	Consistency
	boundaries of the area so that materials stored are screened from view. All new utilities shall be underground. All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet. All lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
Policy CD-3.14: Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.	**Consistent:** Project development will consist of variations in color, texture, materials, articulation, and architectural treatments. See **Figure 3-8** for conceptual elevations of the building with materials board.
Policy CD-3.15: Require property owners to maintain structures and landscaping to high standards of design, health, and safety.	**Consistent:** Refer to **Figure 3-10: Conceptual Landscape Plan**, which incorporates a high standard of design, health and safety and for structures through the design review/discretionary City approval process. Improvements for signage, perimeter walls, fencing, pilaster, etc., shall be maintained by an owner's association or private owner(s).
Policy CD-3.16: Avoid use of long, blank walls in industrial developments by breaking them up with vertical and horizontal façade articulation achieved through stamping, colors, materials, modulation, and landscaping.	**Consistent:** Refer to **Section 5.1: Aesthetics**. The Project would comply with the Menifee GP goals and policies as they pertain to aesthetics and scenic quality. Project development will consist of variations in color, texture, materials, articulation, and architectural treatments (refer to **Figure 3-8**). Project development areas shall be screened by structures such as decorative walls, and landscaping consisting of trees, shrubs, and varying ground cover.
Policy CD-3.17: Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.	**Consistent:** Refer to **Figure 3-10: Conceptual Landscape Plan**. The Project site will consist of varying species of trees, flora, and shrubbery.
Policy CD-3.19: Design walls and fences that are well integrated in style with adjacent structures and terrain and utilize landscaping and vegetation materials to soften their appearance.	**Consistent:** Refer to the Project's Conceptual Landscape and Elevation Plans. Landscaping shall be placed in a manner adjacent to the exterior boundaries of the area so that materials stored are screened from view. All new utilities shall be underground. All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet. All lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.

Policy	Consistency
Policy CD-3.20: Avoid the blocking of public views by solid walls.	**Consistent:** Refer to **Section 5.1: Aesthetics**.
Goal CD-6: Attractive landscaping, lighting, and signage that conveys a positive image of the community.	
Policy CD-6.3: Require property owners to maintain the existing landscape on developed nonresidential sites and replace unhealthy or dead landscaping.	**Consistent:** Refer to **Figure 3-10: Conceptual Landscape Plan**. Improvements for signage, perimeter walls, fencing, pilaster, etc. shall be maintained by the association or private owner(s).
Policy CD-6.4: Require that lighting and fixtures be integrated with the design and layout of a project and that they provide a desirable level of security and illumination.	**Consistent:** Refer to **Section 5.1: Aesthetics**. Development Standards for Article X H-I Zone (Heavy Industrial) of Ordinance No. 348, all lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
Policy CD-6.5: Limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.	**Consistent:** Refer to **Section 5.1: Aesthetics**, Impact 5.1-4. Once operational, the building would use interior lighting and exterior security and parking lot lighting. Consistent with Section 10.4. Development Standards for Article X H-I (Heavy Industrial) of Ordinance No. 348, all lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
Land Use Element	
Goal LU-3: A full range of public utilities and related services that provide for the immediate and long-term needs of the community.	
Policy LU-3.4: Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.	**Consistent:** As discussed in **Section 5.15: Utilities and Service Systems**, the Project would be adequately served by existing utilities and service systems.
Policy LU-3.5:Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.	**Consistent:** The Project would comply with the Menifee GP goals and policies listed in **Section 5.1.3** as they pertain to aesthetics and scenic quality. Existing and proposed aerial utilities would be undergrounded as part of the Project, minimizing visual impacts from utilities infrastructure in this portion of Menifee.
Goal LU-4: Ensure development is consistent with the Riverside County Airport Land Use Compatibility Plan.	
Policy LU-4.2: Ensure that development proposals within the March Air Reserve Base and Perris Valley Airport areas of influence fully comply with the permit procedures specified in Federal and State law, with the referral requirements of the Airport Land Use Commission (ALUC), and with the conditions of approval imposed or recommended by the Federal Aviation Administration and ALUC, such	**Consistent:** The Project would comply with land use plans, policies, and regulations that would apply to its development and the surrounding area. The majority of the Project site is located within Compatibility Zone D of the MARB and the south-eastern corner of the Project site is located within Compatibility Zone E. Furthermore, noise impacts are low to moderate and risk of accidents is low. Airspace protection is the major concern in that

Policy	Consistency
as land use compatibility criteria, including density, intensity, and coverage standards. This requirement is in addition to all other City development review requirements.	aircraft pass over these areas while flying to, from, or around the March Air Reserve Base. All new development would be in accordance with Compatibility Zones D and E and all state, county, and local goals, policies, and regulations. Furthermore, the Project does not require review by ALUC because the City is consistent with the MARB airport land use compatibility plan. To be consistent with the requirements of Zones D and E, COA HAZ-1 has been included, and therefore the Project would not result in a significant impact.
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.	**Consistent:** The Project's noise-related impacts were evaluated in **Section 5.11: Noise**. It was determined that impacts would be less than significant without mitigation.
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.	**Consistent:** Refer to **Section 5.11: Noise**. The Project would comply with this policy. 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. Construction would occur during days and times prescribed by the City of Menifee. There would be periodic, temporary, noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction Project noise impacts if construction activities were conducted concurre88ntly. However, based on the noise analysis above, the Project's construction-related noise impacts would be less than significant, following compliance with the General Plan, and the Municipal Code.
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. See Table N-1 in **Section 4.11: Noise**.	**Consistent:** The Project would be required to adhere to the stationary source noise standards set within this policy.
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.	**Consistent:** Refer to **Section 5.11: Noise**.

Policy	Consistency
Policy N-1.9: Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.	**Consistent:** Refer to **Section 5.11: Noise**.
Policy N.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.	**Consistent:** Refer to **Section 5.11: Noise**.
Policy N.11: Discourage the siting of noise-sensitive land uses in areas in excess of 65 dBA CNEL without appropriate mitigation.	**Consistent:** Refer to **Section 5.11: Noise**.
Policy N.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.	**Consistent:** Refer to **Section 5.11: Noise**.
Policy N-1.13: Require new development to minimize vibration impacts to adjacent uses during demolition and construction.	**Consistent:** Refer to **Section 5.11: Noise**.
Policy N-1.15: Employ noise mitigation practices and materials, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.	**Consistent:** The Project would be required to adhere to the stationary source noise standards set within this policy.
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.	
Policy N-2.1: Require that new developments abutting residentially designated properties that operate stationary noise sources such as industrial, commercial, entertainment, institutional uses, hospitals, or large hotels, be designed to minimize noise impacts generated by loading areas, parking lots, trash enclosures, mechanical equipment, and any other noise-generating features to the extent feasible.	**Consistent:** Refer to **Section 5.11: Noise**.
Policy N-2.2: Require commercial or industrial truck delivery hours to be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits.	**Consistent:** Refer to **Section 5.11: Noise**.

Policy	Consistency
Open Space & Conservation Element	
Goal OSC-4: Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.	
Policy OCS-4.1:Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.	**Consistent:** Refer to **Section 5.5: Energy**.
Policy OCS-4.2: Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.	**Consistent:** Refer to **Section 5.5: Energy**.
Goal OSC-5: Archaeological, historical, and cultural resources are protected and integrated into the City's built environment.	
Policy OCS-5.1: Preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the city to implement this goal and associated policies.	**Consistent:** The Project's impacts on cultural resources are analyzed within **Section 5.4: Cultural Resource.** A Cultural Resource Assessment was conducted for the Project by Kimley-Horn and Associates in October 2025. It was concluded that the Project would not cause an adverse change in the significance of an archeological or historical resource pursuant to State CEQA Guidelines Section 15064.5. Additionally, Project development would be subject to compliance with the established federal, state, and local regulatory framework concerning the protection of cultural resources.
Policy OCS-5.4: Establish clear and responsible policies and best practices to identify, evaluate, and protect previously unknown archaeological, historic, and cultural resources, following applicable CEQA and NEPA procedures and in consultation with the appropriate Native American tribes who have ancestral lands within the city.	**Consistent:** Refer to response to Goal OSC-5-1 above. Given the negative results of the Cultural Resource Assessment, no additional work in conjunction with cultural resources is recommended for the Project. Even though the cultural report did not warrant or recommend further monitoring as the chance of encountering buried archaeological deposits is considered very low, to avoid any inadvertent discovery of archaeological resources, monitoring of future earth-disturbing activities will be conducted according to COA-CUL-1 through COA-CUL-7vb. Additionally, a record search of the NAHC Sacred Lands File was completed for the area of potential effect "the Project site" and the search returned negative results. The Project's potential impacts concerning the significance of an archaeological, historical, and cultural resources would be less than significant, with adherence to Standards Conditions of Approval COA-CUL-1 through COA-CUL-7which would further minimize impacts.
Goal OSC-7: A reliable and safe water supply that effectively meets current and future user demands.	
Policy OCS-7.1: Work with the Eastern Municipal Water District to ensure that adequate, high-quality	**Consistent:** The Project would receive potable water from EMWD. **Section 5.15: Utilities and Service Systems** determined that EMWD would have adequate supply to

Policy	Consistency
potable water supplies and infrastructure are provided to all development in the community.	support the Project's water demand in conjunction with cumulative development. Refer to **Section 5.15** for more information.
Policy OCS-7.2 Encourage water conservation as a means of preserving water resources.	**Consistent:** Refer to **Section 5.9: Hydrology and Water Quality** and **Section 5.15: Utilities and Service Systems** for more information. The Project would comply with the RCWQMP for the Santa Ana River Region of Riverside County, which would minimize impacts on receiving water quality by incorporating post-construction BMPs into Project design, including LID site design, hydromodification measures, source control, and treatment control. Implementation of the BMPs as PDFs would reduce the impacts of the Project to receiving water quality in both the construction and operation phases, encouraging the use of water conservation and preservation of the surrounding water resources.
Goal OSC-8: Protected biological resources, especially sensitive and special status wildlife species and their natural habitats.	
Policy OCS-8.4: Identify and inventory existing natural resources in the City of Menifee.	**Consistent:** The Project's impacts to biological resources were evaluated in **Section 5.3: Biological Resources** of this EIR. Each assessment identified and inventoried the existing natural resources surrounding the Project site, within the City. As further discussed in Impact 5.3-1 **MM BIO-1** and **MM BIO-2** would be s implemented to reduce impacts to the surrounding natural resources. All Project potential impacts to biological resources would be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards, and implementation of EIR mitigation measures.
Policy OCS-8.5: Recognize the impacts new development will have on the city's natural resources and identify ways to reduce these impacts.	**Consistent:** Refer to response to Goal OSC-8.4 above.
Goal OSC-9: Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.	
Policy OCS-9.1: Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.	**Consisten**t: The Project's impacts to air quality were evaluated in **Section 5.2: Air Quality** of this EIR. Where necessary, mitigation measures are implemented to reduce impacts to less than significant levels.
Policy OCS-9.2: Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.	**Consistent:** Refer to response to Goal OSC-9.1 above. Sensitive land uses surrounding the Project consist mostly of residential uses. The nearest receptor is an existing residence at 26026 Sherman Road, approximately 281 feet north of the Project site. Localized effects of on-site Project emissions on nearby receptors were found to be less than significant (refer to **Table 5.2-13** and **Table 452-14**). The LSTs represent the maximum emissions from a project that are not

Policy	Consistency
	expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. Neither the SCAQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. Information on health impacts related to exposure to ozone and particulate matter emissions can be found here: http://www.capcoa.org/health-effects/.
Policy OCS-9.3: Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.	**Consistent:** Refer to response to Goal OSC-9.1 above. 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 proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances.
Policy OCS-9.5: Comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.	**Consistent:** Refer to response to Goal OSC-9.1 above, and refer to **Section 5.2: Air Quality**, **Section 5.5: Energy**, and **Section 5.7: Greenhouse Gas Emissions** for how the Project is compliant with the mandatory requirements of Title 24. Th. It should be noted that the analysis herein assumes compliance with the current Title 24 Standards. The Project would use energy from SCE, which have committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. Additionally, the Project would implement **MM GHG-7** which includes the installation of a solar PV system that would offset at least 20 percent of the Project's total energy demand. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new

Policy	Consistency
	industrial developments and would include several measures designed to reduce energy consumption. CALGreen is updated on a regular basis, with the most current update consisting of the 2022 California Green Building Code Standards that became effective January 1, 2023, with updates for the 2025 standards set to take effect on January 1, 2026. . As the Project is expected to be completed in 2028, it will need to comply with the Title 24 Energy Standards in effect at that time, which may include further updates beyond the 2025 version.
Safety Element	
Goal S-1: A community that is minimally impacted by seismic shaking and earthquake-induced or other geologic hazards.	
Policy S-1.1: Require all new habitable buildings and structures to be designed and built to be seismically resistant in accordance with the most recent California Building Code adopted by the city.	Consistent: The Project's proposed building would be designed in accordance with the latest California Building Code which includes, but not limited to, seismic-resistant design standards. Refer to **Section 5.6: Geology and Soils** for more information.
Goal S-2: A community that has used engineering solutions to reduce or eliminate the potential for injury, loss of life, property damage, and economic and social disruption caused by geologic hazards such as slope instability; compressible, collapsible, expansive or corrosive soils; and subsidence due to groundwater withdrawal.	
Policy S-2.1: Require all new developments to mitigate the geologic hazards that have the potential to impact habitable structures and other improvements.	**Consistent: Section 5.6: Geology and Soils**, analyzed existing seismic shaking and other geologic hazards and the Project's effects on them. Project design features would be implemented in compliance with applicable federal, state, regional, and local regulations. Refer to **Section 5.6**, for more information.
Policy S-2.2: Monitor the losses caused by geologic hazards to existing development and require studies to specifically address these issues, including the implementation of measures designed to mitigate these hazards, in all future developments in these areas.	**Consistent:** Refer to **Section 5.6: Geology and Soils**, for more information. A Geotechnical Investigation was prepared by Southern California Geotechnical (SCG) and a Paleontological Resources Assessment prepared by Kimley-Horn and Associates. According to the geotechnical investigation prepared for this Project, the Project site is not within an Alquist-Priolo fault zone and there was no evidence of faulting identified during the investigation of the Project site. The Project site is located within a zone of low liquefaction susceptibility. In addition, the soil conditions encountered at the boring locations are not considered to be conducive to liquefaction and the Project site and the immediate area are not within a zone of generalized landslide susceptibility. Furthermore, per SCG recommendations, excavation, filling, and subgrade preparation would be performed in a manner and sequence that would provide drainage at all times and proper control of erosion to reduce impacts of substantial erosion. In conclusion, the

Policy	Consistency
	Project's compliance with applicable state and local design standards and regulations would ensure that impacts related to geology and soils are reduced to less than significant levels. None of the Project characteristics would affect or influence the geotechnical hazards for off-site development and any cumulative development would be required to comply with the same applicable state and local design standards, regulations, goals, and policies. For these reasons, no significant cumulative geotechnical impacts would occur for the Project.
Policy S-2.3: Minimize grading and modifications to the natural topography to prevent the potential for man-induced slope failures.	**Consistent:** Refer to **Section 5.6: Geology and Soils**, for more information. No major grading or excavation would be needed to substantially alter the slope of the site, create, or remove steep slopes, create retaining walls, or make other landform modifications. Nevertheless, grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the Project site would be required to comply with erosion and siltation control measures.
Goal S-4: A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.	
Policy S-4.1: Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire.	**Consistent:** Refer to **Section 5.12: Public Services**. The Project would include a minimum of fire safety and fire suppression features, including type of building construction, fire sprinklers, a fire hydrant system, and paved access.
Policy S-4.4: Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.	**Consistent:** Refer to **Section 5.12: Public Services.** Station 7 is approximately 1.9 miles from the Project site Station 54 is approximately 3.1 miles from the Project site. Based on the Project site's proximity to two existing fire stations, the Project would be adequately served by fire protection services, and no new or expanded unplanned facilities would be required. The Project would include a minimum of fire safety and fire suppression features, including type of building construction, fire sprinklers, a fire hydrant system, and paved access. The proposed buildings 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 eight 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 each building. The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the California Fire Code (CFC)

Policy	Consistency
	and National Fire Protection Association (NFPA) 24. Overall, 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. Because no fire protection facilities exist on the Project site, development of the Project would not conflict with existing fire structures or require modification of fire protection facilities. Compliance with applicable local and state regulations would ensure that Project implementation would result in a less than significant impact to fire protection services.
Goal S-5: A community that has reduced the potential for hazardous materials contamination.	
Policy S-5.1: Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.	**Consistent:** Refer to **Section 5.8: Hazards and Hazardous Materials**, Impact 5.8-1. Project construction and operations would involve the use, storage, transport, and disposal of hazardous materials and would therefore be required to conform to existing laws and regulations to ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts.
Policy S-5.4: Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials.	**Consistent:** Refer to **Section 5.8: Hazards and Hazardous Materials**. Project construction and operation would involve the use, storage, transport, and disposal of hazardous materials and would therefore be required to conform to existing laws and regulations. Compliance with applicable laws and regulations of several agencies, including the U.S. EPA, U.S. Department of Transportation, California OSHA, and the Riverside County Fire Protection District 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. Mandatory compliance with laws and regulations would ensure that operational impacts would be less than significant.
Policy S-5.5: Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.	**Consistent:** Refer to response above and **Section 5.8: Hazards and Hazardous Materials**. As stated above, 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. For example, all spills or leakage of petroleum products during construction

Policy	Consistency
	activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable regulations for the cleanup and disposal of that contaminant. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility under SCAQMD Rule 1166. Furthermore, strict adherence to all emergency response plan requirements set forth by Riverside County Fire Department would be required through the duration of the Project construction phase. Prior to Project approval, a HMBP also would be required for approval to show conformance with all applicable materials handling protocols. Adherence to these regulations is overseen and enforced by the Riverside County Department of Environmental Health Hazardous Materials Branch. As further discussed in **Section 5.8**, the Certified Unified Program Agency (CUPA) program provided by the County is designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout Riverside County. T
Source: City of Menifee. 2013. *City of Menifee General Plan*. https://www.cityofmenifee.us/221/General-Plan (accessed May 2025).	

Menifee North Specific Plan

This Menifee North SP was prepared within the framework of a detailed and comprehensive multi-disciplinary planning program. Issues such as engineering feasibility, market acceptance, economic viability, County Comprehensive General Plan goals and objectives, development phasing and local community goals were fully examined and considered. To further ensure the environmental compatibility, aesthetic satisfaction and functional integrity of the SP, specific planning goals and objectives were identified. Project consistency with planning objectives from the SP is detailed below in **Table 5.10-6: Menifee North Specific Plan Consistency**.

Table 5.10-6: Menifee North Specific Plan Consistency

Objective	Consistency
Provides a development plan of superior environmental sensitivity including a high quality of visual aesthetics, suppression of noise, protection of health and safety, and the promotion of the community and region.	**Consistent:** The Project includes a GPA, Zone Change, and Specific Plan Amendment. Following approval of these actions, the Project site would be fully zoned as Menifee North SP. Project construction and operation would comply with the development standards and design standards and guidelines laid out in the Menifee North SP.
Considers topographic, geologic, hydrologic and environmental opportunities and constraints to create a design that generally conforms to the character of the land by retaining and utilizing basic existing landforms as much as possible.	**Consistent:** Project construction and operation would comply with the development standards and design standards and guidelines laid out in the Menifee North SP. No such landforms are present on the Project site.

Objective	Consistency
Reflects anticipated market needs and public demand by providing a range of housing types which will be marketable within the developing economic profile of Southern Perris Valley.	**Not applicable**. Not a housing project.
Provides residential uses with specific emphasis on employing natural and created open space for a heightened aesthetic environment.	**Not applicable**. Not a housing project.
Provides direct and convenient access to clustered neighborhoods via a convenient and efficient circulation system.	**Not applicable.** Not a housing project. However, the Project does propose roadway improvements to the adjacent circulation system (Trumble Road and Sherman Road).
Provides additional employment opportunities for the current and future residents of the region and surrounding communities.	**Consistent: Refer to Section 8.0, Effects Found Not to be Significant**. The Project would have a beneficial effect on the City's employment base by developing a site that is largely vacant with a new industrial/warehouse facility with ancillary office space. Given that the current unemployment rate for Riverside County is approximately 5.2 percent[1], it is reasonably assured that the jobs would be filled by people living in the City, unincorporated County area, and surrounding communities, such as Perris and Murrieta. Furthermore, the Project site is served by existing public roadways, and utility infrastructure would be installed beneath the public rights-of-way that abut the Project site.
Creates a unique residential character that provides for a distinct environment through architectural treatment, viewshed, and natural	**Not applicable**. Not a housing project.
Source: Riverside County. 2004. *Menifee North Specific Plan 260, Amendment No. 1*.	

March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

The Project is within the March Air Reserve Base/Inland Port ALUCP airport influence area boundary. The Project site is within Compatibility Zones D and E.[2] The Project does not require review by ALUC because the City is consistent with the MARB airport land use compatibility plan. However, to be consistent with the requirements of Zones D and E, **COA HAZ-1** has been included. Refer to **Section 5.8** for more information.

There are no limits, restrictions, or requirements for density/intensity standards pertinent to these zones. Prohibited uses include hazards to flight. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. Other development conditions for Zone D include 1) Deed notice and disclosure. For Zone E, other development conditions include disclosure only.

[1] State of California Employment Development Department. 2025. *Local Area Unemployment Statistics (LAUS).* https://data.ca.gov/dataset/local-area-unemployment-statistics-laus (accessed May 2025).
[2] Riverside County. 2025. *Riverside County Parcel Report*.

Overall, the Project would comply with land use plans, policies, and regulations that would apply to its development and the surrounding area. The Project would therefore cause a less than significant impact regarding compliance with land use policies and no mitigation is required.

Mitigation Measures

No mitigation is necessary.

5.10.6 Cumulative Impacts

The geographic area for the analysis of cumulative impacts to land use and planning includes the jurisdiction of local and regional agencies including the City of Menifee, Riverside County, and SCAG, where land use changes could interact with land use changes under the Project to result in cumulative effects. **Table 4-1: List of Cumulative Projects** and **Figure 4-1: Location of Cumulative Projects**, represent past, present, and potential future projects that could lead to cumulative impacts once combined with the Project.

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.

Implementation of future projects requiring a change in the GP land use designation would require discretionary approval, similar to this Project review and approval process. Future projects would also be subject to CEQA review, as well as the California Zoning and Planning Law and the California Subdivision Map Act, similar to this Project's review and approval process. 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 described above, the Project would be consistent with applicable land use goals, policies and objectives of the Menifee North SP, City's GP, the 2024-2050 RTP/SCS, and ALUCP. Mitigation measures to address potential significant environmental impacts of the Project have been included in this Draft EIR. Given the Project's consistency, as well as the potential for other projects in the cumulative impact scenario to be generally consistent with the land use policy framework, overall cumulative land use consistency impacts would be less than significant.

5.10.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

5.10.8 References

City of Menifee. 2013. *City of Menifee General Plan*. https://www.cityofmenifee.us/221/General-Plan.

City of Menifee. 2020. *General Plan - Land Use Element*. https://www.cityofmenifee.us/DocumentCenter/View/14701/FINAL_Land-Use-Element_11322.

City of Menifee. ND. Menifee General Plan Land Use. https://cityofmenifee.maps.arcgis.com/apps/instant/minimalist/index.html?appid=034dad9fadd94af6b983e005bc880160.

City of Menifee. ND. *City of Menifee Zoning Districts*. https://cityofmenifee.maps.arcgis.com/apps/instant/interactivelegend/index.html?appid=b385b9d7da9f4d04a231c840637a0209.

Riverside County. 2004. *Menifee North Specific Plan 260, Amendment No. 1*.

Riverside County. 2025. *Riverside County Parcel Report*.

Riverside County. ND. *Map My County*. https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public.

SCAG. 2024. *Connect SoCal*. https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf.

State of California Employment Development Department. 2025. *Local Area Unemployment Statistics (LAUS)*. https://data.ca.gov/dataset/local-area-unemployment-statistics-laus.

5.11 NOISE

5.11.1 Introduction

The purpose of this section is to describe both construction-related and operational noise and vibration levels to on-site and surrounding land uses resulting from the Heritage Valley Business Center (Project). The analysis in the section evaluates the level of noise impacts the Project would have on the environment. Noise data and assumptions that are used for quantifying the Project's noise impacts are based on the following sources.

The noise data and calculations are included as **Appendix J** to this EIR.

- Urban Crossroads. (2026). *Noise And Vibration Analysis.* (**Appendix J**)

5.11.2 Environmental Setting

Acoustic Terms

Table 5.11-1: Definitions of Acoustical Terms below includes a brief definition to each applicable acoustical term discussed in this section.

Table 5.11-1: Definitions of Acoustical Terms

Term	Definitions
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in µPa (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 µPa). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Maximum Noise Level (L_{max}) Minimum Noise Level (L_{min})	The maximum and minimum dBA during the measurement period.
Exceeded Noise Levels (L_{01}, L_{10}, L_{50}, L_{90})	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Noise Level (L_{dn})	A 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity at nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.

Term	Definitions
Community Noise Equivalent Level (CNEL)	A 24-hour average L_{eq} with a 5 dBA weighting during the hours of 7:00 a.m. to 10:00 a.m. and a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Existing Noise Sources

The City is impacted by various noise sources. Mobile sources of noise, especially cars, trucks, and trains are the most common and significant sources of noise. Other noise sources are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise.

Mobile Sources

Existing roadway noise levels of the roadway segments in the Project vicinity were calculated within the Project's Noise and Vibration Analysis (**Appendix J**) using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108 and existing traffic volumes from the Project Traffic Study (**Appendix K**). The FHWA Model calculates a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL) by vehicle type. REMEL represents the maximum sound level (L_{max}) of individual vehicle "pass by" events by vehicle type when measured at a "reference distance" of 50 feet from the center of the travel lane. This is the same methodology and approach used for the City of Menifee General Plan (Menifee GP). In California, the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. Adjustments were made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period.

The average daily noise levels along roadway segments in proximity to the Project site are included in Table 5.11-2: Off-Site Roadway Parameters below which presents the roadway parameters used to assess the Project's off-site dBA CNEL transportation noise impact. Table 5.11-2 identifies the six off-site study area roadway segments, the distance from the centerline to adjacent land use based on the functional roadway classifications per the Menifee GP Circulation Element, and the vehicle speeds.

Table 5.11-2: Off-Site Roadway Parameters

ID	Roadway	Segment	Receiving Land Use[1]	Classification[2]	Distance from Centerline to Receiving Land Use (Feet)[3]	Vehicle Speed (mph)
1	Ethanac Rd.	w/o I-215 SB Ramps	Sensitive	Expressway	100'	45
2	Ethanac Rd.	e/o I-215 SB Ramps	Non-Sensitive	Expressway	100'	45
3	Ethanac Rd.	e/o I-215 NB Ramps	Non-Sensitive	Expressway	100'	45
4	Ethanac Rd.	e/o Encanto Rd.	Non-Sensitive	Expressway	100'	45
5	Ethanac Rd.	e/o Trumble Rd.	Sensitive	Expressway	100'	45
6	Ethanac Rd.	e/o Sherman Rd.	Sensitive	Expressway	100'	45
7	Trumble Rd.	s/o Ethanac Rd.	Sensitive	Collector	30'	45
8	Sherman Rd.	n/o Ethanac Rd.	Sensitive	Major	59'	35
9	Sherman Rd.	s/o Ethanac Rd.	Sensitive	Major	59'	35

[1] Based on a review of existing aerial imagery.
[2] Heritage Valley Business Center (PLN24-0195) Traffic Analysis, Urban Crossroads, Inc. (**Appendix K)**
[3] Distance to receiving land use is based upon the right-of-way distances.

Urban Crossroads. (2026). Noise And Vibration Analysis. p. 32 – Table 6-1. Refer to **Appendix J**.

Table 5.11-3: Average Daily Traffic Volumes identifies the ADT volumes used in the Noise and Vibration Analysis. The Noise and Vibration Analysis relied on a comparative evaluation of the off-site traffic noise impacts at the boundary of the right-of-way of the receiving adjacent land use, without and with project ADT traffic volumes from the Project traffic analysis (**Appendix K**) to quantify off-site noise levels.

Table 5.11-3: Average Daily Traffic Volumes

ID	Roadway	Segment	Average Daily Traffic Volumes (Actual Vehicles)[1]					
			Existing Without Project	Existing With Project	EAC (2028) Without Project	EACP (2028) With Project	Horizon Year (2045) Without Project	Horizon Year (2045) With Project
1	Ethanac Rd.	w/o I-215 SB Ramps	20,545	20,626	50,761	50,842	55,837	55,918
2	Ethanac Rd.	e/o I-215 SB Ramps	17,124	17,840	41,247	41,963	49,902	50,618
3	Ethanac Rd.	e/o I-215 NB Ramps	16,922	17,923	38,969	39,970	43,768	44,769
4	Ethanac Rd.	e/o Encanto Rd.	14,335	15,336	34,670	35,671	38,137	39,138
5	Ethanac Rd.	e/o Trumble Rd.	13,653	14,084	28,407	28,838	31,248	31,679
6	Ethanac Rd.	e/o Sherman Rd.	9,988	10,086	26,038	26,136	28,642	28,740
7	Trumble Rd.	s/o Ethanac Rd.	1,495	1,942	1,695	2,143	1,865	2,313
8	Sherman Rd.	n/o Ethanac Rd.	2,810	2,875	4,129	4,194	5,205	5,270
9	Sherman Rd.	s/o Ethanac Rd.	337	931	6,157	6,751	6,773	7,367

Urban Crossroads. (2026). Noise And Vibration Analysis. p. 33 – Table 6-2. Refer to **Appendix J**.

Stationary Sources

The nearest sources of stationary noise in the Project vicinity are generated by existing non-conforming single-family residences with associated light industrial activity and truck storage and surrounding existing commercial and light industrial uses. Noise sources from residential uses typically include mechanical equipment such as HVAC, automobile related noise such as cars starting and doors slamming, and landscaping equipment. Noise sources from industrial uses typically include mechanical equipment (e.g., HVAC and mechanical tools) truck idling, and truck maneuvering. The noise associated with these sources may represent a single-event noise occurrence or short-term noise. Stationary noise associated with commercial and light industrial uses includes parking lot vehicle movements, loading dock activity, truck/trailer parking activity, truck movements, trash enclosure activity, and roof-top air conditioning units.

Existing Noise Measurements

To assess the existing noise level environment, 24-hour noise level measurements were taken at four locations in the Project area as depicted in **Figure 5.11-1: Sensitive Receptors – Noise** - refer to following section describing the sensitive receptors. The noise measurements presented below focus on the equivalent or the hourly energy average sound levels (Leq) to describe the existing ambient conditions. Table 5.11-4: Ambient Noise Level Measurements provides the (energy average) noise levels used to describe the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The daytime and nighttime equivalent noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number.

Table 5.11-4: Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]	
		Daytime	Nighttime
L1	Located north of the site near the residence at 26105 Sherman Rd.	62.7	58.5
L2	Located north of the site near the residence at 27531 Ethanac Rd.	66.7	58.3
L3	Located south of the site near the residence at 26552 Trumble Rd.	60.9	44.6
L4	Located south of the site near the residence at 26505 Trumble Rd.	59.6	48.6

[1] See Figure 5.11-1 for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2 of **Appendix J**.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Urban Crossroads. (2026). *Noise And Vibration Analysis*. p. 29 – Table 5-1. Refer to **Appendix J**



Source: Urban Crossroads, 2025.

Figure 5.11-1: Sensitive Receptors - Noise
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn

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 vibration that may be described by amplitude and frequency.

Decibel notation (VdB) serves to reduce the range of numbers used to describe vibration levels and is used 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.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise sensitive uses typically include residences, hospitals, schools, childcare facilities, and places of assembly. Vibration sensitive receivers are generally similar to noise sensitive receivers but may also include businesses, such as research facilities and laboratories that use vibration-sensitive equipment. The Project is surrounded by legal non-conforming residences and industrial uses to the north; industrial uses to the east; an RV storage yard, vacant/undeveloped land uses, and a legal non-conforming residence to the south; and vacant land to the west.

Sensitive land uses nearest to the Project are depicted in **Figure 5.11-1: Sensitive Receptors - Noise** and discussed below.

R1: Location R1 represents an existing residence near the Project site, approximately 281 feet north of the Project site. Receiver R1 is placed at the façade facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents the existing residence near the Project site, approximately 532 feet northeast of the Project site. Receiver R2 is placed at the façade facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents the existing residence near the Project site, approximately 494 feet south of the Project site. Receiver R3 is placed at the façade facing the Project site. A 24-hour noise

measurement was taken near this location, L3, to describe the existing ambient noise environment.

R4: Location R4 represents the existing residence near the Project site, approximately 510 feet west of the Project site. Receiver R4 is placed at the façade facing the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

5.11.3 Regulatory Setting

To limit population exposure to physically or psychologically damaging as well as intrusive noise levels, the Federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

Federal

Federal Transit Administration Noise and Vibration Guidance

The Federal Transit Administration (FTA) has published the Transit Noise and Vibration Impact Assessment report to provide guidance on procedures for assessing impacts at different stages of transit project development. The report covers both construction and operational noise impacts and describes a range of measures for controlling excessive noise and vibration. The specified noise criteria are an earlier version of the criteria provided by the Federal Railroad Administration's High-Speed Ground Transportation Noise and Vibration Impact Assessment. In general, the primary concern regarding vibration relates to potential damage from construction. The Transit Noise and Vibration Impact Assessment establishes criteria for evaluating the potential for damage for various structural categories from vibration.

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 - California 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, hotel rooms, 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 and habitable rooms (including hotels), the acceptable interior noise limit for new construction is 45 dBA CNEL.

Local

City of Menifee General Plan

Noise Element

The Menifee GP Noise Element contains policies for limiting the noise generated from future projects as well as means to abate existing noise problems. The primary function of the Menifee GP Noise Element is to ensure that considerations of noise are incorporated into the land use planning and decision-making process. The Menifee GP Noise Element is directly related to both the land use and circulation elements.[1]

Goals and policies from the Community Design Element applicable to the Project include:

Goal N-1 **Noise-sensitive land uses are protected from excessive noise and vibration exposure.**

Policy N-1.1 Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.

Policy N-1.2 Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the city's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.

Policy N-1.7 Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources adjacent to sensitive receptors (refer to the following **Table 5.11-5: City of Menifee Stationary Source Noise Standards**)

Table 5.11-5: City of Menifee Stationary Source Noise Standards

Land Use (Residential)	Interior Standards	Exterior Standards
10 p.m. – 7 a.m.	40 L_{eq} (10 minute)	45 L_{eq} (10 minute)
7 a.m. – 10 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 are designed with adequate noise abatement measures.

[1] City of Menifee. (2013). *Menifee General Plan Noise Element*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/1008/HDNE_NoiseBackgroundDocument?bidId= (accessed September 2025).

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.

Policy N-1.15 Employ noise mitigation practices and materials, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.

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.**

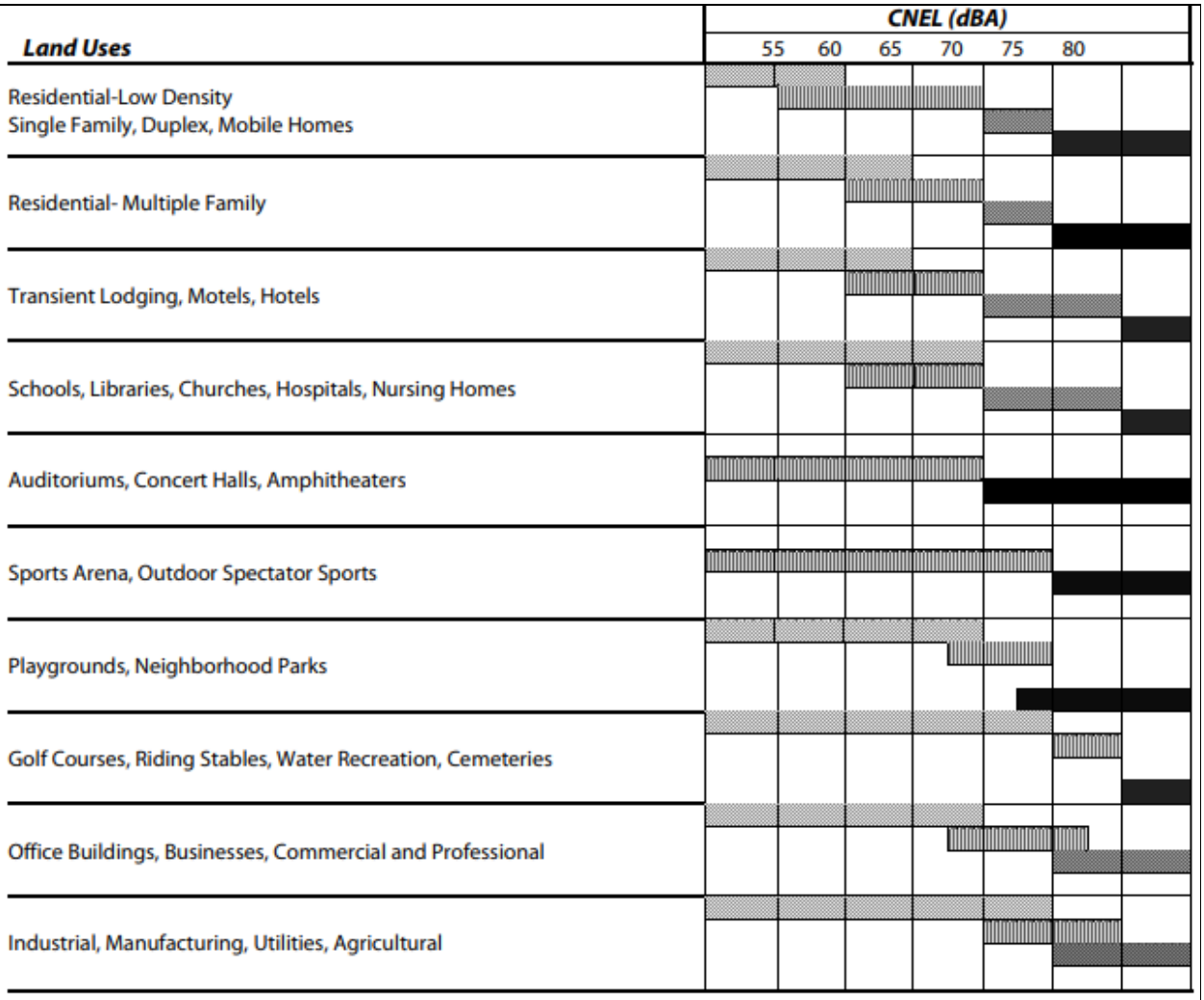
Policy N-2.1 Require that new developments abutting residentially designated properties that operate stationary noise sources such as industrial, commercial, entertainment, institutional uses, hospitals, or large hotels, be designed to minimize noise impacts generated by loading areas, parking lots, trash enclosures, mechanical equipment, and any other noise-generating features to the extent feasible.

Policy N-2.2 Require commercial or industrial truck delivery hours to be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits.

City of Menifee Land Use Compatibility

The noise criteria identified in the Menifee GP Noise Element are guidelines to evaluate the land use compatibility of transportation related noise. The compatibility criteria, shown on **Table 5.11-6: Land Use Compatibility for Community Noise Environments**, provides the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels. The Land Use Compatibility for Community Noise Exposure matrix describes categories of compatibility and non-specific noise standards.

Table 5.11-6: Land Use Compatibility for Community Noise Environments



Source: Urban Crossroads. (2026). *Noise And Vibration Analysis*. p. 21 – Exhibit 3-1. Refer to **Appendix J**

City of Menifee Municipal Code

The City of Menifee Municipal Code (Menifee MC) provides noise standards; relevant portions are detailed below.[2] Menifee MC Title 9: Zoning is also referred to as the Menifee Development Code. The Menifee Development Code assists the Menifee GP by providing driving policies that reinforce the goals set by the GP.

- All construction activities shall adhere to Menifee MC Section 8.01.010, which requires projects within one-fourth mile from an occupied residence to operate Monday through Saturday, except nationally recognized holidays, from 6:30 a.m. to 7:00 p.m. and prohibits construction from occurring on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer. Compliance with Menifee MC Section 8.01.010 would reduce construction-related noise impacts.
- Menifee MC Section 9.09 (Noise Ordinance) provides exemptions for noise from certain sources. According to Section 9.09.020 – General Exemptions, exemptions relevant to the Project include:
  - Property maintenance including lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7:00 a.m. and 8:00 p.m.
  - Motor vehicles, other than off-highway vehicles.
  - Heating and air conditioning equipment in proper repair.
- All construction activities and haul truck deliveries shall adhere to Menifee MC Section 9.09.030(B), which prohibits construction activities that make loud noise from occurring between 6:00 p.m. and 6:00 a.m. during the months of June through September, and between 6:00 p.m. and 7:00 a.m. during the months of October through May, and on Sundays and Federal holidays. Compliance with Menifee MC Section 9.09.030 would reduce construction-related noise impacts.
- Menifee MC Section 9.09.050(A) discusses the noise standards for stationary noise sources and states the following: No person shall create any sound, or allow the creation of any sound, on any property that causes the exterior and interior sound level on any other occupied property to exceed the sound level standards set forth in Table 4.11-5.
- Menifee MC Section 9.210.060 establishes citywide standards regulating noise. The general sound level standards set forth in Section 9.210.060.E apply to sound emanating from all sources, including the following special sound sources, and the person creating, or allowing the creation of, the sound is subject to the requirements of that section.

City of Menifee Design Guidelines Industrial Good Neighbor Policies

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

[2] City of Menifee. (2023). *Menifee Municipal Code*. Available at: https://codelibrary.amlegal.com/codes/menifee/latest/overview (accessed September 2025).

and sensitive receptors. within the City.[3] The following noise-related guidelines are applicable to the Project:

- When not adjacent to sensitive receptors, truck courts and trailer parking should face internal to the site when feasible to avoid screen walls being the most prominent street feature. A "wingwall" may also be installed perpendicular to the loading dock areas to further attenuate noise related to truck activities and address aesthetics by screening the loading area.
- Use of perimeter walls, buildings, and/or enhanced landscaping to reduce noise impacts as appropriate.
- If a public address (PA) system is being used in conjunction with an industrial use, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.

5.11.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions concerning noise. The questions presented in the Environmental Checklist Form have been used as threshold of significance in this section. Accordingly, the Project may create a significant environmental impact and it would:

- Result in the 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;
- Result in the generation of excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

Methodology and Assumptions

Construction Noise Thresholds

The City does not establish quantitative construction noise standards and only limits the construction activities timeframe. Therefore, to evaluate whether the Project will generate potentially significant short-term noise levels at the nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq, based on the FTA's Transit Noise and Vibration Impact Assessment Manual, is used as a reasonable threshold to assess the daytime construction noise level impacts.

Construction projects involve various stages, and activities frequently shift from one location to another. For example, during site preparation and grading, noise-generating activities may concentrate in an area for a short period to remove an obstruction, while the majority of the grading involves the equipment moving back and forth in a predictable pattern throughout the site; building construction and foundation work generally concentrate near the building footprint, while paving generally involves a predictable pattern of movement throughout the site. Therefore, construction activities were evaluated as multiple

[3] City of Menifee. (2022). *Design Guidelines – Appendix A: Industrial Good Neighbor Policies*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/16937/Industrial-Good-Neighbor-Policies?bidId= .

moving point sources within the Project area since the speed and power of the equipment vary, and the equipment constantly changes position in terms of its distance and direction relative to the receivers. Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts by phase at the nearby sensitive receiver locations were completed. To account for the dynamic nature of construction activities, the CadnaA construction noise analysis evaluates the noise source activities as multiple moving point sources, or construction crews, within the limits of construction.

Operational Noise Thresholds

Operational noise is evaluated based on the standards within the Menifee MC and GP. Menifee GP Noise Element N-1 section identifies a daytime (7:00 a.m. – 10:00 p.m.) standard of 55 dBA (interior) and 65 dBA (exterior) for residential receptors and a nighttime (10:00 p.m. – 7:00 a.m.) standard of 40 dBA (interior) and 45 dBA (exterior).

The City provides noise and land use compatibility standards (i.e., noise standards using a 24-hour metric such as Ldn or CNEL and with Normally Acceptable, Conditionally Acceptable, Normally Unacceptable, and Clearly Unacceptable designations) in the Menifee GP Noise Background Document and Definitions document. A potentially significant impact would occur if the Project would cause ambient noise levels to increase by 3 dBA CNEL or more and the resulting noise falls on a noise-sensitive land use that exceeds the noise and land use compatibility standards (i.e., causing the noise level of a noise sensitive land use within an area to be categorized as either “Normally Unacceptable” or “Clearly Unacceptable”). Note that noise level changes less than 3 dBA are not detectable by the human ear.

Noise levels up to 60 dBA CNEL are considered Normally Acceptable and noise levels up to 70 dBA CNEL are considered Conditionally Acceptable for single-family residential uses. Meeting the conditionally acceptable standards are appropriate as long as the 45 dBA interior noise standard can be met. Therefore, the Project would result in a potentially significant traffic noise impact if Project traffic would increase the baseline traffic noise level by 3 dBA CNEL and exceed the applicable land use compatibility standard. The environmental baseline is the Without Project condition.

Vibration Thresholds

The City does not have a significance threshold to assess vibration impacts. Pursuant to Caltrans’ 2020 Transportation and Construction Vibration Guidance Manual, vibration damage was used in the Noise and Vibration Analysis to assess potential temporary construction-related impacts at adjacent building locations. The nearest noise sensitive buildings adjacent to the Project site can best be described as “older residential structures” with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

Significance Criteria Summary

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. **Table 5.11-7: Significance Criteria Summary** shows the significance criteria summary matrix that includes the allowable criteria used to identify potentially significant incremental noise level increases.

Table 5.11-7: Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive	If ambient is < 60 dBA CNEL[1]	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL[1]	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL[1]	≥ 1.5 dBA CNEL Project increase	
Off-Site Traffic	Non-Noise-Sensitive	If ambient is > 70 dBA CNEL[2]	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive	Residential Exterior Noise Level[3]	65 dBA Leq	45 dBA Leq
		If ambient is < 60 dBA Leq[1]	≥ 5 dBA Leq Project increase	
		If ambient is 60 - 65 dBA Leq[1]	≥ 3 dBA Leq Project increase	
		If ambient is > 65 dBA Leq[1]	≥ 1.5 dBA Leq Project increase	
Construction	Noise-Sensitive	Noise Level Threshold[4]	80 dBA L_{eq}	70 dBA L_{eq}
		Exterior Noise Level Increase[5]	20 dBA L_{eq}	
		Vibration Level Threshold[6]	0.3 PPV (in/sec)	

[1] FICON, 1992.
[2] City of Menifee General Plan Noise Element, Table N-b3.
[3] City of Menifee Development Code, Table 9.210.060-1 (Appendix 3.1).
[4] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[5] Temporary construction noise increases that can be tolerated without significant adverse effects.
[6] Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Source: Urban Crossroads. (2026). *Noise And Vibration Analysis*. p. 25 – Table 4-1. Refer to **Appendix J**

5.11.5 Impacts and Mitigation Measures

Impact 5.11-1 ***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Level of Significance: Less than Significant

Construction

On-site Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. The quieter pieces of construction do not affect the overall level, but they do reduce the magnitude of the fluctuations in the noise level.

Construction activities are expected to occur during demolition, site preparation, grading, infrastructure improvements, building construction, paving, and architectural coating. Consistent with FHWA and FTA guidance for detailed construction noise assessment, **Table 5.11-8: Construction Reference Noise Levels** describes the combined noise levels for the loudest anticipated construction activities expected for each stage, assuming all equipment operates simultaneously. **Figure 5.11-2: Construction Noise Source Locations** shows the construction noise source activity in relation to the nearest sensitive receivers.

Table 5.11-8: Construction Reference Noise Levels

Construction Stage	Reference Construction Equipmnet[1]	Reference Noise Level @ 50 Feet (dBA L_{eq})	Composite Reference Noise Level (dBA L_{eq})[2]	Reference Power Level (dBA L_w)[3]
Demolition	Concrete Saw	83	86.1	117.7
	Excavator	77		
	Jack Hammer	82		
Site Preparation	Tractor	80	82.9	114.5
	Front End Loader	75		
	Dozer	78		
Grading	Tractor	80	84.2	115.9
	Grader	81		
	Compactor (ground)	76		
Building Construction	Crane	73	82.1	113.7
	Generator	78		
	Gradall Excavator	79		
Paving	Paver	74	77.8	109.5
	Dump Truck	72		
	Roller	73		
Architectural Coating	Man Lift	68	76.2	107.8
	Compressor (air)	74		
	Generator (<25kVA)	70		

[1] FHWA Road Construction Noise Model.
[2] Represents the combined noise level for all equipment, assuming they operate at the same time, consistent with FTA Transit Noise and Vibration Impact Assessment guidance.
[3] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source, independent of distance or surroundings.

Source: Urban Crossroads. (2026). *Noise And Vibration Analysis*. p. 57 – Table 10-1. Refer to **Appendix J**

As noted in Section 5.11.4 above, the Menifee MC does not establish quantitative exterior construction noise standards however, Section 9.210.060 states that construction activities within one-quarter mile of an occupied residence can only occur Monday through Saturday, except nationally recognized holidays, from 6:30 a.m. to 7:00 p.m. While the Municipal Code does not establish quantitative construction noise standards, this analysis conservatively uses the FTA's threshold of 80 dBA (8-hour L_{eq}) to evaluate construction noise impacts. Standard construction provides 25 dBA of exterior-to-interior noise attenuation with windows closed and 15 dBA with windows open. Therefore, it can be assumed that exterior noise levels of 80 dBA would equal 55 dBA when measured from the interior with windows closed.

Project construction impacts are based on the loudest activity and the highest noise level calculated at each receiver location. As shown in **Table 5.11-9: Construction Equipment Noise Levels at Receiver Locations** below, the highest construction noise levels are anticipated to range from 58.5 to 61.4 dBA Leq at the nearby receiver locations.



Source: Urban Crossroads, 2025.

Figure 5.11-2: Construction Noise Source Locations
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn

Table 5.11-9: Construction Equipment Noise Levels at Receiver Locations

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})								
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]	Threshold	Threshold Exceeded?
R1	61.4	58.2	59.5	57.4	53.1	51.5	**61.4**	80	**No**
R2	60.0	56.8	58.1	56.0	51.7	50.1	**60.0**	80	**No**
R3	58.6	55.4	56.7	54.6	50.3	48.7	**58.6**	80	**No**
R4	58.5	55.3	56.6	54.5	50.2	48.6	**58.5**	80	**No**

[1] Construction noise source and receiver locations are shown in Exhibit 5:11-1.
[2] Construction noise level calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1 of **Appendix J.**

Source: Urban Crossroads. (2026). Noise And Vibration Analysis. p. 58 – Tables 10-2 and 10-3. Refer to **Appendix J**

Table 5.11-9 shows that the construction noise levels would not exceed the applicable FTA construction threshold. The highest exterior noise level at residential receptors would occur during the building construction phase and would be 61.4 dBA which is below the FTA's 80 dBA threshold. Construction equipment would operate throughout the project site and the associated noise levels would not occur at a fixed location for extended periods of time. Although sensitive uses may be exposed to elevated noise levels during project construction, these noise levels would be acoustically dispersed throughout the project site and not concentrated in one area near surrounding sensitive uses. Construction noise would therefore have a less than significant impact.

Temporary Construction Noise Level Increases

To describe the temporary Project construction noise level contributions to the existing ambient noise environment, the Project construction noise levels were combined with the existing ambient noise levels measurements at the nearest off-site receiver locations. Temporary noise level increases that would be experienced at sensitive receiver locations when the Project construction-source noise is added to the ambient daytime conditions are presented in the following **Table 5.11-10: Daytime Construction Noise Level Increases**.

Table 5.11-10: Daytime Construction Noise Level Increases

Receiver Location[1]	Typical Project Construction Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	61.4	L1	62.7	65.1	2.4	20	**No**
R2	60.0	L2	66.7	67.5	0.8	20	**No**
R3	58.6	L3	60.9	62.9	2.0	20	**No**
R4	58.5	L4	59.6	62.1	2.5	20	**No**

Source: Urban Crossroads. (2026). Noise And Vibration Analysis. p. 59 – Table 10-4. Refer to **Appendix J**

The Project construction would contribute to temporary noise level increases ranging from 0.8 to 2.5 dBA L_{eq} during the daytime hours at the nearest receiver locations. As shown in **Table 5.11-10** above, the nearest receiver locations will not exceed the substantial 20 dBA L_{eq} noise level increase significance threshold during Project construction activities. Therefore, the Project's construction noise level increase from existing ambient environments noise levels would be less than significant.

Operations

Implementation of the Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project would include parking lot vehicle movements, loading dock activity, truck/trailer parking activity, truck movements, trash enclosure activity, and roof-top air conditioning units. The Noise and Vibration Analysis utilized the information shown **Table 5.11-11: Reference Noise Level Measurements** below and depicted in **Figure 5.11-3: Operational Noise Source Locations** to estimate the Project's operational noise impacts.

Table 5.11-11: Reference Noise Level Measurements

Reference Noise Source	Noise Source Height (Feet)	Min./ Hour[2]		Reference Noise Level (dBA L_{eq}) @ 50 Feet	Sound Power Level (dBA)[3]
		Day	Night		
Parking Lot Vehicle Movements	5'	60	60	52.6	84.2
Cold Storage Loading Dock Activity	8'	60	60	79.9	111.5
Truck/Trailer Parking Activity	8'	60	60	62.8	94.4
Truck Movements	8'	60	60	61.6	93.2
Trash Enclosure Activity	8'	10	10	57.4	89.0
Roof-Top Air Conditioning Units	5'	39	28	57.3	88.9
[2] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m. [2] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.					
Source: Urban Crossroads. (2026). Noise And Vibration Analysis. p. 49 – Table 9-1. Refer to **Appendix J**					

Each noise source is discussed in more detail below.

On-Site Operational Noise Sources[4]

Parking Lot Vehicle Movements

Long-term reference noise level measurements were collected in the center of activity within the staff parking lot of a warehouse distribution center. At 50 feet from the center of activity, the parking lot produced a reference noise level of 52.6 dBA L_{eq}. The parking lot noise levels were mainly due to cars pulling in and out of parking spaces in combination with car doors opening and closing.

Cold Storage Loading Dock Activity

The reference cold storage loading dock activities were intended to describe the typical outdoor operational noise activities associated with the Project. This included truck idling, reefer activity (refrigerator truck/cold storage), deliveries, backup alarms, trailer docking, including a combination of tractor-trailer semi-trucks, two-axle delivery trucks, and background operation activities. Since the noise levels generated by cold storage loading dock activity can be higher due to the use of refrigerated trucks or reefers, this reference noise level conservatively assumes that all loading dock activity is associated with cold storage facilities. The reference noise level measurements were taken from the center of the

[4] Ibid. pp. 49 – 50.

loading dock activity area and represented multiple concurrent noise sources resulting in a combined noise level of 79.9 dBA L_{eq} at a uniform distance of 50 feet. Specifically, the reference noise level measurement represents one truck located approximately 30 feet from the noise level meter, with another truck passing by to park roughly 20 feet away, both with their engines idling. Throughout the reference noise level measurement, a separate docked and running reefer truck was located approximately 50 feet east of the measurement location. Additional background noise sources included truck pass-by noise, truck drivers talking to each other next to docked trucks, and air brake release noise when trucks were parked.

Truck/Trailer Parking Activity

To evaluate the noise levels associated with truck idling, backup alarms, trailer movements, and storage activities, the Noise and Vibration Analysis used reference noise level measurements gathered at an existing parcel hub facility to describe the potential operational noise levels associated with Project operational activities. The measured reference noise level at 50 feet from the activity was measured at 62.8 dBA L_{eq}. The reference noise level measurement includes a semi-truck with trailer pass-by event, background switcher cab trailer towing, drop-off, idling, and backup alarm events. Noise associated with trailer storage activity is expected to operate for the entire hour (60 minutes)

Truck Movements

The truck movements represent multiple heavy trucks entering and exiting the outdoor loading dock area, producing a reference noise level of 61.6 dBA L_{eq} at 50 feet. The noise sources included at this measurement location account for trucks entering and exiting the Project driveways and maneuvering in and out of the outdoor loading dock activity area.

Trash Enclosure Activity

To describe the noise levels associated with a trash enclosure activity, the Noise and Vibration Analysis gathered reference noise level measurements from an existing trash enclosure containing two dumpster bins. The trash enclosure noise levels describe metal gates opening and closing, metal scraping against the concrete floor sounds, dumpster movement on metal wheels, and trash dropping into the metal dumpster. The reference noise levels describe trash enclosure noise activities when trash is dropped into an empty metal dumpster, as would occur at the Project Site. The measured reference noise level at the uniform 50-foot reference distance is 57.4 dBA Leq for the trash enclosure activity. The noise level reference describes the expected noise source activities associated with the trash enclosures for the Project's proposed building.

Roof-Top Air Conditioning Units

The noise level measurements describe a single mechanical roof-top air conditioning unit. At the uniform reference distance of 50 feet, the reference noise level was 57.3 dBA Leq. Based on the typical operating conditions observed over a four-day measurement period, the roof-top air conditioning units are estimated to operate for and average 39 minutes per hour during the daytime hours, and 28 minutes per hour during the nighttime hours. These operating conditions reflect peak summer cooling requirements

with measured temperatures approaching 96 degrees Fahrenheit (°F) with average daytime temperatures of 82°F. Air conditioning units were assumed to be located on the roof of the Project proposed buildings.

Project Operational Noise Levels

Using the reference noise levels previously discussed to represent the Project operations that include parking lot vehicle movements, loading dock activity, truck/trailer parking activity, truck movements, trash enclosure activity, and roof-top air conditioning units, the Noise and Vibration Analysis determined 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. As a conservative approach, note that the Noise and Vibration Analysis assumed the worst-case noise environment with all noise source activity all operating at the same time. These sources of noise activity will likely vary throughout the day. As such, Table 5.11-12: Operational Noise Level Compliance provides the modeled Project operational noise levels in relation to the sensitive receiver locations.

Table 5.11-12: Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)		Noise Level Standards (dBA Leq)2		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	36.8	36.0	65.0	45.0	**No**	**No**
R2	41.4	41.2	65.0	45.0	**No**	**No**
R3	35.7	34.8	65.0	45.0	**No**	**No**
R4	41.5	41.3	65.0	45.0	**No**	**No**

[1] See Exhibit 5:11-1 for the receiver locations.
[3] Exterior noise level standards, as shown in Table 5.11-7.
[4] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

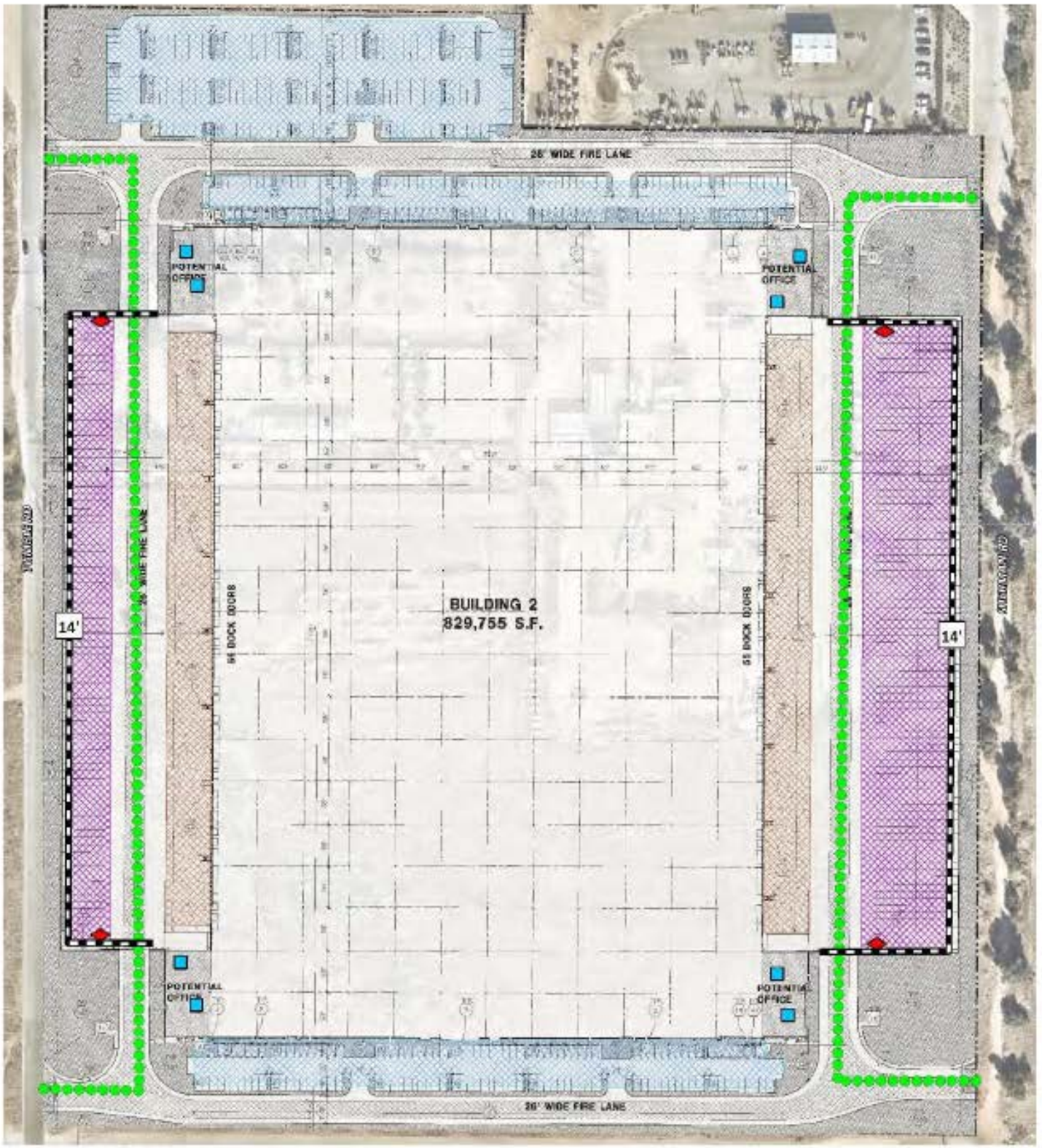
Source: Urban Crossroads. (2026). Noise And Vibration Analysis. p. 52 – Table 9-4. Refer to **Appendix J**

As shown in Table 5.11-12, Project-generated noise levels at the receiver locations would not exceed the Menifee MC Section 9.210.060(D) exterior daytime limit of 65 dBA L_{eq} and an exterior nighttime limit of 45 dBA L_{eq} for noise sources. As such, Project noise impacts from on-site operations would be less than significant.

Off-site Traffic Noise

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. As further discussed in ***Section 5.13, Transportation***, the Project would result in an approximate net total of 1,245 two-way trips per day (actual vehicles) that includes 431 truck trips. The ADT volumes used in the Project study area, as presented in **Table 5.11-3** above, were analyzed in the following traffic scenarios:

- Existing without Project (E)
- Existing with Project (EP)
- Existing plus Ambient plus Cumulative (EAC) 2028 without Project
- Existing plus Ambient plus Cumulative (EACP) 2028 with Project
- Horizon Year 2045 (HY) without Project
- Horizon Year 2045 (HYP) with Project



Source: Urban Crossroads, 2025.

Figure 5.11-3: Operational Noise Source Locations
Heritage Valley Business Center Project, City of Menifee

Not to scale

Kimley»Horn

The ADT volumes vary for each roadway segment based on the existing traffic volumes and the combination of project traffic distributions. The following Table 5.11-13: Off-Site Roadway Parameters presents the roadway parameters that the Noise and Vibration Analysis used to assess the Project's off-site dBA CNEL transportation noise impact.

Table 5.11-13: Off-Site Roadway Parameters

ID	Roadway	Segment	Receiving Land Use[1]	Classification[2]	Distance from Centerline to Receiving Land Use (Feet)[3]	Vehicle Speed (mph)
1	Ethanac Rd.	w/o I-215 SB Ramps	Sensitive	Expressway	100'	45
2	Ethanac Rd.	e/o I-215 SB Ramps	Non-Sensitive	Expressway	100'	45
3	Ethanac Rd.	e/o I-215 NB Ramps	Non-Sensitive	Expressway	100'	45
4	Ethanac Rd.	e/o Encanto Rd.	Non-Sensitive	Expressway	100'	45
5	Ethanac Rd.	e/o Trumble Rd.	Sensitive	Expressway	100'	45
6	Ethanac Rd.	e/o Sherman Rd.	Sensitive	Expressway	100'	45
7	Trumble Rd.	s/o Ethanac Rd.	Sensitive	Collector	30'	45
8	Sherman Rd.	n/o Ethanac Rd.	Sensitive	Major	59'	35
9	Sherman Rd.	s/o Ethanac Rd.	Sensitive	Major	59'	35

[1] Based on a review of existing aerial imagery.
[2] Heritage Valley Business Center (PLN24-0195) Traffic Analysis, Urban Crossroads, Inc. Refer to **Appendix K**
[3] Distance to receiving land use is based upon the right-of-way distances.
Source: Urban Crossroads. (2026). Noise And Vibration Analysis. p. 32 – Table 6-1. Refer to **Appendix J**

Existing with Project Traffic Noise Level Increases

The "Existing without Project (E)" and "Existing with Project (EP)" scenarios are compared in the following **Table 5.11-14: Existing Without Project Contours** and **Table 5.11-15: Existing With Project Contours**.

Table 5.11-14: Existing Without Project Contours

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Ethanac Rd.	w/o I-215 SB Ramps	Sensitive	70.7	111	239	514
2	Ethanac Rd.	e/o I-215 SB Ramps	Non-Sensitive	69.9	98	211	455
3	Ethanac Rd.	e/o I-215 NB Ramps	Non-Sensitive	69.8	97	210	452
4	Ethanac Rd.	e/o Encanto Rd.	Non-Sensitive	69.1	87	188	404
5	Ethanac Rd.	e/o Trumble Rd.	Sensitive	68.9	84	182	391
6	Ethanac Rd.	e/o Sherman Rd.	Sensitive	67.5	68	147	318
7	Trumble Rd.	s/o Ethanac Rd.	Sensitive	66.0	16	35	76
8	Sherman Rd.	n/o Ethanac Rd.	Sensitive	62.7	RW	41	89
9	Sherman Rd.	s/o Ethanac Rd.	Sensitive	53.5	RW	RW	RW

[1] Based on a review of existing aerial imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.
Source: Urban Crossroads. (2026). Noise And Vibration Analysis. p. 38 – Table 7-1. Refer to **Appendix J**

Table 5.11-15: Existing With Project Contours

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Ethanac Rd.	w/o I-215 SB Ramps	Sensitive	70.7	111	239	514
2	Ethanac Rd.	e/o I-215 SB Ramps	Non-Sensitive	70.9	114	246	531
3	Ethanac Rd.	e/o I-215 NB Ramps	Non-Sensitive	70.9	114	245	529
4	Ethanac Rd.	e/o Encanto Rd.	Non-Sensitive	70.3	105	225	485
5	Ethanac Rd.	e/o Trumble Rd.	Sensitive	70.1	101	218	470
6	Ethanac Rd.	e/o Sherman Rd.	Sensitive	67.5	69	148	318
7	Trumble Rd.	s/o Ethanac Rd.	Sensitive	66.5	17	38	81
8	Sherman Rd.	n/o Ethanac Rd.	Sensitive	62.7	RW	42	90
9	Sherman Rd.	s/o Ethanac Rd.	Sensitive	65.4	RW	62	134

[1] Based on a review of existing aerial imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Source: Urban Crossroads. (2026). Noise And Vibration Analysis. p. 38 – Table 7-2. Refer to **Appendix J**

As shown in **Table 5.11-14**, the Existing without-Project exterior noise levels range from 53.5 to 70.7 dBA CNEL without accounting for any noise attenuation features such as noise barriers or topography. **Table 5.11-15** shows the Existing with Project conditions range from 62.7 to 70.9 dBA CNEL.

Based on the significance criteria for off-site traffic noise presented in **Table 5.11-7**, existing noise-sensitive uses on the following study area roadway segments would experience significant off-site traffic noise level increases due to the Project traffic under Existing with Project conditions.

- Sherman Road south of Ethanac Road (Segment #9)

  Based on a review of the land uses along this segment, there is one impacted noise-sensitive receiver along Sherman Road south of Ethanac Road. Due to its location, this receiver is also exposed to traffic noise from Ethanac Road. Therefore, additional analysis is necessary to determine if this increase is substantial due to the additional existing noise levels.

  The affected receiver is represented by R2, which is 295 feet south of the centerline of Ethanac Road and 80 feet from the centerline of Sherman Road. Based on the distances noise from each of these roadways, the Existing without Project noise levels would be 60.5 dBA CNEL for Ethanac Road and 51.5 dBA CNEL for Sherman Road, which would result in a combined future noise level of 61.0 dBA CNEL at this location. At this same location, the Existing with Project noise levels would be 60.5 dBA CNEL for Ethanac Road and 63.4 dBA CNEL for Sherman Road, which would result in a combined future noise level of 65.2 dBA CNEL at this location. Therefore, the existing noise-sensitive uses along Sherman Road will experience off-site traffic noise level increases of 4.2 dBA CNEL, which is less than the 5 dBA CNEL threshold identified in Table 4-1. It should be noted that the analysis of existing off-site traffic noise levels plus traffic noise generated by the Project scenario will not actually occur since the Project would not be fully constructed and operational until future conditions when the Project is built and fully occupied. All other roadway segments would not experience noise level increases under Existing with Project conditions that would exceed the established thresholds of significance. Therefore, affected noise-sensitive uses will experience *less than significant* off-site traffic noise level increases.

Overall, the Project's construction, operational and off-site traffic impacts would not result in 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. Impacts will be less than significant.

Mitigation Measures

No mitigation measures are required.

Impact 5.11-2 Generation of excessive groundborne vibration or groundborne noise levels?

Level of Significance: Less than Significant

Construction

Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Using the general vibration levels associated with various types of construction equipment and the construction vibration assessment methodology published by the FTA, the Noise and Vibration Analysis determined the Project's potential vibration impacts to the receiver locations during construction which are shown in **Table 5.11-16: Project Construction Vibration Levels** below.

Table 5.11-16: Project Construction Vibration Levels

Location[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]						Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jack-hammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	281'	0.00	0.00	0.01	0.01	0.02	0.02	0.30	No
R2	532'	0.00	0.00	0.00	0.00	0.01	0.01	0.30	No
R3	494'	0.00	0.00	0.00	0.00	0.01	0.01	0.30	No
R4	510'	0.00	0.00	0.00	0.00	0.01	0.01	0.30	No

[1] Construction noise source and receiver locations are shown in Figure 5.11-1.
[2] Distance from receiver building facade to Project construction boundary (Project site boundary).
[3] Based on the Vibration Source Levels of Construction Equipment (Table 10-5).
[4] Caltrans Transportation and Construction Vibration Guidance Manual, 2020.
[5] Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity

Source: Urban Crossroads. (2026). Noise And Vibration Analysis. p. 60 – Table 10-6. Refer to **Appendix J**

As shown in **Table 5.11-16**, construction vibration velocity levels are estimated to range from 0.01 to 0.02 PPV in/sec. Based on the maximum acceptable continuous vibration threshold of 0.30 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage 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.

Operations

The Project would include truck movement activity at the Project site. These movements would generally be low-speed (i.e., less than 15 miles per hour) and would occur over new, smooth surfaces. For perspective, Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that "heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic." Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that "vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings).

Since the Project's truck movements would be at low speed (not at freeway speeds) and would be over smooth surfaces (not under poor roadway conditions), Project-related vibration associated with truck activity are not anticipated to result in excessive ground-borne vibrations, and therefore no vehicle-generated vibration impacts would occur during Project operations. In addition, there are no sources of substantial ground-borne vibration associated with the Project, such as rail or subways. As such, the Project's operational activity would not generate excessive groundborne vibration or groundborne noise levels and therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impact 5.11-3 ***For or 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?***

Level of Significance: Less than Significant

Construction and Operations

The closest airport to the Project site is the Perris Valley Airport located approximately 2.2 miles northwest from the Project site's northwestern property boundary. As concluded in the Noise and Vibration Analysis, the Project is located outside the 55 dBA CNEL noise level contours of the Perris Valley Airport. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people working in the Project area to excessive airport- or airstrip-related noise levels and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

5.11.6 Cumulative Impacts

Cumulative Construction Noise

The Project's construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise would be periodic and temporary noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project's construction-related noise impacts would be less than significant.

Construction activities at other planned and approved projects near the project site would be required to comply with applicable City rules related to noise and would take place during daytime hours on the days permitted by the Menifee MC and projects requiring discretionary City approvals would require the City to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the project site and vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard are not cumulatively considerable.

Cumulative Operational Noise

Cumulative Off-Site Traffic Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the Project and other projects in the vicinity. Cumulative increases in traffic noise levels were estimated by comparing the "Existing plus Ambient plus Cumulative (EAC) 2028 Without Project" and "Existing plus Ambient plus Cumulative (EACP) 2028 with Project" traffic scenarios. The traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects.

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The following criteria is used to evaluate the combined and incremental effects of the cumulative noise increase.

- *Combined Effect*. The cumulative with Project noise level ("Existing plus Ambient plus Cumulative (EACP) 2028 with Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the Project in combination with other related projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the Project.
- *Incremental Effects*. The "Existing plus Ambient plus Cumulative (EACP) 2028 with Project" causes a 1.0 dBA increase in noise over the "Existing plus Ambient plus Cumulative (EACP) 2028 Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded, and the resultant noise level exceeds the Normally Acceptable land use compatibility noise

standard. Noise, by definition, is a localized phenomenon and reduces as distance from the source increases. Consequently, only the Project and growth due to occur in the general area would contribute to cumulative noise impacts.***Existing plus Ambient plus Cumulative with Project Traffic Noise Level Increases***

Table 5.11-17: Existing plus Ambient plus Cumulative (2028) Without Project Contours and **Table 5.11-18: Existing plus Ambient plus Cumulative (2028) With Project Contours** identifies the traffic noise effects along roadway segments in the Project vicinity for "Existing Ambient Cumulative Without Project," and "Existing Ambient Cumulative With Project," conditions. **Table 5.11-17** shows the exterior noise levels ranging from 64.4 to 74.6 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography.

Table 5.11-17: Existing plus Ambient plus Cumulative (2028) Without Project Contours

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Ethanac Rd.	w/o I-215 SB Ramps	Sensitive	74.6	202	436	939
2	Ethanac Rd.	e/o I-215 SB Ramps	Non-Sensitive	73.7	176	380	818
3	Ethanac Rd.	e/o I-215 NB Ramps	Non-Sensitive	73.4	170	365	787
4	Ethanac Rd.	e/o Encanto Rd.	Non-Sensitive	72.9	157	338	728
5	Ethanac Rd.	e/o Trumble Rd.	Sensitive	72.1	137	296	638
6	Ethanac Rd.	e/o Sherman Rd.	Sensitive	71.7	130	279	602
7	Trumble Rd.	s/o Ethanac Rd.	Sensitive	66.6	18	38	82
8	Sherman Rd.	n/o Ethanac Rd.	Sensitive	64.4	RW	54	116
9	Sherman Rd.	s/o Ethanac Rd.	Sensitive	66.1	32	70	151

[1] Based on a review of existing aerial imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Source: Urban Crossroads. (2026). Noise And Vibration Analysis. p. 39 – Table 7-3. Refer to **Appendix J**

Table 5.11-18: Existing plus Ambient plus Cumulative (2028) With Project Contours

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Ethanac Rd.	w/o I-215 SB Ramps	Sensitive	74.6	202	436	939
2	Ethanac Rd.	e/o I-215 SB Ramps	Non-Sensitive	74.1	189	406	875
3	Ethanac Rd.	e/o I-215 NB Ramps	Non-Sensitive	73.9	183	393	847
4	Ethanac Rd.	e/o Encanto Rd.	Non-Sensitive	73.5	170	367	791
5	Ethanac Rd.	e/o Trumble Rd.	Sensitive	72.7	151	325	701
6	Ethanac Rd.	e/o Sherman Rd.	Sensitive	71.7	130	280	602
7	Trumble Rd.	s/o Ethanac Rd.	Sensitive	67.0	19	41	87
8	Sherman Rd.	n/o Ethanac Rd.	Sensitive	64.4	RW	54	116
9	Sherman Rd.	s/o Ethanac Rd.	Sensitive	68.6	48	103	222

1 Based on a review of existing aerial imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Source: Urban Crossroads. (2026). Noise And Vibration Analysis. p. 40 – Table 7-4. Refer to **Appendix J**

Table 5.11-19: Existing plus Ambient plus Cumulative (2028) With Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Ethanac Rd.	w/o I-215 SB Ramps	Sensitive	74.6	74.6	0.0	1.5	No
2	Ethanac Rd.	e/o I-215 SB Ramps	Non-Sensitive	73.7	74.1	0.4	n/a	No
3	Ethanac Rd.	e/o I-215 NB Ramps	Non-Sensitive	73.4	73.9	0.5	n/a	No
4	Ethanac Rd.	e/o Encanto Rd.	Non-Sensitive	72.9	73.5	0.6	n/a	No
5	Ethanac Rd.	e/o Trumble Rd.	Sensitive	72.1	72.7	0.6	1.5	No
6	Ethanac Rd.	e/o Sherman Rd.	Sensitive	71.7	71.7	0.0	1.5	No
7	Trumble Rd.	s/o Ethanac Rd.	Sensitive	66.6	67.0	0.4	1.5	No
8	Sherman Rd.	n/o Ethanac Rd.	Sensitive	64.4	64.4	0.0	3.0	No
9	Sherman Rd.	s/o Ethanac Rd.	Sensitive	66.1	68.6	2.5	1.5	**Yes**

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?
"n/a" Per the City of Menifee General Plan Noise Element, Noise and Land Use Compatibility Guidelines, unmitigated normally acceptable exterior noise levels of less than 70 dBA CNEL are considered less than significant and a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the non-noise sensitive noise level is greater than the normally acceptable 70 dBA CNEL land use compatibility guidelines.

Source: Urban Crossroads. (2026). Noise And Vibration Analysis. p. 43 – Table 7-8. Refer to **Appendix J**

Table 5.11-19 above shows exterior noise levels ranging from 64.4 to 74.6 dBA CNEL. Based on the significance criteria presented in **Table 5.11-19**, existing noise-sensitive uses on the following study area roadway segment would experience significant off-site traffic noise level increases due to the Project traffic under EACP (2028) conditions:

- Sherman Road south of Ethanac Road (Segment #9)

As shown above, there is one impacted noise-sensitive receiver along Sherman Road south of Ethanac Road. Due to its location, this receiver is also exposed to traffic noise from Ethanac Road. Therefore, additional analysis is necessary to determine if this increase is substantial due to the additional existing noise levels. The affected receiver is represented by R2, which is 295 feet south of the centerline of Ethanac Road and 80 feet from the centerline of Sherman Road. Based on the distances noise from each of these roadways, the EAC (2028) without Project noise levels would be 64.7 dBA CNEL for Ethanac Road and 64.1 dBA CNEL for Sherman Road, which would result in a combined future noise level of 67.4 dBA CNEL at this location. At this same location, the EAC (2028) with Project noise levels would be 64.7 dBA CNEL for Ethanac Road and 66.6 dBA CNEL for Sherman Road, which would result in a combined future noise level of 68.8 dBA CNEL at this location. Therefore, the affected noise-sensitive use along Sherman Road will experience an off-site traffic noise level increase of 1.4 dBA CNEL, which is lower than the 1.5 dBA CNEL threshold identified above in Table 5.11-19. All other roadway segments would not experience noise level increases under Existing with Project conditions that would exceed the established thresholds of significance. Therefore, affected noise-sensitive uses will experience *less than significant* off-site traffic noise level increases.

5.11.7 Significant Unavoidable Impacts

No significant unavoidable impact concerning noise and vibration would occur with the implementation of the Project.

5.11.8 References

City of Menifee. (2022). *Design Guidelines – Appendix A: Industrial Good Neighbor Policies*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/16937/Industrial-Good-Neighbor-Policies?bidId=.

City of Menifee. (2013). *Menifee General Plan Noise Element*. Available at: https://www.cityofmenifee.us/DocumentCenter/View/1008/HDNE_NoiseBackgroundDocument?bidId=.

City of Menifee. (2023). *Menifee Municipal Code.* Available at: https://codelibrary.amlegal.com/codes/menifee/latest/overview.

Urban Crossroads. (2026). *Noise And Vibration Analysis.* (**Appendix J**)

5.12 PUBLIC SERVICES

5.12.1 Introduction

This section evaluates potential Heritage Valley Business Center's (Project) impacts on public services by identifying anticipated demand and evaluating its relationship to existing and planned public services, facilities, and availability to serve the City of Menifee (City) population. For abbreviation purposes, the general term "public services" in this Draft Environmental Impact Report (EIR) includes the following: fire protection, police protection, schools, parks, and other services. This section identifies potential impacts that could result from implementation of the Project, which includes construction and operation of the warehouse.

In accordance with Appendix G of the California Environmental Quality Act (CEQA), the emphasis in this Draft EIR is on impacts to public services that could result from implementation of the Project and that could require construction or expansion of existing public service facilities resulting in a physical impact on the environment. The environmental setting discussion is based largely on review of relevant documents and information including the following:

- City of Menifee General Plan (Menifee GP)
- City of Menifee website

5.12.2 Environmental Setting

Fire Protection

The City contracts for fire services with the Riverside County Fire Department/CAL FIRE ("Menifee Fire Department"), providing a full range of fire protection services. The fire department responds to fires; rescues; traffic accidents; medical emergencies; and requests for general public assistance.[1] There are four fire stations in the City.[2] Station 68 is located at 26020 Wickerd Road, approximately 6.2 miles southwest of the Project site, and Station 76 is located at 29950 Menifee Road, approximately 3.8 miles southeast of the Project site. Station 5 is located at 29745 Goetz Road in Menifee, approximately 4.6 miles southwest of the Project site, and Station 7 is located at 28349 Bradley Road, approximately 1.9 miles southwest of the Project site. Also nearby is Station 76 located at 29950 Menifee Road, Menifee, CA 92584, approximately 4.2 miles south of the Project site.[3] Stations 7 and 76 are the closest to the Project site.

Police Protection

Police protection services would be provided by the Menifee Police Department (MPD). The MPD is comprised of the Operations Division (Patrol, Traffic, K9 Unit, and SWAT) and Investigations and Support Services (Investigations Unit, Problem-Oriented Policing Team, Crime-Scene Investigators, Code

[1] City of Menifee. ND. *Fire Department*. https://www.cityofmenifee.us/103/Fire-Department (accessed May 2025).
[2] City of Menifee. ND. *Fire Stations*. https://www.cityofmenifee.us/567/Fire-Stations (accessed May 2025).
[3] Riverside County Fire Department. 2021. *Fire Stations Map*. https://www.rvcfire.org/resources/fire-stations-map (accessed May 2025).

Enforcement, and Records Bureau). The MPD station is located at 29714 Haun Road, approximately 3.3 miles to the south of the Project site.[4]

Schools

The Project site is within the boundaries of the Romoland School District[5] and the Perris Union High School District.[6] Schools closest to the Project site include Romoland Elementary located at 25890 Antelope Road, located approximately 0.6 mile northeast; Ethan A Chase Middle School located at 28100 Calm Horizon Drive, located 2.7 miles southeast; and Heritage High School located at 26001 Briggs Road, located 2.3 miles east.

Parks and Recreation

Available public parks and recreational facilities in the City are 23 City-owned parks and 25 Valley-wide owned parks.[7] The closest parks to the Project site are Eller Park (located at State Highway [SH] 74 and Antelope Road), approximately 0.6 mile northeast of the Project site and Talavera Park located at 27931 Calle Talavera, approximately 0.6 mile southeast of the Project site.[8]

Other Public Facilities

Other public facilities present in the City include the Lazy Creek Recreation Center (26480 Lazy Creek Road), located approximately 3.3 miles southwest; Kay Ceniceros Senior Center (29995 Evans Road), located approximately 3.6 miles southwest; Sun City Library (26982 Cherry Hills Road), located 1.8 miles southwest; Menifee Library (28798 La Piedra Road), located 4.4 miles southeast; and Marion Ashley Community Center (25625 Briggs Road) located approximately 2.4 miles northeast.

5.12.3 Regulatory Setting

State

California Senate Bill 50 and California Government Code (Section 65995(b)) and Education Code (Section 17620)

California Senate Bill (SB) 50 places limitations on the power of local governments to require mitigation of school facilities by developers. Under the provisions of SB 50, school districts can collect fees to offset the cost of expanding school capacity, which becomes necessary as development occurs. These fees are determined based on the square footage of proposed uses. As a part of SB 50, school districts must base their long-term facilities needs and costs on long-term population growth in order to qualify for this source of funding. Payment of statutory school fees is deemed to be adequate mitigation of school impacts under

[4] City of Menifee. 2025. *Menifee Police Department – Operations Division.* https://menifeepolice.org/operations/ (accessed May 2025).
[5] Romoland School District. 2024. *2024-2025 Elementary School Boundaries.* https://resources.finalsite.net/images/v1722865807/romolandnet/lqxdxii94bktgz1xbdd3/2024-25elementaryschoolmap.pdf (accessed May 2025).
[6] Perris Union High School District. 2021. *PUHSD High School Boundaries*. https://www.google.com/maps/d/viewer?mid=165Hw6U23geFj0XLLq2s0iTmJMi9YZua_&femb=1&ll=33.74885329360828%2C-117.20346951205414&z=11 (accessed May 2025).
[7] City of Menifee. ND. *Parks*. https://www.cityofmenifee.us/285/Parks (accessed May 2025).
[8] Ibid.

CEQA. Prior to SB 50, case law allowed cities to consider and impose conditions to mitigate impacts of new development on school facilities.

SB 50 amended California Government Code (CGC) Section 65995, which contains limitations on Education Code Section 17620, the statute that authorizes school districts to assess development fees within school district boundaries. CGC Section 65995(b)(3) requires the maximum square footage assessment for development to be increased every two years, according to inflation adjustments. Currently, the maximum impact fees allowed by SB 50 are as follows:

- In the case of residential construction, five dollars and seventeen cents ($5.17) per square foot of assessable space.
- In the case of any commercial or industrial construction, eighty-four cents ($0.84) per square foot of chargeable covered and enclosed space. (Gov. Code Section 65995, subd. [b]).

According to CGC Section 65995(h), the payment of statutory fees is "deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization . . . on the provision of adequate school facilities." The school district is responsible for implementing the specific methods for mitigating school impacts under the CGC.

California State Assembly Bill 2926: Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential, commercial, and industrial development. The bill was expanded and revised in 1987 through the passage of AB 1600, which added Section 66000 et seq. to the CGC. Under this statute, payment of school impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

Mitigation Fee Act (California Government Code (Sections 66000 through 66008))

Enacted as AB 1600, the Mitigation Fee Act requires a local agency, such as the City of Menifee, establishing, increasing, or imposing an impact fee as a condition of development to identify the purpose of the fee and the use to which the fee is to be put. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development project on which it is to be levied. This Act became enforceable on January 1, 1989.

California State Assembly Bill 97

Approved in July 2013, AB 97 revises existing regulations related to financing for public schools, by requiring state funding for county superintendents and charter schools that previously received a general-purpose entitlement. AB 97 authorizes local educational agencies to spend, for any local educational purpose, the funds previously required to be spent for specified categorical education programs, including, among others, programs for teacher training and class size reduction.

2025 California Building Code[9]

The State of California provides a minimum standard for building design through the California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations (CCR). The 2025 CBC is based on the 2024 International Building Code but has been modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Industrial buildings are plan checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all industrial buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas. The 2025 CBC took effect on January 1, 2026. Project applications submitted after January 1, 2026, are subject to adherence with the 2025 CBC.

2025California Fire Code[10]

The 2025 California Fire Code (CCR Title 24 Part 9) sets forth requirements including those for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The Fire Code also is intended to aid firefighters and other emergency responders during their operations. The code is updated every three years and was last updated in 2025 and adopted in 2026. The 2025 California Fire Code has been enforced as of January 1, 2026. Project applications submitted after January 1, 2026, are subject to adherence with the 2025 CFC.

Mutual Aid Agreements

The Emergency Management Mutual Aid (EMMA) system is a collaborative effort between city and county emergency managers in the Office of Emergency Services in the coastal, southern, and inland regions of the state. EMMA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center, local Emergency Operations Centers, the Disaster Field Office, and community service centers. The purpose of EMMA is to support disaster operations in affected jurisdictions by providing professional emergency management personnel. In accordance with the EMAA, local and state emergency managers have responded in support of each other under a variety of plans and procedures.

Local

City of Menifee General Plan

Safety Element

According to the Menifee GP Safety Element, it provides a strategy for city staff, residents, developers, and business owners to effectively address natural and man-made hazards in Menifee, including seismic

[9] California Building Standards Commission. 2025. *California Building Standards Codes*. https://www.dgs.ca.gov/BSC/Codes (accessed February 2026).
[10] Ibid.

and geological issues; flood hazards; fire hazards; hazardous materials; wind hazards; and disaster preparedness, response, and recovery.[11]

Goals and policies from the Safety Element applicable to the Project include:

Goal S-4 **A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.**

Policy S-4.1 Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire. Ensure all new development and/or redevelopment in the LRA and VHFHSZ will comply with the California Fire Code (CFC) and California Building Code (CBC). All new development within the LRA Very High Fire zone will comply with Chapter 49 of the California Fire Code and Chapter 7A of the California Building Code.

Policy S-4.2 Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City. The City will continue to coordinate with the Riverside County Fire Department, for Interagency coordination, to respond to emergency calls in Menifee and to provide training and ongoing programs for public education.

Policy S-4.4 Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.

Policy S-4.11 When feasible, the City will minimize all new residential, commercial, and industrial development in the VHFHSZ.

Policy S-4.14 All new parcel maps and tentative maps in the LRA, SRA, and VHFHSZ shall provide two points of access to the project in conformance with the California Building Code and California Fire Code and CA GC 65302 (g)(5). Approval of parcel maps and tentative maps in LRA's, SRAs or VHFHSZs is conditional based on meeting the SRA Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access. (See Gov. Code, § 66474.02.).

Policy S-4.17 The City should ensure that all new development has adequate water, sewer, and fire protection consistent with the most current California Building Code and California Fire Code and will comply with the Board of Forestry and Fire Protection Fire Safe Regulations.

Community Design Element

The Menifee GP's Community Design Element is intended to enhance the current community identity through the identification of design techniques, guidelines, and features that will enhance the visual character of the city and its neighborhoods. It serves as a practical guide to city leaders, developers,

[11] City of Menifee. 2013. *General Plan Safety Element*. https://www.cityofmenifee.us/893/Safety-Element (accessed May 2025).

business owners, and residents as they provide direction to implement new projects in Menifee and is intended to stimulate design creativity in the City.[12]

A goal and policy from the Community Design Element applicable to the Project includes:

Goal CD-3 **Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.**

Policy CD-3.9 Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.

5.12.4 Impact Thresholds and Significance Criteria

CEQA Guidelines Appendix G, Environmental Checklist Form, includes questions pertaining to public services. The issues presented in the Environmental Checklist Form have been utilized as thresholds of significance in this section. Accordingly, the Project would have a significant adverse environmental impact if it:

- Would 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:
  - Fire protection?
  - Police protection?
  - Schools?
  - Parks?
  - Other public facilities?

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning public services. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce a potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts associated with public services.

Approach to Analysis

This analysis of impacts on public services examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined

[12] City of Menifee. 2013. *General Plan Community Design Element*. https://www.cityofmenifee.us/882/Community-Design-Element (accessed May 2025).

above. Each criterion is discussed in the context of the Project and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field observations conducted by Kimley-Horn personnel; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on public services standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

5.12.5 Impacts and Mitigation Measures

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:

A significant impact would result if development of the Project site would result in significant increase demands for fire protection services, police protection, schools, parks, or other facilities such that new or physically altered stations, schools, parks, or other facilities or location from which services are provided would be needed. If the construction or operation of such facilities would cause substantial environmental effects due to the expansion or construction of facilities on new sites needed to maintain acceptable service ratios, response times, or other performance objectives a potentially significant impact could result.

Impact 5.12-1 Fire protection?

Level of Significance: Less Than Significant

The City contracts for fire services with the Riverside County Fire Department/CAL FIRE, providing a full range of fire protection services. The Project site would be primarily served by Station 7, located at 28349 Bradley Road, and Station 76, located at 29950 Menifee Road, Menifee, CA 92584. Station 7 is approximately 1.9 miles south of the Project site and would have an approximate 4.5-minute response time. Station 7 is equipped with one Type One Engine, and a patrol and medic squad. Station 7 responded to 7,193 calls for service in 2022. Station 76 is approximately 4.2 miles south of the Project site and would have an approximate 6.5-minute response time. Station 76 is equipped with one three-person fire engine and received approximately 627 calls in 2024.[13]

The Menifee Fire Department, Office of the Fire Marshal (OFM) currently reviews all new development plans, and future development is required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow. The Project applicant must be able to demonstrate sufficient fire flow. The Project would be required to comply with the most current provisions of the Fire Fee Schedule, which requires a fee payment that the City applies to the

[13] Bill Weiser. 2025. CAL FIRE/Riverside County Fire Department Emergency Incident Statistics.

funding of fire protection facilities. Mandatory compliance with the Fire Fee Schedule and plan review would be required prior to the issuance of a building permit. In addition, property tax revenues generated from development of the site would also provide funding to offset potential increases in the demand for fire protection at Project build-out. The Project would comply with the Riverside County Fire Department Technical Policies and Standards, California Fire Code (CFC), and CBC, including Project features that aid in fire safety and support fire suppression activities, such as fire sprinklers, paved access, and required aisle widths.

Additionally, the Project would be designed in accordance with Menifee MC's fire safety and fire suppression features, including type of building construction, fire sprinklers, a fire hydrant system, and paved access. The proposed building would be of concrete tilt-up construction that contains a low fire hazard risk rating. Fire protection apparatus ingress and egress would be available via four driveways and the Project site's internal circulation (a 26-foot-wide fire lane with red curbs and signage per fire department standards) would allow fire apparatus access around the building. There 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. 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 DIF's ($0.36 per square foot or then current DIF) toward the construction of new fire facilities. CAL FIRE, Station 7 and 76, which would service the Project site Station 7 is the busiest fire station with no ability to expand or add additional resources. 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 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 if that project would be subject to the California Environmental Quality Act (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. Therefore, the Project's impacts on fire protection services are considered to be a less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 5.12-2 Police protection?

Level of Significance: Less Than Significant

Police protection services for the City and Project site would be provided by the MPD. MPD is a new department, authorized by the City Council to be created in late 2018 and officially opened to serve the public on July 1, 2020. The MPD operates out of its headquarters at 29714 Haun Road, which is approximately 3.3 miles south of the Project site. As with fire protection services discussed above, 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). Currently they are operating with 85 sworn officers and 26 professional staff. According to Menifee Economic Development, the current population of the City is 119,127.[14] This represents a service ratio of 0.85 sworn officers per 1,000 residents.

MPD is comprised of two divisions: Operations and Investigations & Support Services. Within these divisions numerous units are used to serve the public. These include SWAT (in partnership with the cities of Murrieta and Hemet), K-9, Traffic, Patrol, Crime Scene Investigators, Code Enforcement, Records, Investigations Unit, Problem Oriented Policing, and Court Ordered Registrants. The Patrol unit is the largest unit within the department and calls for routine and emergency service are typically handled by this unit. In 2024 there were a total of 66,781 calls for service and the response time of patrol to the Priority One calls was 8:09 minutes and 16:59 for Priority Two calls. 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 as a False Alarm Ordinance.

The MPD would be provided the opportunity to review the Project's design to verify that all feasible CPTED strategies are incorporated. CPTED is a way of designing the built environment to create a safer built environment. CPTED elements include the strategic use of nighttime security lighting, avoidance of landscaping and fencing that limit sightlines, and use of a single, clearly identifiable point of entry. Therefore, impacts would be less than significant.

Additionally, development impact fees are imposed on new developments to pay for new facilities. The MPD currently has a development impact fee of $0.19 per sq. ft. of industrial/business park development.[15] 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 and

[14] City of Menifee. 2025. *The Data – A Collection of Useful Data About Menifee*. https://www.menifeebusiness.com/data/#datademographics (accessed May 2025).
[15] City of Menifee. 2024. *Impact Fees*. https://www.cityofmenifee.us/DocumentCenter/View/20704/Development-Fee-Memo---July-1-2024-to-June-30-2025 (accessed May 2025).

minimal calls for service are anticipated, police protection 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 demand for public services generated by the Project. Overall, impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

Impact 5.12-3 Schools?

Level of Significance: Less than Significant

The Project site is within the boundaries of Romoland School and Perris Union High School Districts. Schools closest to the Project site include Romoland Elementary and Boulder Ridge Elementary that are within the Romoland School District, and Heritage High School which is in the Perris Union High School District.

The Project, however, would not create a direct demand for public school services, as the subject property would contain non-residential uses that would not generate any school-aged children requiring public education. The Project would not draw a substantial number of new residents to the districts and therefore would not indirectly generate school-aged students requiring public education. Because 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. Mandatory payment of school fees would be required prior to the issuance of building permits and payment of school fees constitutes complete mitigation under CEQA. School fees listed below represent currently approved rates. 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 and Perris Union High School District is currently $0.60 per sq. ft and $0.2352 per sq. ft, respectively.[16,17]

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

[16] Romoland School District. ND. Developer Fees General Information. https://www.romoland.net/departments/business-services/developer-fees-general-information (accessed May 2025).
[17] Perris Union High School District. 2024. *Developer School Fees*. https://www.puhsd.org/developer-school-fees (accessed May 2025).

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.

Mitigation Measures

No mitigation is necessary.

Impact 5.12-4 Parks?

Level of Significance: Less than Significant

The closest parks to the Project site are Eller Park (located at State Highway [SH] 74 and Antelope Road), approximately 0.6 mile northeast of the Project site and Talavera Park located at 27931 Calle Talavera, approximately 0.6 mile southeast of the Project site. The Project, however, would not create a direct demand for park facilities, as the subject property would contain non-residential uses that would not generate population growth requiring park facilities. The Project is a warehouse building with office space and does not propose any residential development or other land use that may generate a population that would increase the use of these parks or any existing neighborhood or regional parks or other recreational facility. Therefore, the Project would not indirectly generate population growth requiring park facilities. Because the Project would not directly generate population growth and would not indirectly introduce parkgoers to the area, the Project would not cause or contribute to a need to construct new or physically alter existing park facilities.

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

Mitigation Measures

No mitigation is necessary.

Impact 5.12-5 Other public facilities?

Level of Significance: Less than Significant

Other public facilities located in the greater Project area include the Lazy Creek Recreation Center, Kay Ceniceros Senior Center, Sun City Library, Menifee Library, and Marion Ashley Community Center.

The Project, however, would not create a direct demand for other public facilities, as the subject property would contain non-residential uses that would not generate population growth requiring other public facilities. The Project would not draw a substantial number of new residents to the area and therefore would not indirectly generate population growth requiring other public facilities. Because the Project would not directly generate population growth and would not indirectly introduce new population to the

area, the Project would not cause or contribute to a need to construct new or physically alter other public facilities.

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

Mitigation Measures

No mitigation is necessary.

5.12.6 Cumulative Impacts

The Project is not anticipated to substantially increase the need for public services in the City. The Project would not result in an overall net increase in the City's population. Anticipated increased demands for public services within the City were accounted for in the GP and analyzed in the GP Final EIR, which accounts for cumulative growth in the City. In addition, related to all public services, the Project applicant would pay the required development impact fees that would be appropriately allocated for police, fire, schools, and other public facilities.

Similar to the Project, other cumulative projects would be required to demonstrate their level of impact on public services including paying the appropriate development impact fees; therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

5.12.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

5.12.8 References

California Building Standards Commission. 2025. *California Building Standards Codes*. https://www.dgs.ca.gov/BSC/Codes.

City of Menifee. ND. *Fire Department*. https://www.cityofmenifee.us/103/Fire-Department.

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5.13 TRANSPORTATION

5.13.1 Introduction

This section addresses transportation impacts related to the construction and operation of the Heritage Valley Business Center (Project), including the existing transportation system, significance criteria for transportation impacts, and potential Project impacts resulting from Project Implementation. Information presented in this section was obtained from the City of Menifee's (City) General Plan (Menifee GP) and following technical reports located in **Appendix K, Transportation Reports**:

- Urban Crossroads, Inc. (2026). *Heritage Valley Business Center Traffic Analysis*.
- Urban Crossroads, Inc. (2025). *Heritage Valley Business Center Vehicle Miles Traveled (VMT) Analysis*.

5.13.2 Environmental Setting

Existing Transportation System

Existing Roadway Network

Regional vehicular access to the Project site would be provided via Interstate 215 (I-215). I-215 is a north-south trending freeway located approximately 0.25 mile west of the Project site. I-215 provides three travel lanes in each direction separated by a wide median. Interchanges with I-215 in the vicinity of the Project site are located at McCall Boulevard, Ethanac Road, and State Route (SR-) 74. Local access to the Project site is provided via Ethanac Road to the north, Sherman Road to the east, and Trumble Road to the west.

State Route 74 (SR-74) is an east-west divided roadway with two lanes in each direction. The posted speed limit is 50 miles per hour (mph), and on-street parking is prohibited on both sides. SR-74 is designated as a Major Arterial west of Antelope Road and as an Expressway in the Menifee GP.

Ethanac Road is an east-west divided roadway with one lane in each direction east of I-215. The posted speed limit is 50 mph, and on-site street parking is prohibited on both sides. Ethanac Road is currently paved. Ethanac Road is designated as an Expressway in the Menifee GP.

Sherman Road is a north-south undivided roadway with one lane in each direction. The posted speed limit is 40 mph. In the Menifee GP, Sherman Road is designated as a Major Road within the Project vicinity.

Trumble Road is a north-south undivided roadway with one lane in each direction. The posted speed limit is 45 mph. Trumble Road is designated as a Collector in the Menifee GP.

Existing Transit Service

Transit service to the City of Menifee is provided by the Riverside Transit Authority (RTA), which serves the City of Riverside and surrounding cities. The closest accessible RTA bus stop to the Project site is located on the east side of Case Road, approximately 0.3 mile (1,811 feet) to the west of the northwestern corner of the Project boundary. Case Road is located to the west of the Project site and I-215, in the City of Perris. Descriptions of the bus routes serving the Project are provided below.

- Route 28: Perris Station, Hemet, Florida and New Chicago. Route 28 operates in the City, traveling along SR-74 in the Project vicinity. Route 28 operates on weekdays from approximately 4:25 AM to 12:25 AM with approximately 30-minute to 1-hour headways and weekends from approximately 6:20 AM to 12:10 AM with approximately 30-minute to 1-hour headways. The closest bus stop on Route 28 to the Project site is on the south side of Jackson Avenue, near its intersection with Ethanac Road, approximately 0.5 mile (2,372 feet) to the east of the Project site.
- Route 61: Perris Station Transit Center, Sun City, Menifee, Murrieta, Temecula. Route 61 operates in the City, traveling along Case Road and I-215 in the Project vicinity. Route 61 operates on weekdays from approximately 4:30 AM to 9:00 PM with approximately 1-hour to 1.5-hour headways and weekends from approximately 6:20 AM to 7:45 PM with approximately 1.5-hour headways. The closest bus stop on Route 61 to the Project site is located on the east side of Case Road, approximately 0.3 mile (1,811 feet) to the west of the Project site.

The Perris Station Transit Center is located approximately 3.9 miles northwest of the Project site. As noted above, boarding for RTA Bus Routes 61 and 28 are located at the Perris Station Transit Center. The Perris Station Transit Center is in the City of Perris at C Street and 4th Street (SR-74) and has eight bus bays served by eight RTA routes. The facility handles multi-modal transfers between Metrolink; RTA local, regional and express routes; RTA's Dial-A-Ride; and park-and-ride patrons in the southwest region. It is owned, operated, and maintained by Riverside County Transportation Commission (RCTC).[1]

Pedestrian and Bicycle Facilities

There are no existing pedestrian or bike facilities along Project-adjacent roadways. According to the Menifee GP Exhibit C-4: Proposed Bikeway and Community Pedestrian Network, a Class III Bike Route is proposed for Trumble Road and a Community On-Street Bike Lane (Class II) is proposed on Sherman Road.[2] Additionally, the Menifee Active Transportation Plan (ATP), adopted in 2020, does not designate any bike routes on the roadways surrounding the Project site.[3]

5.13.3 Regulatory Setting

Federal

Federal rules and regulations govern many facets of the City's transportation system, including transportation planning and programming; funding; and design, construction, and operation of facilities. The City complies with all applicable rules and regulations of the Federal Highway Administration, the Urban Mass Transit Administration, the Federal Railroad Administration, the Federal Aviation Administration, and other Federal agencies. In addition, the City coordinates with Federal resource agencies where appropriate in the environmental clearance process for transportation facilities.

[1] RTA. ND. *Short Range Transit Plan*. Retrieved at: https://www.rctc.org/wp-content/uploads/2024/07/RCTC-Multimodal-FY25-29-Final-Draft-SRTP.pdf (accessed September 2025).
[2] City of Menifee. 2013. *Exhibit C-4: Proposed Bikeway and Community Pedestrian Network*. Retrieved at: https://www.cityofmenifee.us/DocumentCenter/View/1021/C-4-Bikeways_HD0913?bidId= (accessed September 2025).
[3] City of Menifee. 2020. *Menifee Active Transportation Plan Final Report* Figure ES-2: Existing Bikeways, page ES-5. Retrieved at: https://www.cityofmenifee.us/DocumentCenter/View/12390/Menifee-ATP-Final-Report---December-2020---High-Res (accessed September 2025).

State

Assembly Bill 1258 – Complete Streets

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, Assembly Bill (AB) 1358 required circulation elements to address the transportation system from a multi-modal perspective. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and people with disabilities.

Assembly Bill 32 – Global Warming Solutions Act

The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the legislature. The law instructs the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verifying of statewide greenhouse gas (GHG) emissions. The Act directed CARB to set a GHG emission limit based on 1990 levels to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner (AB 32). In December 2008, CARB adopted a Scoping Plan to achieve the goals of AB 32. AB 32 was followed by Senate Bill (SB) 32 in 2016, which expanded this goal for statewide GHG emissions to be 40 percent below 1990 levels by 2030 (SB 32).

The scoping plan has a range of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (e.g., cap-and-trade system), and an AB 32 program implementation regulation to fund the program. CARB recognizes cities as “essential partners” in reducing GHG emissions. As such, CARB has developed a Local Government Toolkit with guidance for GHG reduction strategies, such as improving transit, developing bicycle/pedestrian infrastructure, and increasing city fleet vehicle efficiency, among other strategies.

Adopted December 15, 2022, CARB’s 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high Global Warming Potential; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. 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 (i.e., Climate Action Plan) consistent with CEQA Guidelines Section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California’s single largest source of GHGs. The regulations that impact the

transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Senate Bill 375 – Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act, or SB 375, provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal is to reduce the number and length of automobile commuting trips, which will help to meet the statewide targets for reducing GHG emissions set by AB 32. SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth, called a Sustainable Communities Strategy (SCS), to its transportation plan. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower GHG emissions. The SCS should integrate transportation, land-use, and housing policies to plan for achieving the emissions target for their region. The latest Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or Connect SoCal was adopted in 2024.

Senate Bill 743 – Amending CEQA with Respect To Evaluating Transportation Impacts

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. A key element of this law is, for CEQA purposes, the potential elimination or deemphasizing of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. According to the legislative intent contained in SB 743, these changes to current practice were necessary to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions.

As noted, SB 743 requires impacts to transportation network performance to be viewed through a filter that promotes the reduction of GHG emissions, the development of multimodal transportation networks, and the diversification of land uses. Some alternative metrics were identified in the law, including Vehicle Miles Traveled (VMT) or automobile trip generation rates. SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring, but these metrics may no longer constitute the sole basis for determining CEQA impacts once SB 743 is ratified into CEQA Guidelines.

In December 2018, the California Natural Resources Agency finalized updates to the State CEQA Guidelines, which included SB 743. Section 15064.3 of the 2019 CEQA Guidelines provides that transportation impacts of projects are, in general, best measured by evaluating the project's VMT. Automobile delay will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts. The provisions of this section became mandatory July 1, 2020.

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and off the State Highway System (SHS), funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd

numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal to the CTC by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Program and regional agencies prepare the Regional Transportation Improvement Plans. Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years).

Technical Advisory on Evaluating Transportation Impacts in CEQA

The Governor's Office of Planning and Research (now Governor's Office of Land Use and Climate Innovation) released the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) in December 2018. The Technical Advisory aids in the transition from LOS to VMT methodology for transportation impact analysis under CEQA. The advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.

California Department of Transportation

The California Department of Transportation (Caltrans) owns and operates the SHS, which includes the freeways and State routes within California. In Menifee, Caltrans maintains I-215 and SR-74. As discussed above, VMT is now used which Caltrans recognizes will not apply to all projects on the SHS; however, they would apply to the Project. Caltrans also recognizes that VMT is the most appropriate primary measure of transportation impacts for capacity increasing transportation projects on the SHS.

The Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002) provides guidance on the evaluation of traffic impacts to State highway facilities. The document outlines when a traffic impact study is needed and what should be included in the scope of the study. The Guide states the following: "Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS."

County

Riverside County Long Range Transportation Study

The Riverside County Long Range Transportation Study (LRTS) is meant to address the challenges of a growing population and growing industrial and warehousing base. The RCTC is the Regional Transportation Planning Agency (RTPA) for Riverside County. The RCTC is charged with coordinating transportation planning, funding, and facilitation of all modes of transportation in Riverside County. Short and long-range transportation planning is a key responsibility of RCTC. The RCTC plans and implements transportation and transit improvements, particularly those that affect more than one jurisdiction. The agency also assists local governments with money for local streets and roads and develops plans and programs to improve commuting and goods movement. Policies adopted by the RCTC also aim to ensure that all persons have equitable access to transportation.

The purpose of the LRTS is to strengthen transportation in the region to improve mobility, safety, and economic prosperity for Riverside County residents. The LRTS dovetails with and bridges local plans and

SCAG's Connect SoCal. It supports the County's economy and quality of life through smart planning, project development and implementation. The LRTS is multimodal in nature and encompasses all forms of transportation: highways, local roads, transit, rail, pedestrian, and bicycle facilities.

The four basic purposes of the LRTS are to:

- Develop strategies to address transportation challenges.
- Provide a realistic vision of transportation in Riverside County in 2045.
- Develop a list of high priority feasible and fundable projects.
- Comprise RCTC's input to SCAG's Connect SoCal.

SCAG's Connect SoCal, is a long-range regional plan covering the six counties within the SCAG region. The Riverside County LRTS focuses only on Riverside County and its cities. SCAG's Connect SoCal is required to address transportation and related elements such as housing, aviation, air quality conformity, public health, environmental justice, and conservation lands. The LRTS focuses on transportation projects and funding.

RCTC also functions as the County Congestion Management Agency and contained within the LRTS is the County of Riverside Congestion Management Program (CMP), the purpose of which is provided immediately below.

County of Riverside Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California that has an urbanized area with a population over 50,000 (which would include the County of Riverside) to prepare a CMP. The CMP that was prepared by the RCTC in 2011 in consultation with the county and cities in Riverside County is an effort to more directly align land use, transportation, and air quality management efforts, and to promote reasonable growth management programs that effectively use statewide transportation funds while ensuring that new development pays its fair share of needed transportation improvements. Additionally, the passage of Proposition 111 provided additional transportation funding through a $0.09 per gallon increase in the State gas tax.

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by the RCTC to evaluate the condition of the Congestion Management System, as well as meeting other monitoring requirements at the state and federal levels. Per the CMP-adopted LOS standard of E, when a Congestion Management System segment falls to LOS F, a deficiency plan is required. Preparation of a deficiency plan would be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency would also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including transportation demand management (TDM) strategies and transit alternatives, and a schedule of mitigating the deficiency. To ensure that the Congestion Management System is appropriately monitored to reduce the occurrence of CMP deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the Congestion Management System.

Local

City of Menifee General Plan

Circulation Element

The Menifee GP Circulation Element provides overall guidance for the City's responsibility to satisfy the local and subregional circulation needs of its residents, visitors, and businesses while maintaining the City's quality of life. In addition, it coordinates the circulation system with future land use patterns and levels of buildout and addresses access and connectivity among the various neighborhoods and economic development districts.[4]

Goals and policies from the Circulation Element applicable to the Project include:

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 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-1.3 Work with Caltrans, RCTC, and others to identify, fund, and implement needed improvements to roadways identified in the citywide roadway network.

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

[4] City of Menifee. 2013. *Menifee General Plan Circulation Element*. Retrieved at: https://www.cityofmenifee.us/863/Circulation-Element (accessed September 2025).

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, and recreation areas, transit facilities, and other key destination points.

Active Transportation Plan

The City has adopted an Active Transportation Plan (ATP) to meet the City's goals and vision for providing a transportation system that supports walking, cycling, public transit and automobiles. The ATP was developed through a robust public engagement process that included a series of workshops, outreach "pop-up" events and online engagement that provided multiple opportunities for residents to participate and provide input into the ATP.

5.13.4 Impact Thresholds and Significance Criteria

The following significance criteria for transportation impacts were derived from the Environmental Checklist Form in State CEQA Guidelines Appendix G. An impact resulting from implementation of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

Methodology and Standards

The Project is evaluated against the aforementioned significance criteria/thresholds as the basis for determining the impact's level of significance concerning transportation resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended to avoid or reduce the Project's potentially significant environmental impacts.

CEQA Guidelines Section 15064.3(b), Determining the Significance of Transportation Impacts, provides the following guidance on how VMT from various types of projects can be evaluated:

- **Land Use Projects.** VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease VMT in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

- **Transportation Projects**. Transportation projects that reduce, or have no impact on VMT, should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.
- **Qualitative Analysis**. If existing models or methods are not available to estimate the VMT for the particular project being considered, a lead agency may analyze a Project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's VMT and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate VMT and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

The analysis for VMT for the Project was completed in May 2025 by Urban Crossroads, Inc. and is included as **Appendix K** of this EIR. The analysis below utilizes the VMT significance criteria to determine the Project's potential impacts related to VMT and if mitigation is needed to reduce impacts to less than significant levels.

VMT Analysis Methodology

The analysis methodology for the Project-generated VMT and Project effect on VMT were developed consistent with the City's Traffic Impact Analysis Guidelines for VMT (January 2022).

Origin/Destination Method

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 in their origin or destination. Origins are all vehicle trips that start in a specific Traffic Analysis Zones (TAZ), while destinations are all vehicle trips that end in a specific TAZ. The OD method accounts for all trips (i.e., both passenger and car trucks) and trip purposes and therefore provides a more complete estimate of project-generated VMT.

Boundary VMT Method

The boundary method is the sum of all week day 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 Guidelines, the City of Menifee was used as the boundary for this assessment, as "citywide" has been identified as the basis of measurement.

VMT Screening

A VMT screening was conducted for the Project. Based on the City of Menifee's VMT screening criteria, the Project would not screen out of a VMT analysis.

VMT Analysis Thresholds

A project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

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

In addition, the Project's effect on VMT would be considered significant if one of the two following conditions are satisfied:

1. The baseline link-level[5] Citywide boundary VMT per service population increases under the plus project condition compared to the no project condition, or
2. The cumulative link-level Citywide boundary VMT per service population increases under the plus project condition compared to the no project condition.

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.

VMT Analysis Scenarios

The VMT analysis was completed using the current version of Riverside County's Transportation Model, RIVCOM (referred to as the "RIVCOM Model"). The model is trip-based and considered interaction between different land uses based on socio-economic data such as population, households, and employment. Adjustments in socio-economic data (employment) were made to the appropriate TAZ in the RIVCOM Model to reflect the Project's proposed land uses.

The current version of the RIVCOM Model maintains a base year condition of 2018 which, for the purposes of analysis, is considered to be representative of existing conditions. The planning horizon for the RIVCOM Model is 2045. VMT analysis was conducted for existing and cumulative scenarios and results were compared to the existing conditions.

VMT analysis was conducted for existing and cumulative scenarios and results were compared to the existing conditions. The analysis included the following scenarios:

- Existing Conditions – based on 2018 RIVCOM Model conditions
- Existing Plus Project Conditions – based on 2018 RIVCOM Model conditions with the proposed Project land use

[5] Link-level refers to the measurement of total miles driven by vehicles on a specific road segment or link within a transportation network.

- Cumulative No Project Conditions – based on 2045 RIVCOM Model conditions without the proposed Project land use
- Cumulative Plus Project Conditions – based on 2045 RIVCOM Model conditions with the proposed Project land use

Level of Service Analysis Methodology

Although no longer a CEQA Significance Criteria, LOS was still evaluated in the Traffic Analysis to ensure Project consistency with the Menifee GP Circulation Element.

Per the City of Menifee Traffic Study Guidelines, the Traffic Analysis used methodology from the most recent Transportation Research Board Highway Capacity Manual to analyze traffic operations via LOS rankings. LOS Analysis is provided for informational purposes only, not for CEQA impact purposes. Accordingly, the Highway Capacity Manual 7th Edition was used to perform intersection LOS analysis for the following scenarios:

- Existing conditions (2025)
- Existing Plus Project Conditions (E+P)
- Existing plus Ambient Growth plus Cumulative (2028) Conditions (EAC)
- Existing plus Ambient Growth plus Project plus Cumulative (2028) Conditions (EAPC)
- Horizon Year (2045) Without Project
- Horizon Year (2045) With Project

The signalized intersection analysis was conducted using the Synchro software program and using the input parameters specified in the City of Menifee LOS Traffic Study Guidelines. Per the Highway Capacity Manual 7th Edition, a signalized intersection is defined in terms of average vehicle delay. Specifically, LOS criteria are stated in terms of the average control delay per vehicle during the peak hours. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay.

The LOS rating for unsignalized intersection analysis was calculated depending on the number of lanes and type of stop-control present at the intersection. At a two-way or side-street stop-controlled intersection, LOS is calculated for each controlled movement and for the left turn movement from the major street, in addition to the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop-controlled intersections, LOS is computed for the intersection as a whole (average delay).

Level of Service Standards

The City's LOS Traffic Study Guidelines (October 2020) establishes minimum LOS standards, which has identified LOS D as the threshold for acceptable operating conditions for intersections, except at constrained locations near I-215, where LOS E is accepted during peak hours.

Study intersections and roadway segments are considered to have a Project-related effect when any of the following occurs between the "without Project" and the "plus Project" conditions:

- If the pre-Project condition at an intersection or roadway segment is at or better than the minimum acceptable LOS (LOS D, or LOS E at constrained locations near I-215) and the addition of Project trips results in an unacceptable LOS (LOS E or LOS F).
- If the pre-Project condition is LOS E or F and the project adds 50 or more peak hour trips to the intersection or roadway segment. This type of effect would be considered a cumulative effect in which the Project would be required to contribute a fair share payment toward reducing the effect.

Project-related impacts are identified as direct or cumulative in the Traffic Analysis. Only feasible improvements were recommended in the Traffic Analysis report. Analysis of the recommended improvements is provided to demonstrate that the proposed improvement will reduce the Project's effects to meet LOS standards.

5.13.5 Impacts and Mitigation Measures

Impact 5.13-1: Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Level of Significance: Less Than Significant

The Project would be required to comply with SCAG's 2024-2050 RTP/SCS, also referred to as Connect SoCal. Compliance with the goals outlined in the Connect SoCal plan would promote sustainable growth in the region while also achieving California's GHG emission reduction goals and federal Clean Air Act requirements. The Project's consistency analysis with SCAG's Connect SoCal goals are detailed in **Table 5.10-4: SCAG 2024-2050 RTP/SCS Connect SoCal Goals** in **Section 5.10: Land Use and Planning** of this EIR. Through compliance with the Connect SoCal Plan, the Project would also be consistent with SB 375, as detailed in **Section 5.13.3: Regulatory Setting**. As detailed in **Table 5.10-4**, the Project would be consistent with all applicable Connect SoCal plan goals.

With respect to public transit, the Project's development could result in an increased demand of public transportation as employment opportunities increase. However, as the public transit agency for the area, RTA would be responsible for routinely reviewing and adjusting ridership schedules and service destinations to accommodate public demand. Thus, implementation of the Project would not conflict with local public transit services.

The Project Applicant proposes improvements along the Project frontage on Trumble Road and Sherman Road. The associated roadway improvements on Trumble Road and Sherman Road would be constructed in compliance with City of Menifee Standard 113, and 110, respectively. The Project would be required to comply with the Complete Streets Act of 2008 through compliance with the Menifee GP Circulation Element. As such, a Traffic Analysis (**Appendix K**) was prepared for the Project to assess the potential circulation system deficiencies that may result when the Project is developed and where circulation system improvements are needed to maintain acceptable levels of service consistent with the Menifee GP level of service goals and policies as outlined in Menifee GP Circulation Element Goal C1, Policy C-1.2;

refer to **Section 5.13.3 Regulatory Setting**. Although no longer a CEQA Significance Criteria, LOS was still evaluated in the Traffic Analysis to ensure Project consistency with the Menifee GP Circulation Element. The Traffic Analysis details the study intersections which would operate at an unacceptable LOS under various scenarios and provides recommended improvements the Project should implement to obtain acceptable LOS. Through implementation of the proposed measures, the Project would achieve acceptable LOS consistent with the Menifee GP Circulation Element. A summary of the results of the Traffic Analysis is provided below.

Supplemental Analysis

Project Trip Generation

The Traffic Analysis used trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition) for High-Cube Cold Storage and Warehousing and truck mix along with truck mix (by axle) type per the SCAQMD. High-Cube Cold Storage warehouse (ITE Land Use 157) has been used to derive site specific trip generation estimates for up to 80,000 square feet with the remaining square footage utilizing the Warehouse (ITE Land Use Code 150) land use category. As shown in **Table 5.13-1: Project Trip Generation**, the Project would generate a total of 1,216 vehicle trip-ends per day with 98 AM peak hour trips and 120 PM peak hour trips.

Table 5.13-1: Project Trip Generation

Land Use	Quantity	Units [1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles									
Warehousing	829.755	TSF							
Passenger Cars:			99	25	124	29	96	125	922
2-axle Trucks:			2	1	3	2	2	4	84
3 axle Trucks:			2	2	4	2	3	5	104
4+-axle Trucks			6	5	11	8	7	15	312
Total Truck Trips:			10	8	18	12	12	24	500
Project Trips (Actual Vehicles)[2]			**109**	**33**	**142**	**41**	**108**	**149**	**1,422**
Passenger Car Equivalent (PCE)									
Warehousing	829.755	TSF							
Passenger Cars:			99	25	124	29	96	125	922
2-axle Trucks (PCE = 1.5):			2	2	4	4	3	7	126
3-axle Trucks (PCE = 2.0):			3	4	7	5	5	10	206
4+-axle Trucks (PCE = 3.0):			17	14	31	25	22	47	936
Total Truck Trips:			22	20	42	34	30	64	1,268
Project Trips (PCE)[2]			**121**	**45**	**166**	**63**	**126**	**189**	**2,190**

Notes:
[1] TSF = thousand square feet
[2] Total Trips = Passenger Cars + Truck Trips.
Source: Urban Crossroads. 2026. Heritage Valley Business Center Trip Generation Assessment, Table 4-3, page 49.

Intersection Analysis

Per Policy C-1.2 of the Menifee GP, the following LOS was utilized for the study area intersections located within the City:

The City of Menifee as 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.

The Traffic Analysis used a conservative approach and applied LOS D as the threshold for all intersections. Therefore, any intersection operating at LOS E or F was considered deficient for the purpose of the analysis.

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[6]:

1. I-215 SB Ramps and Ethanac Road
2. I-215 NB Ramps and Ethanac Road
3. Encanto Drive and Ethanac Road
4. Trumble Road and Ethanac Road
5. Trumble Road and Driveway 1
6. Trumble Road and Driveway 2
7. Sherman Road and Ethanac Road
8. Sherman Road and Driveway 3
9. Sherman Road and Driveway 4

Roadway Segment Analysis

Similar to the intersection LOS analysis, the roadway segment analysis assigns a LOS ranking from LOS A to LOS F, indicating relative vehicle density or congestion along the roadway segment. The rankings are based on the capacities of a roadway which can be affected by factors such as intersections (spacing, configuration, and control features), degrees of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic), and pedestrian bicycle traffic. The roadway segment analysis also incorporates average daily traffic (ADT) information. ADT alone does not typically include the aforementioned factors affecting roadway segment capacities. As such, the roadway segment analysis incorporates detailed peak hour intersection analysis and progression analysis where the ADT indicates a deficiency (unacceptable LOS). The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacities. Therefore, consistent with the intersection analysis, the acceptable LOS for roadway segments is LOS D.

Based on a review of the existing roadway network and anticipated Project traffic, the following roadway segments were selected for analysis in conjunction with the City:

1. Ethanac Road: I-215 Freeway to Encanto Road
2. Ethanac Road: Encanto Drive to Trumble Road
3. Ethanac Road: Trumble Road to Sherman Road
4. Trumble Road: South of Ethanac Road
5. Sherman Road: South of Ethanac Road

[6] I = interstate; SB = southbound; NB = northbound

Off-Ramp Queuing Analysis

A queuing analysis has been performed for the study area off-ramp intersections at the I-215 Freeway at the Ethanac Road interchange. Specifically, the queuing analysis is utilized to identify any potential queuing and "spill back" onto the I-215 Freeway mainline from the off-ramps or out of the turn pockets.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays. The 95th percentile queue is derived from the average queue plus 1.65 standard deviations. The 95th percentile queue is not necessarily ever observed, it is simply based on statistical calculations.

Improvements to address queuing deficiencies have been identified, where feasible, by providing sufficient storage length to accommodate the 95th percentile queue. The recommendations for increased storage at a given movement are based on the needs identified under ultimate conditions (i.e., Horizon Year Traffic Conditions). Improvements were not identified in locations where providing the necessary storage was determined to be infeasible due to constraints such as physical limitations of the roadway or where the required storage would extend beyond an adjacent intersection.

Existing (2025)

Intersections

The assessment of Existing (2025) traffic conditions is performed to establish a baseline of current LOS operations from which the effects of the Project's future contribution of traffic can be measured. The study area intersections were found to currently operate at an acceptable LOS (i.e., at or above the City of Menifee's adopted General Plan thresholds) during the peak hours, with the exception of the following intersection:

- Sherman Road and Ethanac Road (#7) – LOS F AM peak hour and LOS E PM peak hour

Roadway Segments

The roadway capacities utilized for the study area roadway segment analysis are obtained from the City Guidelines. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. All study roadway segments currently operate at an acceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria.

Queues

A queuing analysis was performed at the off-ramps at the I-215 Freeway at the Ethanac Road interchange to assess vehicle queues for the off-ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-215 Freeway mainline. Under existing conditions, there are currently no off-ramp movements that are experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows. However, the following turning movements on Ethanac Road are currently experiencing queuing issues:

- I-215 NB Ramps and Ethanac Road (#2) – eastbound left turn movement during the AM and PM peak hours
- I-215 NB Ramps and Ethanac Road (#2) – westbound through movement during the AM peak hour only

Existing plus Project (E+P) Conditions

Intersections

The addition of Project traffic under E+P traffic conditions is not anticipated to result in any additional deficiencies beyond those previously identified under existing traffic conditions. Consistent with existing conditions, the following intersection is not anticipated to operate under an acceptable LOS:

- Sherman Road and Ethanac Road (#7) – LOS F AM peak hour and PM peak hours

Roadway Segments

There are no roadway segments currently experiencing capacity issues. The study area roadway segments are anticipated to continue to operate at an acceptable LOS with the addition of Project traffic.

Queues

There are no freeway off-ramp movements that are anticipated to experience queuing issues during the weekday AM or weekday PM 95th percentile traffic flows. However, the following movements are anticipated to continue to operate with deficient queues along Ethanac Road, consistent with Existing (2025) traffic conditions:

- I-215 NB Ramps and Ethanac Road (#2) – eastbound left turn movement during the AM and PM peak hours
- I-215 NB Ramps and Ethanac Road (#2) – westbound through movement during the AM peak hour only

It should be noted that the Project does not contribute to any traffic to the eastbound left turn lane movement at the I-215 NB Ramps and Ethanac Road.

Existing plus Ambient plus Cumulative (EAC) and Existing plus Ambient plus Project plus Cumulative (EAPC) (2028) Conditions

Intersections

EAC (2028) conditions were evaluated for the study area intersections, and it was determined the following intersections are anticipated to operate at an unacceptable LOS:

- I-215 SB Ramps and Ethanac Road (#1) – LOS F AM and PM peak hours
- I-215 NB Ramps and Ethanac Road (#2) – LOS F AM and PM peak hours
- Encanto Drive and Ethanac Road (#3) – LOS F AM and PM peak hours
- Trumble Road and Ethanac Road (#4) – LOS F AM and PM peak hours
- Sherman Road and Ethanac Road (#7) – LOS F AM and PM peak hours

The addition of Project traffic is not anticipated to result in any additional deficiencies from those previously identified under EAC (2028) traffic conditions.

Roadway Segments

The following study area roadway segments are anticipated to operate at an unacceptable LOS based on daily roadway capacity thresholds and minimum LOS criteria under EAC (2028) 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

There are no study area roadway segments that are anticipated to operate at an unacceptable LOS with the addition of Project traffic under EAPC (2028) traffic conditions with the addition of Project traffic.

Queues

The following off-ramp movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under EAC (2028) traffic conditions:

- I-215 SB Ramps and Ethanac Road (#1):
    - southbound right turn movement during the AM and PM peak hours
    - eastbound through movement during the AM and PM peak hours
    - eastbound right turn movement during the AM and PM peak
    - westbound left turn movement during the PM peak hour only
- I-215 NB Ramps and Ethanac Road (#2)
    - northbound shared left-through lane during the PM peak hour only
    - northbound right turn lane during the AM and PM peak hours
    - eastbound left turn movement during the AM and PM peak hours
    - eastbound through movement during the AM and PM peak hours
    - westbound through movement during the AM and PM peak hours

There are no additional deficient movements with the addition of Project traffic under EAPC (2028) traffic conditions.

Horizon Year (2045) Conditions

Intersections

Horizon Year (2045) Without Project peak hour traffic conditions were evaluated for the study area intersections. The following study area intersections are anticipated to operate at un unacceptable LOS during the peak hours:

- I-215 SB Ramps and Ethanac Road (#1) – LOS F AM and PM peak hours
- I-215 NB Ramps and Ethanac Road (#2) – LOS F AM and PM peak hours
- Encanto Drive and Ethanac Road (#3) – LOS F AM and PM peak hours
- Trumble Road and Ethanac Road (#4) – LOS F AM and PM peak hours
- Sherman Road and Ethanac Road (#7) – LOS F AM and PM peak hours

There are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours with the addition of the Project.

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 Horizon Year (2045) Without 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 E

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

Queues

The following off-ramp movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Horizon Year (2045) Without Project traffic conditions.

- I-215 SB Ramps and Ethanac Road (#1)
    - southbound right turn movement during the AM and PM peak hours
    - eastbound through movement during the AM and PM peak hours
    - eastbound right turn movement during the AM and PM peak hours
    - westbound left turn movement during the AM and PM peak hours
- I-215 NB Ramps and Ethanac Road (#2)
    - northbound shared left-through lane during the PM peak hour only
    - northbound right turn lane during the AM and PM peak hours

- eastbound left turn movement during the AM and PM peak hours
- eastbound through movement during the AM and PM peak hours
- westbound through movement during the AM and PM peak hours

There are no additional deficient movements with the addition of Project traffic under Horizon Year (2045) With Project traffic conditions.

Conclusion

Several study intersections and roadway segments are anticipated to operate below the minimum acceptable LOS standard under all analysis scenarios. Additionally, queuing is anticipated to result in deficiencies under EAP, EAPC (2028), and Horizon Year (2045) traffic conditions. However, it was determined that traffic conditions under each scenario would experience unacceptable LOS even without implementation of the Project, and traffic conditions with the addition of the Project under each scenario would not significantly exacerbate deficiencies. With the implementation of the recommended improvements, all study intersections and roadway segments are anticipated to operate at or above the minimum acceptable LOS standard.

With respect to queuing, improvements are proposed for EAC and EAPC (2028) traffic conditions. Specifically, it is recommended to lengthen the turn pocket of the northbound right turn movement on the I-215 NB Ramps on Ethanac Road from 270 feet to 600 feet to appropriately address the EAPC (2028) queuing deficiency. Additionally, to address queuing deficiencies in the Horizon Year (2045) traffic conditions, it is recommended that the I-215 SB Ramps on Ethanac Road be improved to accommodate 850-feet of storage for the left turn movement and 750-feet of storage for the right turn movement. Similarly, the I-215 NB Ramps on Ethanac Road should accommodate 600 feet of storage for the left turn movement. With the implementation of the recommended improvements, all off-ramp queueing deficiencies are anticipated to be reduced to efficient levels. Refer to **Table 5.13-2: Summary of Improvements by Analysis Scenario** for a description of the recommended road improvements. The Project fair share calculations are provided in Table 8-1 and Table 8-2 of the Traffic Analysis (**Appendix K**).

Recommended improvements may include fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements, or a combination of these approaches. The Traffic Analysis concluded the Project Applicant would be required to pay fair share fees consistent with the City's requirements. Refer to **Table 5.13-2** for the Project's responsibility for each recommended improvement as well as the contribution type.

Table 5.13-2: Summary of Improvements by Analysis Scenario

E+P					
Intersection	**Improvement**	**Improvement included in TUMF/City DIF Program?[1,2]**	**Project Responsibility**	**2028 Fair Share**	**2045 Fair Share**
Sherman Road and Ethanac Road (#7)	Install a traffic signal	No	Fair Share	2.90%	--
	Add NB left turn lane	No	Fair Share	2.90%	--
	Add SB left turn lane	No	Fair Share	2.90%	--
	Add EB left turn lane	No	Fair Share	2.90%	--

	Add WB left turn lane	No	Fair Share	2.90%	--
	Additional pavement required on the NW and SW corners	No	Construct	--	--
EAPC (2028)					
Intersection	**Improvement**	**Improvement included in TUMF/City DIF Program?**	**Project Responsibility**	**2028 Fair Share**	**2045 Fair Share**
I-215 SB Ramps and Ethanac Road (#1)	Add 2nd WB left turn lane	No	Fair Share	1.90%	--
	Add SB left turn lane (modify southbound approach to provide on left-turn lane, one share left-through-right turn lane, and one right-turn lane)	No	Fair Share	1.90%	--
	Add 2nd and 3rd EB through lanes	Yes (TUMF)	Fees	--	--
	Modify EB right turn lane to a free-right turn lane	Yes (TUMF)	Fees	--	--
	Add 3rd WB through lane	Yes (TUMF)	Fees	--	--
I-215 NB Ramps and Ethanac Road (#2)	Restripe to add 2nd EB left turn lane	No	Fair Share	3.90%	--
	Restripe to add 2nd through lane	Yes (TUMF)	Fees	--	--
	Add 2nd WB through lane	Yes (TUMF)	Fees	--	--
	Add WB right turn lane	Yes (TUMF)	Fees	--	--
	Add 2 NB turn lanes	Yes (TUMF)	Fees	--	--
	Add 3rd EB through lane	Yes (TUMF)	Fees	--	--
	Add 3rd WB through lane	Yes (TUMF)	Fees	--	--
Encanto Drive and Ethanac Road (#3)[3]	Add 2nd EB through lane	Yes (TUMF)	Fees	--	--
	Add 2nd WB through lane	Yes (TUMF)	Fees	--	--
	Restrict access to right-in/right-out	No	Fair Share	6.30%	--
Trumble Road and Ethanac Road (#4)	Add 2nd EB through lane	Yes (TUMF)	Fees	--	--
	Add 2nd WB through lane	Yes (TUMF)	Fees	--	--
	2nd NB left turn lane	No	Fair Share	5.10%	--
	Add 3rd EB through lane	No	Fair Share	5.10%	
	Add 3rd WB through lane	No	Fair Share	5.10%	
Sherman Road and Ethanac Road (#7)	Install a traffic signal	No	Construct	--	--
	Add NB left turn lane	No	Construct	--	--
	Add SB left turn lane	No	Construct	--	--
	Add EB left turn lane	No	Construct	--	--
	Add WB left turn lane	No	Construct	--	--

	Additional pavement required on the NW and SW corners	No	Construct	--	--
	Add 2nd EB through lane	Yes (TUMF)	Fees	--	--
	Add 2nd WB through lane	Yes (TUMF)	Fees	--	--
	Add 3rd EB through lane	No	Fair Share	2.90%	--
	Add 3rd WB through lane	No	Fair Share	2.90%	--
Roadway Segment	**Improvement**	**Improvement included in TUMF/City DIF Program?**	**Project Responsibility**	**2028 Fair Share**	**2045 Fair Share**
Ethanac Road, I-215 to Encanto Drive (#1)	Add 2nd EBT and 2nd WBT	Yes (TUMF)	Fees	--	--
Ethanac Road, Encanto Drive to Trumble Road (#2)	Add 2nd EBT and 2nd WBT	Yes (TUMF)	Fees	--	--
Horizon Year (2045) With Project					
Intersection	**Improvement**	**Improvement included in TUMF/City DIF Program?**	**Project Responsibility**	**2028 Fair Share**	**2045 Fair Share**
I-215 SB Ramps and Ethanac Road (#1)	Add 2nd WB left turn lane	No	Fair Share	1.90%	--
	Add SB left turn lane (modify southbound approach to provide on left-turn, one shared left-through-right turn lane, and one right-turn lane)	No	Fair Share	1.90%	--
	Add 2nd and 3rd EB lanes	Yes (TUMF)	Fees	--	--
	Modify EB right turn lane to a free-right turn lane	Yes (TUMF)	Fees	--	--
	Add 3rd WB through lane	Yes (TUMF)	Fees	--	--
I-215 NB Ramps and Ethanac Road (#2)	Restripe to add 2nd through lane	Yes (TUMF)	Fees	--	--
	Add 2nd WB through lane	Yes (TUMF)	Fees	--	--
	Add WB right turn lane	Yes (TUMF)	Fees	--	--
	Add 2 NB left turn lanes	Yes (TUMF)	Fees	--	--
	Add 3rd EB through lane	Yes (TUMF)	Fees	--	--
	Add 3rd WB through lane	Yes (TUMF)	Fees	--	--
Encanto Drive and Ethanac Road (#3)[3]	Add 2nd EB through lane	Yes (TUMF)	Fees	--	--
	Add 2nd WB through lane	Yes (TUMF)	Fees	--	--
	Restrict access to right-in/right-out	No	Fair Share	6.30%	--
	Add 3rd EB through lane	No	Fair Share	--	5.10%
	Add 3rd WB through lane	No	Fair Share	--	5.10%
	Add 2nd EB through lane	Yes (TUMF)	Fees	--	--
	Add 2nd WB through lane	Yes (TUMF)	Fees	--	--

Trumble Road and Ethanac Road (#4)	2nd NB left turn lane	No	Fair Share	5.10%	--
	Add 3rd EB through lane	No	Fair Share	5.10%	--
	Add 3rd WB through lane	No	Fair Share	5.10%	--
Sherman Road and Ethanac Road (#7)	Install a traffic signal	No	Fair Share	2.90%	--
	Add NB left turn lane	No	Fair Share	2.90%	--
	Add SB left turn lane	No	Fair Share	2.90%	--
	Add EB left turn lane	No	Fair Share	2.90%	--
	Add WB left turn lane	No	Fair Share	2.90%	--
	Additional pavement required on the NW and SW corners	No	Construct	--	--
	Add 2nd EB through lane	Yes (TUMF)	Fees	--	--
	Add 2nd WB through lane	Yes (TUMF)	Fees	--	--
	Add 3rd EB through lane	No	Fair Share	2.90%	--
	Add 3rd WB through lane	No	Fair Share	2.90%	--
	Add 2nd NB left turn lane	No	Fair Share	--	2.40%
	Add EB right turn lane	No	Fair Share	--	2.40%
Roadway Segment	**Improvement**	**Improvement included in TUMF/City DIF Program?**	**Project Responsibility**	**2028 Fair Share**	**2045 Fair Share**
Ethanac Road, I-215 to Encanto Drive (#1)	Add 2nd EBT and 2nd WBT	Yes (TUMF)	Fees	--	--
	Add 3rd EBT and 3rd WBT	Yes (TUMF)	Fees	--	--
Ethanac Road, Encanto Drive to Trumble Road (#2)	Add 2nd EBT and 2nd WBT	Yes (TUMF)	Fees	--	--
	Add 3rd EBT and 3rd WBT	No	Fair Share	--	3.40%
Ethanac Road, Trumble Road to Sherman Road (#3)	Add 2nd and 3rd EBT and 2nd and 3rd WBT	No	Fair Share	--	5.10%

Notes:
[1] Improvements included in TUMF/City DIF programs have been identified as such.
[2] Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at the discretion of the City.
[3] Improvements are consistent with the Menifee Commerce Center TPM 38156 Signing, Striping and Traffic Signal Modifications Plans, which reflect a right-in/right-out access as Encanto Drive.
NB = northbound, SB = southbound, EB = eastbound, WB= westbound, NW = northwest, SW = southwest
Source: Urban Crossroads. 2026. Heritage Valley Business Center Traffic Analysis, Table 1-4: Summary of Improvements by Analysis Scenario, page 12-13.

Traffic Signal Warrants Analysis

The California Manual on Uniform Control Devices (MUTCD) provides warrant guidelines for the installation of a traffic signal. Traffic Signal Warrant analyses were conducted for the following deficient unsignalized intersections as a part of the Project Traffic Analysis:

- #3 – Encanto Drive and Ethanac Road
- #5 – Trumble Road and Driveway 1
- #6 – Trumble Road and Driveway 2
- #7 – Sherman Road and Ethanac Road
- #8 – Sherman Road and Driveway 1
- #9 – Sherman Road and Driveway 2

Signal warrants were based on the 2014 MUTCD. The warrants were conducted using Warrant 3 (Peak Hour Warrant) for all analysis scenarios for existing unsignalized intersections. Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future ADT volumes. A signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Therefore, meeting a threshold condition does not require that a traffic control signal be installed at a particular location, rather that other traffic factors and conditions be evaluated to determine whether the signal is truly necessary. Further, signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operative below acceptable LOS and not meet a signal warrant.

Traffic signal warrants for Existing traffic conditions were based on existing peak hour intersection turning volumes. The following unsignalized study area intersections met a peak hour traffic signal warrant under Existing traffic conditions:

- Encanto Drive and Ethanac Road (#3)
- Sherman Road and Ethanac Road (#7)

However, a traffic signal is not proposed for installation at Encanto Drive at Ethanac Road as the interim plans with the widening of Ethanac Road are to restrict access at this intersection to right-in/right-out access only.

Overall LOS Conclusion

As stated in the summary of the Traffic Analysis above, the Traffic Analysis included recommended improvements for study intersections that would operate below applicable LOS standards. These improvements include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements, or a combination of these approaches. The recommended improvements are intended to improve operational conditions consistent with Menifee GP LOS standards and policies. However, the recommended improvements are conceptual in nature and are not required to be enforced as additional delay – to an intersection, roadway segment, or off-ramp – and is no longer considered a significant impact under CEQA. However, the analysis provided with respect to LOS has been provided to consider consistency with Menifee GP policies and standards relating to traffic and transportation and the on-site and off-site circulation recommendations provided in the Traffic Analysis will be Conditions of Approval (COA) that the Project would be required to adhere to.

Mitigation Measures

No mitigation is required.

Conditions of Approval

COA-1 **Trumble Road and Driveway 1 (#5).** The following improvement is necessary to accommodate site access:

- Project to install a stop sign on the westbound approach and construct a westbound shared left-right turn lane (Project driveway).

COA-2 **Trumble Road and Driveway 2 (#6).** The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the westbound approach and construct a westbound shared left-right turn lane (Project driveway).

COA-3 **Sherman Road and Driveway 3 (#8).** The following improvements are necessary to accommodate site access:

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

COA-4 **Sherman Road and Driveway 4 (#9).** The following improvements are necessary to accommodate site access:

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

COA-5 **Trumble Road Improvements**. Trumble Road is a north-south oriented roadway located on the Project's western boundary. Project to construct Trumble Road as its ultimate half-section width along the Project's frontage as a Collector (74-foot right-of-way) from the Project's southern boundary to the Project's northern boundary, consistent with the City's standards.

COA-6 **Sherman Road Improvements**. Sherman Road is a north-south oriented roadway located on the Project's eastern boundary. Project to construct Sherman Road to 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.

Impact 5.13-2: ***Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?***

Level of Significance: Significant and Unavoidable

As previously stated in Section 5.13.4 above, per the City's VMT, a project would result in a significant project-generated VMT impact if either of the following conditions are met:

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 service population exceeds the County of Riverside General Plan Buildout VMT per service population

Additionally, the Project's effect on VMT would be considered significant if it results in one of the following two conditions are 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 Analysis

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. The Project's VMT estimates were prepared using the Origin/Destination method to estimate Project-generated VMT and Boundary method to estimate the Project's effect on VMT. The Origin/Destination method sums all weekday VMT generated by trips with at least one trip-end in the study area and tracks those trips to their origin or destination. The Boundary method is the sum of all weekday VMT on the roadway network within a designated boundary. Consistent with City Guidelines, the City of Menifee was used as the boundary for this assessment, as "citywide" has been identified as the basis of measurement

To estimate Project-generated VMT, the land use information must be converted into a RIVCOM-compatible dataset. The dataset relied on land use assumptions developed as part of the Project and the trip generation estimated for the Project. For the VMT analysis purposes, the associated employee assumptions were used as shown in **Table 5.13-3: Employment Estimates** for industrial land use.

Table 5.13-3: Employment Estimates

Land Use	Quantity (in SF)	Employment Density Factor	Estimated Employees
Industrial	829,755	1 employee per 1,030 SF	806

As identified in the City Guidelines, the impact threshold of the County Riverside General Plan Buildout using the latest version of RIVCOM is 33.6 VMT per service population. The VMT analysis includes Project-related VMT and the Project's effect on VMT estimates for the Project TAZ under both baseline and cumulative conditions. Project-generated VMT and City threshold consistency is presented in **Table 5.13-4: Project VMT per Employee**. The Project is estimated to generate VMT per service population exceeding the City's adopted impact threshold.

Table 5.13-4: Project VMT per Employee

	Baseline	Cumulative
Employment	806	806
VMT	38,991	35,290
VMT/Employee	48.4	43.8
City Threshold	33.6	33.6
Exceeds Threshold?	Yes	Yes

The Project would exceed the City's impact threshold by 11,909 total VMT and would require a 30.6 percent reduction. To reduce Project-generated VMT, reductions measures are proposed that would focus on reducing employee commute VMT. As such, to reduce the Project's VMT, **MM TRA-1** through **MM TRA-3** would be implemented. **MM TRA-1** would require project employers to implement a commute trip reduction (CTR) program. Additionally, **MM TRA-2** would require the Project to provide a ridesharing program and to establish a permanent transportation management association . Lastly, **MM TRA-3** would require the Project to install and maintain end-of-trip facilities for employee uses, such as, bike parking, bike lockers, showers, and personal lockers to encourage alternative mode of commuting for employees. The implementation of **MM TRA-1** through **-3** is anticipated to reduce total Project VMT by 7.2 percent. Given the nature of operations of warehouse uses and location of the site, there are no other feasible mitigation measures that would further reduce employee-generated VMT associated with Project operations to completely reduce Project-generated VMT below the City Threshold. As such, even with implementation of mitigation measures, the Project's VMT impact cannot be reduced to the required 30.6 percent needed to meet the City's threshold. Therefore, a significant and unavoidable impact would occur.

The Project has also been analyzed for its cumulative impact on VMT. The Project's cumulative impact was calculated using the boundary method. The land use information for industrial land use were coded to the Project TAZ to represent the "With Project" condition. **Table 5.13-5: Cumulative Boundary VMT** summarizes the boundary VMT under the No Project and With Project scenarios for both baseline and cumulative conditions and any increase to VMT per service population would be considered a significant cumulative impact.

Table 5.13-5: Cumulative Boundary VMT

	Service Population	Boundary VMT	VMT per Service Population	Exceeds Threshold?
Citywide Baseline No Project	116,416	1,962,111	16.9	-
Citywide Baseline With Project	117,222	1,963,503	16.8	No
Citywide Cumulative No Project	155,312	2,529,895	16.3	-
Citywide Cumulative With Project	156,118	2,532,839	16.2	No

Boundary VMT would increase with implementation of the Project for both baseline and cumulative conditions, which is to be expected as development is introduced. However, to evaluate the efficiency of a land use project, boundary VMT is divided by the service population to establish a per service population efficiency metric. Therefore, the resulting VMT per service population is reduced in the With Project scenario for baseline and cumulative conditions. As such, the Project would not have a cumulative impact on VMT. Although the Project would result in a significant and unavoidable impact with respect to Project-

generated VMT, in that it exceeds City thresholds and no level of mitigation can reduce to less than significant levels, the Project would result in cumulative impacts to VMT.

Mitigation Measures

MM TRA-1 **Implement Commute Trip Reduction (CTR) Marketing**. Future project employers shall implement a marketing strategy to promote a CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond single occupancy driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT. 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 online transit pass sales.
- Guaranteed ride home service.

Project employers will provide their employees with materials and online resources as a means to promote the commute trip reduction program.

MM TRA-2 **Provide Ridesharing Program**. The Project will provide a ridesharing program and establish a permanent transportation management association . Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Ridesharing must be promoted through a multifaceted approach. Required measures include:

- 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.

MM TRA-3 **Provide End-of-Trip Bicycle Facilities**. The measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions. This will promote an alternative mode of commuting for employees.

Impact 5.13-3: ***Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Level of Significance: Less than Significant

The Project would not include the use of any incompatible vehicles or equipment on-site, such as farm equipment. The Project Applicant proposes four new driveways, an internal circulation system, and improvements to Trumble Road and Sherman Road. All circulation improvements would be constructed in accordance with Menifee MC Section 9.160.050, which states, “Every structure shall be constructed

upon or moved to a legally recorded parcel with a permanent means of access to a public street, or road, or a private street or road, conforming to City standards. All structures shall be located to provide safe and convenient access for servicing, fire protection and required off-street parking." Furthermore, the Traffic Analysis (**Appendix K**) concluded that all Project driveway intersections would operate at an acceptable LOS with implementation and recommendations listed in **Table 5.13-2** above and would therefore not create unsafe traffic conditions at these intersections. Since the Project driveways would be utilized by heavy trucks, driveway recommendations have been provided in the Traffic Analysis to ensure trucks have sufficient space to execute turning maneuvers. Specifically, Driveway 3 as currently designed is anticipated to accommodate the ingress and egress of heavy trucks (see TA Exhibit 1-5, Sheet 1). Driveway 4 would be modified to a 55-foot curb radius on the northwest corner of the intersection in order to accommodate the ingress of heavy trucks(see TA Exhibit 1-5, Sheet 2). Further, based on the existing right-of-way, additional pavement would be required on the northwest and southwest corners of the intersection at Sherman Road and Ethanac Road to accommodate ingress and egress of heavy trucks (see TA Exhibit 1-5, Sheet 3). With incorporation of these design recommendations, the Project would reduce potential for hazards to occur at these intersections. Lastly, sight distance at Project access points would comply with applicable sight distance standards and no sharp curves are proposed as part of the Project design (Menifee MC Section 9.160.060). Therefore, a less than significant impact would occur, and no mitigation is required.

Mitigation Measures

No mitigation is required.

Impact 5.13-4: Would the Project result in inadequate emergency access?

Level of Significance: Less than Significant

Project access is proposed via four 40-foot-wide driveways on Trumble Road and Sherman Road. Internal circulation for the Project includes a minimum 26-foot-wide fire lane for emergency access within the Project site. Emergency access lanes would be provided around the perimeter of the building. As stated in Impact 5.13-3 above, the Project would be designed to allow safe and convenient access for servicing, fire protection, and required off-street parking. The Riverside County Fire Department (RCFD) would review the Project for access requirements concerning minimum roadway width, access roads, fire lines, signage, access devices, gates, and other emergency access requirements for its ability to enhance emergency access to the site. Following compliance with RCFD access requirements, adequate emergency access to the Project site would be provided. Project impacts regarding emergency access would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is required.

5.13.6 Cumulative Impacts

Transportation-related impacts associated with the Project and nearby cumulative projects may overlap and result in temporary traffic impacts on local roadways. However as concluded above, the Project would not result in significant traffic related impacts resulting from conflicts with regional and local transportation plans or policies. Additionally, the Project would be consistent with applicable regional and local plans and policies such as mitigation traffic impacts and achieving acceptable LOS. With the implementation of the recommended improvements as discussed in **Table 5.13-2**, all study intersections and roadway segments are expected to operate at or above the minimum acceptable LOS standard.

The Project's impact on VMT was discussed under Impact 5.13-2 above for a cumulative scenario. As shown in **Table 5.13-4**, the Project's cumulative effect on VMT was found to be reduced in the With Project scenario compared to the No Project Scenario for both baseline and cumulative conditions, which is below the City's cumulative impact threshold. However, as shown in **Table 5.13-3**, Project-generated VMT would exceed the City's VMT impact threshold under both baseline and cumulative conditions, even with the application of all feasible mitigation measures. As such, the Project is anticipated to generate VMT that would have cumulatively considerable impacts on Citywide VMT.

5.13.7 Significant Unavoidable Impacts

Even with implementation of regulatory requirements and reasonable and feasible mitigation measures, the Project would result in unavoidable significant impacts with respect to conflicts or inconsistencies with CEQA Guidelines Section 15064.3, subdivision (b) (Impact 5.13-2) and significant cumulative transportation impacts.

5.13.8 References

City of Menifee. 2013. *Exhibit C-4: Proposed Bikeway and Community Pedestrian Network*. https://www.cityofmenifee.us/DocumentCenter/View/1021/C-4-Bikeways_HD0913?bidId=.

City of Menifee. 2020. *Menifee Active Transportation Plan Final Report*, Figure ES-2: Existing Bikeways, page ES-5. https://www.cityofmenifee.us/DocumentCenter/View/12390/Menifee-ATP-Final-Report---December-2020---High-Res.

City of Menifee. 2013. *Menifee General Plan Circulation Element*. https://www.cityofmenifee.us/863/Circulation-Element.

RTA. ND. *Short Range Transit Plan*. https://www.rctc.org/wp-content/uploads/2024/07/RCTC-Multimodal-FY25-29-Final-Draft-SRTP.pdf.

Urban Crossroads, Inc. (2026). *Heritage Valley Business Center Traffic Analysis.*

Urban Crossroads, Inc. (2026). *Heritage Valley Business Center Trip Generation Assessment.*

Urban Crossroads, Inc. (2025). *Heritage Valley Business Center Vehicle Miles Traveled (VMT) Analysis.*

5.14 TRIBAL CULTURAL RESOURCES

5.14.1 Introduction

This section of the Draft Environmental Impact Report (EIR) identifies and analyzes the Tribal Cultural Resources impacts associated with the development of the Heritage Valley Business Center (Project), within the City of Menifee (City). Historically, the term "cultural resources" encompassed archaeological, historical, paleontological, and tribal cultural resources, including both physical and intangible remains, or traces left by historic or prehistoric peoples. Tribal cultural resources refer to either a site, feature, place, or 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.

Information in this section is based partially on the following source, found in **Appendix C: Cultural Resources Assessment**:

- Kimley-Horn and Associates, Inc. 2025. Cultural Resources Assessment for the Heritage Valley Business Center Project (**Appendix C**).

Additional resource information was obtained from available public resources, including among others, the City of Menifee General Plan (GP).

5.14.2 Environmental Setting

Ethnographic Setting

The City of Menifee is situated in the traditional lands of Luiseño and the peripheries of Cahuilla lands. The Spanish word Luiseño is derived from the Mission San Luis Rey de Francia. The Luiseño were seminomadic or sedentary, hunter-gatherer communities that occupied politically autonomous villages and seasonal campsites. They relied on a wide range of native food and animal resources in their traditional lands. Resource availability could change seasonally or depend on the different ecological zones within their territory. Traditional practices included basketry, rattle-making, and salt gathering, to name a few. Their traditional language is part of the Takic subfamily. Luiseño territory was extensive, covering large parts of coastal and inland southern California. Ethnographic reports of the Luiseño in this region have been documented by Kroeber (1925), Strong (1929), Sparkman (1908), and Oxendine (1983).

Tribal Consultation and Coordination

As part of the Cultural Resources Assessment prepared for the Project, the Native American Heritage Commission (NAHC) was contacted for a review of the Sacred Lands File (SLF). The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within or near the Project site. The NAHC responded on May 6, 2025, and indicated that the results are negative for the presence of sacred sites in or near the Project site.

Assembly Bill (AB) 52 letters were sent on November 27, 2024, to the Agua Caliente Band of Cahuilla Indians (ACBCI), Pechanga Band of Mission Indians, Soboba Band of Luiseño Indians, and Rincon Cultural Resources Department. To date, four responses have been received in response to AB 52 letters.

Additionally, the City of Menifee holds regular meetings with these tribes. This Project was presented to the tribes during these meetings.

Senate Bill (SB) 18 outreach letters to the Agua Caliente Band of Cahuilla Indians, Rincon Band of Luiseño Indians, and the Augustine Band of Cahuilla Indians were sent on April 7, 2025.

Agua Caliente Band of Cahuilla Indians

In response to the SB 18 and AB 52 letters, on April 30, 2025, the ACBCI indicated that the Project is located within ACBCI's traditional use area and requested copies of any cultural resource documentation generated in connection with the Project. No further consultation efforts regarding the Project were requested.

Pechanga Band of Mission Indians

In response to the SB 18 and AB 52 letters, the Pechanga Band of Mission Indians met with the City during the regularly scheduled quarterly meetings. Meetings with the Pechanga Band of Mission Indians occurred on January 22, 2025, May 15, 2025, August 12, 2025, and March 5, 2026. At these meetings, the Project was discussed. On the March 5, 2026 meeting Pechanga asked the City to include the standard conditions of approval as part of the text in the EIR. No further consultation efforts regarding this project were requested.

Soboba Band of Luiseño Indians

In response to the SB 18 and AB 52 letters, the Soboba Band of Luiseño Indians met with the City during the regularly scheduled quarterly meetings. Meetings with Soboba Band of Luiseño Indians occurred on January 28, 2025, April 16, 2025, July 29, 2025, and January 22, 2026. At these meetings, the Project was discussed. During these meetings, no further consultation efforts regarding the Project were requested, the City informed the Soboba that the Draft EIR was anticipated to be released soon and consultation concluded on January 22, 2026.

Rincon Band of Luiseño Indians

In response to the AB 52 letters, on December 11, 2024, the Rincon Band of Luiseño Indians identified that the Project site is within the traditional use area of the Luiseño people and requested copies of any documents pertaining to the Project and to consult on the Project. However, after the City reached out to arrange a meeting date no further response was received from the Rincon Band of Luiseño Indians regarding scheduling a consultation meeting, and no further consultation ensued.

Augustine Band of Cahuilla Indians

The Augustine Band of Cahuilla Indians sent a letter regarding the Project to the City on April 18, 2025. Jacobia Kirksey, Tribal Operations Specialist II, noted that they were not aware of any specific resources within the Project site that would be affected and did not request consultation.

5.14.3 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) (54 U.S. Code [USC] 300101 et seq.) is legislation intended to preserve historical and archaeological sites in the United States of America. The act created the National Historic Preservation Act (NRHP), the list of National Historic Landmarks, and the State Historic Preservation Offices (SHPO). Among other things, the act requires federal agencies to evaluate the impact of all federally funded or permitted projects on historic properties (buildings, archaeological sites, etc.) through a process known as "Section 106 Review."

National Register of Historic Places

Developed in 1981 pursuant to Title 36 Code of Federal Regulations [CFR] Section 60, the NRHP provides an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the NRHP is initiated through an application submitted to the State Office of Historical Preservation (OHP). Applications deemed suitable for potential consideration are handled by the SHPO. All NRHP listings for sites in California are also automatically added to the California Register of Historical Resources (CRHR) by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and the National Environmental Protection Act [NEPA]) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony, to lineal descendants and culturally affiliated Indian tribes.

National Park Service – National Register Bulletin 38

National Park Service has prepared guidelines to assist in the documentation of Traditional Cultural Properties (TCPs) by public entities. The Bulletin is intended to be an aid in determining whether properties have traditional cultural significance and if they are eligible for inclusion in the NRHP. It is also intended to assist federal agencies, SHPOs, Certified Local Governments, tribes, and other historic preservation practitioners who need to evaluate such properties when considering their eligibility for the NRHP as part of the review process prescribed by the Advisory Council on Historic Preservation (ACHP).

TCPs are a broad group of places that can include:

- location associated with the traditional beliefs of a Native American group about its origins, its cultural history, or the nature of the world;
- rural community whose organization, buildings and structures, or patterns of land use reflect the cultural traditions valued by its long-term residents;
- an urban neighborhood that is the traditional home of a particular cultural group, and that reflects its beliefs and practices;
- location where Native American religious practitioners have historically gone, and are known or thought to go today, to perform ceremonial activities in accordance with traditional cultural rules of practice; and
- location where a community has traditionally carried out economic, artistic, or other cultural practices important in maintaining its historic identity.

State

California Register of Historical Resources (Public Resource Code Section 5024.1 et seq.)

State law protects cultural resources by requiring evaluations of the significance of historical resources in CEQA documents. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the State CEQA Guidelines. These criteria are similar to those used in federal law. The CRHR is maintained by the state OHP. Properties listed, or formally designated eligible for listing, on the NRHP are automatically listed on the CRHR, as are state historical landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

CRHR Criteria

For purposes of CEQA, a historical resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the CRHR (California Public Resources Code [PRC] Section 21084.1). A resource is eligible for listing in the CRHR if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history. The California Code of Regulations (CCR) further provides that cultural resources of local significance are CRHR eligible (Title 14 CCR, § 4852).

California Government Codes (Related to Native American Heritage)

Section 6254(r) of the California Government Code (CGC) exempts from disclosure public records of Native American graves, cemeteries and sacred places maintained by the NAHC. Pursuant to SB 18, CGC

Section 65351 specifies how local planning agencies should provide opportunities for involvement of California Native American tribes to consult on the preparation or amendment of general plans. In particular, CGC Section 65352 requires local planning agencies to refer proposed actions of general plan adoption or amendment to California Native American tribes on the contact list maintained by the NAHC and others, with a 45-day opportunity for comments. In regard to historical properties, CGC Sections 25373 and 37361 allows city and county legislative bodies to acquire property for the preservation or development of a historical landmark. It also allows local legislative bodies to enact ordinances to provide special conditions or regulations for the protection or enhancement of places or objects of special historical or aesthetic interest or values. Lastly, CGC Sections 50280-50290 implement the Mills Act which allows the negotiation of historical property contracts between a private property owner of a "qualified historical property" and provides additional guidelines for such contracts.

California Health and Safety Code (Sections 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code (HSC) collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

Human Remains

According to Section 15064.5 of the CEQA Guidelines, all human remains are a significant resource. This section also assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are discussed within PRC Section 5097.

Native American Heritage Commission

The NAHC, created in statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The NAHC is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintain an inventory of Native American sacred sites located on public lands (i.e., Sacred Lands File), and review current administrative and statutory protections related to these sacred sites.

State Historic Preservation Office

SHPO is a state governmental function created by the federal government in 1966 under NHPA § 101. SHPO administers the NRHP, the CRHR, the California Historical Landmarks, and the California Points of Historical Interest programs. The purposes of a SHPO include surveying and recognizing historic properties, reviewing nominations for properties to be included in the NRHP, reviewing undertakings for the impact on the properties as well as supporting federal organizations, state and local governments, and private sector. SHPO maintains the CHRIS, which includes the statewide Historical Resources Inventory database.

California State Historical Landmarks

California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical significance and meet specific criteria. The resource must also be approved for designation by the county or local jurisdiction, be recommended by the State Historical Resources Commission, and be officially designated by California State Parks. California Historical Landmarks are automatically listed in the CRHR.

California Points of Historical Interest

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific, technical, religious, experimental, or other value.

Native American Heritage Commission

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

California Public Records Act

Sections 6254(r) and 6254.10 of the California Public Records Act (CGC Section 6250 et seq.) were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects…maintained by, …, the Native American Heritage Commission…." Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the [NAHC], another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency."

Senate Bill 18

SB 18 (CGC 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. These consultation and notice 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.

Assembly Bill 52

Signed into law in September 2014, California AB 52 created a new class of resources – tribal cultural resources – for consideration under CEQA. Tribal cultural resources may include sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe that are listed or determined to be eligible for listing in the CRHR, included in a local register of historical resources, or a resource determined by the lead CEQA agency, in its discretion and supported by substantial evidence, to be significant and eligible for listing on the CRHR. AB 52 requires that the lead CEQA agency consult with California Native American tribes that have requested consultation for projects that may affect tribal cultural resources. The lead CEQA agency shall begin consultation with participating Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under AB 52, a project that has potential to cause a substantial adverse change to a tribal cultural resource constitutes a significant effect on the environment unless mitigation reduces such effects to a less than significant level.

Local

City of Menifee General Plan

Open Space & Conservation Element

The City of Menifee's Open Space & Conservation Element provides policy direction for Menifee's parks and open space areas, recreational trails, and the conservation, development, and utilization of the city's natural resources with an overall goal of maintaining the high quality of life Menifee residents have enjoyed for generations, while also preserving and protecting the numerous nonrenewable and unique cultural and historic resources located within the City.

Goals and policies from the Open Space & Conservation Element applicable to the Project include:

Goal OSC-5 Archaeological, historical, and cultural resources are protected and integrated into the city's built environment

Policy OCS-5.1 Preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the city to implement this goal and associated policies.

Policy OCS-5.4 Establish clear and responsible policies and best practices to identify, evaluate, and protect previously unknown archaeological, historic, and cultural resources, following applicable CEQA and NEPA procedures and in consultation with the appropriate Native American tribes who have ancestral lands within the city.

5.14.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G has been used as significance criteria in this section. Accordingly, the Project may have a significant environmental impact if one or more of the following occurs:

- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
    - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or
    - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds as the basis for determining the impact's level of significance concerning tribal cultural resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impacts. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on tribal cultural resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field reconnaissance conducted by Kimley-Horn personnel; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that any components of the Project may result in "substantial" adverse effects on tribal cultural resources considers the existing site's resource value and the severity of the Project implementation on resources that may be considered significant tribal cultural resources.

5.14.5 Impacts and Mitigation Measures

Impact 5.14-1 ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

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 5020.1(k), or

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

Level of Significance: Less than Significant Impact

AB 52 specifies that a project that may cause a substantial adverse change to a defined tribal cultural resource 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 tribal cultural resource. 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 or environmental impact report circulated on or after July 1, 2015. AB 52 amends Section 5097.94 and adds sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

Based on the City's prior experience with and written request from potentially interested Tribes, AB 52 Notices were sent to the following four Tribes on November 27, 2024:

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

The Rincon Band of Luiseño Indians responded on December 11, 2024. Shuuluk Linton, Tribal Historic Preservation Coordinator, noted that the Project is within the Traditional Use Area of the Luiseño people, and the Rincon Band is traditionally and culturally affiliated to the Project are. As such, AB52 consultation was requested, along with a request for copies of existing documents pertaining to the Project (such as the cultural survey including the archaeological site records, shape files and archaeological record search results). However after the City reached out to schedule a meeting, no further response was received from the Rincon Band of Luiseño Indians, and no further consultation ensued.

The Augustine Band of Cahuilla Indians sent a letter regarding the Project on April 18, 2025. Jacobia Kirskey, Tribal Operations Specialist II noted that there are no known cultural resources within the Project

site that would be affected by the proposed development. As such, formal consultation was concluded by the Augustine Band of Cahuilla Indians, and no further consultation was pursued.

The Agua Caliente Band of Cahuilla Indians (ACBCI) responded on April 30, 2025. Xitlaly Madrigal, Cultural Resources Analyst, noted that the Project area is not located within the boundaries of the ACBCI Reservation; however, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI Tribal Historic Preservation Office requested copies of any cultural resource documentation generated in connection with the Project. Information was sent out on November 13, 2025 but no further comments were received.

The Pechanga Band of Mission Indians met with the City for the regularly scheduled quarterly meetings, which were held on January 22, 2025, May 15, 2025, August 12, 2025, and March 5, 2026. On the March 5, 2026 meeting Pechanga asked the City to include the standard conditions of approval as part of the text in the EIR. No further consultation efforts regarding this project were requested.

The Soboba Band of Luiseño Indians met with the City for the regularly scheduled quarterly meetings, which were held on January 28, 2025, April 16, 2025, July 29, 2025, and January 22, 2026. During these meetings, no further consultation efforts regarding the Project were requested and consultation concluded on January 22, 2026.

Based on consultation with local tribes, Standard Conditions of Approval **COA-CUL-1** through **COA-CUL-7** (see **Section 5.4: Cultural Resources**) would ensure that any impacts to potential tribal cultural resources would be less than significant.

Mitigation Measures

Overall, the Project would not cause a substantial adverse change to a tribal cultural resource and a less than significant impact would occur in this regard with implementation of **COA-CUL-1** through **COA-CUL-7** as identified in **Section 5.4: Cultural Resources**.

Mitigation Measures

No mitigation measures are required.

Standard Conditions of Approval

Refer to **COA-CUL-1** through **COA-CUL-6**.

5.14.6 Cumulative Impacts

For purposes of cumulative impact analysis to cultural and tribal resources, the geographic context for cumulative analysis is regional and considers both direct and indirect impacts over a wide area. However, the discussion is focused on the Projects potential for resulting in site-specific impact that could contribute to a cumulative loss. Accordingly, impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or an affected resource extends off-site, such as a historic townsite or district. With this consideration, the cumulative analyses for historical, archaeological, and tribal cultural resources considers whether the Project, in combination with the past, present, and

reasonably foreseeable projects, could cumulatively affect any common cultural or paleontological resources.

As discussed above, the NAHC determined that there are no known Native American cultural resources within the immediate Project site. However, the potential exists for undiscovered tribal cultural resources to be adversely impacted during groundbreaking activities. In the event that a potential tribal cultural resource is found, the Project would implement the previously discussed Standard Conditions of Approval that would minimize/avoid further damage to the found tribal resource. Therefore, Project impacts would be reduced to a less than significant level.

In addition, future cumulative development projects have the potential to encounter/adversely affect tribal cultural resources. Potential tribal cultural resource impacts associated with other project development would be site-specific and would undergo individually environmental and design review pursuant to CEQA in order to evaluate potential impacts. The combination of the Project as well as past, present, and reasonably foreseeable projects in the City would be required to comply with all applicable state, federal, and local regulations concerning preservation, salvage, or handling of cultural and paleontological resources, including compliance with Standard Conditions of Approval. This also includes project-by-project consultation with the appropriate tribal representatives to discuss mitigation measures/Standard Conditions of Approval that would be included to minimize/avoid impacts to tribal cultural resources. In addition, implementation of the proposed Standard Conditions of Approvals would reduce Project-specific impacts to a less than significant level. Therefore, the Project's contribution to cumulative impacts would be less than significant.

5.14.7 Significant Unavoidable Impacts

There are no unavoidable significant impacts with respect to Tribal Cultural Resources.

5.14.8 References

City of Menifee. (2013). *Menifee General Plan Open Space and Conservation Element.* https://www.cityofmenifee.us/250/Open-Space-and-Conservation-Element.

Kimley-Horn and Associates, Inc. (2025). *Cultural Resources Assessment for the Heritage Valley Business Center Project.*

5.15 UTILITIES AND SERVICE SYSTEMS

5.15.1 Introduction

This section evaluates potential impacts of the Heritage Valley Business Center (Project) on utilities and service systems by identifying anticipated demand and evaluating its relationship to existing and planned utilities services facilities and availability. For abbreviation purposes, the general term "utilities and service systems" in this Draft Environmental Impact Report (EIR) includes the following: water, sewer, stormwater, electricity and natural gas, and solid waste. This section identifies potential impacts that could result from the Project, which includes construction and operation of the warehouse facility. This section evaluates the existing public utilities and service systems that would be used by the Project and the associated environmental impacts from Project implementation. Information herein is derived from the following:

- EMWD. 2025. Water Supply Assessment Report. (Appendix L)
- Eastern Municipal Water District 2021. 2020 Urban Water Management Plan. Available at: https://content.emwd.org/sites/default/files/2024-07/urbanwatermanagementplan_0.pdf.
- City of Menifee General Plan. Available at: https://www.cityofmenifee.us/221/General-Plan.

5.15.2 Environmental Setting

Water

Water Supply Assessment

A Water Supply Assessment (WSA) was prepared by EMWD for the Project to evaluate the existing and future demands on the water supply needed to be supplied from EMWD. Approximately half of EMWD's existing and future retail demand will be supplied through local sources such as groundwater, brackish groundwater desalination, and recycled water, with the balance coming from imported water delivered by the Metropolitan Water District of Southern California (MWD). This WSA analyzes and evaluates EMWD's past and projected water supplies, water rights, the current Urban Water Management Plan (UWMP) developed by EMWD, the Hemet/San Jacinto Groundwater Management Plan, the West San Jacinto Groundwater Basin Management Plan, and supply and demand.

Eastern Municipal Water District

EMWD provides potable water, wastewater, and recycled water service to the City of Menifee. EMWD has a service area of approximately 682 square miles and provides water utility service to a population of nearly one million people.[1] EMWD owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. EMWD also owns, operates, and maintains its own recycled water system that consists of four regional water reclamation facilities and several storage ponds spread throughout EMWD's service area that are all connected through the

[1] EMWD. 2025. *Welcome to EMWD*. https://www.emwd.org/ (accessed May 2025).

recycled water system.[2] EMWD provides wastewater services to approximately 268,000 customers within its service area and currently treats approximately 49 million gallons per day of wastewater at its four active regional water reclamation facilities through 1,813 miles of sewer pipelines.[3]

In accordance with requirements of Water Code Sections 10610 through 10656 of the Urban Water Management Planning Act, EMWD prepared an UWMP. The UWMP provided current water supplies for 2020 as well as projected supplies for consecutive five-year periods between 2025 and 2045. **Table 5.15-1: Total Retail and Wholesale Water Supply (AFY)**, below shows these volumes from each of the respective sources.

Additionally, EMWD also provides anticipated water supplies for a normal year, single dry year, multiple dry years. The UWMP plan developed for the EMWD performed these calculations, which are shown in **Table 5.15-2: Normal Year Supply and Demand Comparison**, **Table 5.15-3: Single Dry Year Supply and Demand Comparison**, and **Table 5.15-4: Multiple Dry Years Supply and Demand Comparison**.

Table 5.15-1: 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**
Total Water Supply	**161,983**	**208,900**	**214,900**	**228,900**	**241,000**	**251,500**

Source: EMWD. 2021. *2020 UWMP, Tables 6-13 through 6-16, Pages 6-24 and 6-25*. https://content.emwd.org/sites/default/files/2024-07/urbanwatermanagementplan_0.pdf (accessed May 2025).

Table 5.15-2: Normal Year Supply and Demand Comparison

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

Source: EMWD. 2021. *2020 UWMP, Tables 7-3 and 7-4*. Page 7-8. https://content.emwd.org/sites/default/files/2024-07/urbanwatermanagementplan_0.pdf (accessed May 2025).

[2] EMWD. 2021. *2020 UWMP*. Page 3-2. https://content.emwd.org/sites/default/files/2024-07/urbanwatermanagementplan_0.pdf (accessed May 2025).
[3] EMWD. 2025. *Wastewater Service*. https://www.emwd.org/what-we-do/wastewater-service (accessed May 2025).

Table 5.15-3: 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, Tables 7-5 and 7-6. Pages 7-8 and 7-9*. https://content.emwd.org/sites/default/files/2024-07/urbanwatermanagementplan_0.pdf (accessed May 2025).

Table 5.15-4: 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, Tables 7-7 and 7-8, Pages 7-10 and 7-11*. https://content.emwd.org/sites/default/files/2024-07/urbanwatermanagementplan_0.pdf (accessed May 2025).

EMWD will continue to rely on imported water from the MWD as the main source of supply for its retail and wholesale customers, yet recognizes the need to increase local supplies and water conservation to manage supply and demand. MWD evaluated challenges to supply reliability in its UWMP, including drought conditions, environmental regulations, water quality concerns, and infrastructure vulnerability. MWD has undertaken several planning initiatives to assess and prepare for vulnerabilities including its Integrated Resources Plan, its Water Surplus and Drought Management Plan, and its Water Supply Allocation Plan (WSAP). Additionally, MWD has developed dry-year storage through groundwater and surface water reservoirs that help meet dry-year demands. Based on the information provided in MWD's UWMP, MWD has sufficient supply capabilities to meet the expected demands of its member agencies from 2020 through 2045 under normal, historic single-dry, and historic multiple-dry year conditions.[4] If another multiple-dry year period were to occur over the next five years, MWD could declare an allocation of water based on need during periods of mandatory imported water allocations throughout the region. EMWD is able to respond to a potential allocation through implementation of its Water Shortage Contingency Plan (WSCP) and its balance of carry-over credits in the Hemet/San Jacinto Management Plan Area. EMWD has the ability to meet current and projected water demands through 2045 under normal, historic single-dry and historic multiple-dry year conditions using a combination of imported water from MWD and existing local supply resources.[5]

Stormwater Drainage

The City of Menifee is in the San Jacinto Subbasin of the larger Santa Ana River Watershed. The Santa Ana River Watershed includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. The watershed is bounded by the Santa Margarita watershed to the south, on the east by the Salton Sea and Southern Mojave watersheds, and on the north and west by the Mojave and San Gabriel watersheds, respectively. The watershed covers approximately 2,800 square miles, with about 700 miles of rivers and major tributaries. The San Jacinto River originates in the San Jacinto Mountains and flows 42 miles west to Lake Elsinore; however, during flooding and heavy storms, Lake Elsinore overflows into Temescal Creek, which flows northwest and discharges into the Santa Ana River.[6]

In the City, open drainage channels and underground storm drains larger than 36 inches diameter are operated and maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD); smaller underground storm drains are operated and maintained by the City of Menifee Public Works Department.[7] The Project is located within RCFCWCD Zone 4 which encompasses approximately 733 square miles and includes the cities of Beaumont, Canyon Lake, Hemet, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Perris, Riverside, San Jacinto, and Wildomar.[8] The open channel along the

[4] EMWD. 2021. *2020 UWMP*. https://content.emwd.org/sites/default/files/2024-07/urbanwatermanagementplan_0.pdf (accessed May 2025).
[5] Ibid.
[6] City of Menifee. 2013. *City of Menifee General Plan Draft EIR. Utilities and Service Systems*. https://www.cityofmenifee.us/DocumentCenter/View/1117/Ch-05-17-USS?bidId= (accessed May 2025).
[7] Ibid.
[8] RCFCWCD. 2025. *District Zone 4*. https://rcflood.org/district-zones (accessed May 2025).

southern Project boundary is an RCFCWCD facility. The project name under which it falls is Romoland Master Drainage Plan (MDP)-Line A, Stage 4.[9]

The RCFCWCD is responsible for:

- Identification of flood hazards and problems.
- Regulation of floodplains and development.
- Regulation of drainage and development.
- County watercourse and drainage planning.
- Education for flood prevention and safety.
- Construction of flood control structures and facilities.
- Flood warning and early detection.
- Maintenance and operation of completed structures.[10]

Groundwater Recharge

Groundwater recharge depends on numerous factors and occurs largely through snowmelt and rainwaters that are able to enter the aquifer after entering the ground and seeping to lower depths within the ground. Impervious surfaces introduced from development such as roofs, streets, and parking lots, induce runoff and impede infiltration and can keep water from reaching the aquifer. Artificial groundwater recharge is increasingly used where natural sources are insufficient and many projects include designs that incorporate detention basins and timed release of runoff to facilitate infiltration. The Project would incorporate such facilities into the Project design.

Approximately 20 percent of EMWD's potable (drinking) water demand is supplied by EMWD groundwater wells. The majority of the groundwater produced by EMWD comes from its wells in the Hemet and San Jacinto area. Some of these wells have limited production as a result of the Fruitvale Judgment and Decree. EMWD also has wells in the Moreno Valley, Perris Valley and the City of Menifee.[11] The Project site is located within the San Jacinto Groundwater Basin.[12] According to EMWD, this basin is deemed a high priority basin, but is not critically over drafted. As the Groundwater Sustainability Agency (GSA) for this basin, EMWD was required to develop by 2022 and implement by 2042 a Groundwater Sustainability Plan (GSP). The GSP was approved by DWR in 2023. The GSP documents basin conditions and basin management practices to maintain sustainability.[13]

Recycled Water

EMWD's recycled water system includes more than 250 miles of pipeline, 24 pumping facilities, and more than 7,600-acre feet of storage ponds, which allows EMWD to store water in the winter when demand is

[9] RCFCWCD. ND. *Flood Control – WebMap*. https://content.rcflood.org/webmaps/rcfc/ (accessed May 2025).
[10] RCFCWCD. 2025. *District Overview*. https://rcflood.org/district-overview (accessed May 2025).
[11] EMWD. 2025. *Groundwater*. https://www.emwd.org/GWRplus (accessed May 2025).
[12] DWR. 2018. *Groundwater Basin Boundary Assessment Tool*. https://gis.water.ca.gov/app/bbat/ (accessed May 2025).
[13] EMWD. 2025. *Sustainable Groundwater Management Act*. https://www.emwd.org/GWRplus/sustainable-groundwater-management-act (accessed May 2025).

lower for use in the hotter summer months when demand outpaces supply.[14] According to EMWD's Public Map Portal, there is a recycled water main located south of the Project site along McLaughlin Road.[15]

Conservation

MWD, one of the larger agencies from which the local water providers receive some of their water, imports about half of the region's overall supply from the Colorado River and northern California and holds water in storage in case of drought. During an extraordinary drought cycle, MWD will limit water supplied and mandatory conservation is required. The district created a Water Supply Allocation Plan to approach drought in a regional and fair manner designed to minimize impacts. The governor called for a 25 percent reduction in urban water use starting in June 2015, which California communities have been meeting and exceeding. Some of the measures used to reduce potable water consumption includes limiting water use for landscaping, use of drought-tolerant vegetations, use of recycled water by municipalities, and encouraging extension of recycled water lines.

Solid Waste

Solid waste from Menifee is collected by Waste Management, Inc. (WMI). WMI provides residential customers with three bins: burgundy for trash, green for green waste, and gray for recyclable materials. According to the City's GP EIR, for waste generated within the City, WMI transports the waste to the El Sobrante Landfill and Badlands Sanitary Landfill for disposal.[16] See **Table 5.15-5: Landfill Information** for further details regarding the landfills.

Natural Gas and Electricity

The Project would be served by Southern California Gas Company (SoCalGas) and Southern California Edison (SCE). SoCalGas serves 21.1 million consumers through 5.9 million meters in more than 500 communities with its 24,000-square mile service territory through central and southern California.[17] There is a high pressure distribution line along Ethanac Road, north of the Project site. There are no gas transmission lines within or adjacent to the Project site.[18]

SCE delivers power to 15 million people within its 50,000-square mile service across central, coastal, and southern California. SCE's electricity system is comprised of 125,000 miles of distribution and bulk transmission lines; 1.4 million electric poles; 1.3 million distribution structures; and 142,000 transmission structures.[19] South of the RCFCWCD channel is an SCE utility corridor with one overhead transmission line and two sub-transmission lines.[20]

[14] EMWD. 2022. *Recycled Water*. https://content.emwd.org/sites/default/files/migrate-documents/recycledwatersystem_englis.pdf. (accessed May 2025).
[15] EMWD. ND. *Public Map Portal*. https://mapportal.emwd.org/ (accessed May 2025).
[16] City of Menifee. 2013. *GP EIR, Utilities and Service Systems*. https://www.cityofmenifee.us/DocumentCenter/View/1117/Ch-05-17-USS?bidId= (accessed May 2025).
[17] SoCalGas. 2025. *Company Profile*. https://www.socalgas.com/about-us/company-profile (accessed May 2025).
[18] SoCalGas. ND. *Gas Transmission Pipeline Interactive Map-Riverside*. https://socalgas.maps.arcgis.com/apps/webappviewer/index.html?id=aaebac8286ea4e4b8e425e47771b8138 (accessed May 2025).
[19] SCE. 2025. *About Us*. https://www.sce.com/about-us/who-we-are (accessed May 2025).
[20] SCE. ND. *SCE Power Site Search Tool*. https://www.arcgis.com/apps/webappviewer/index.html?id=05a84ec9d19f43ac93b451939c330888 (accessed May 2025).

5.15.3 Regulatory Setting

Federal

Safe Drinking Water Act

The U.S. Environmental Protection Agency (U.S. EPA) administers the Safe Drinking Water Act (SDWA), the primary federal law that regulates the quality of drinking water and establishes standards to protect public health and safety. The Department of Health Services (DHS) implements the SDWA and oversees public water system quality statewide. DHS establishes legal drinking water standards for contaminants that could threaten public health.

Clean Water Act

In 1972, the Federal Water Pollution Control Act Amendments were enacted to address water pollution problems. After an additional amendment in 1977, this law was renamed the Clean Water Act (CWA). Thereafter, it established the regulation of discharges of pollutants into waters of the United States by the U.S. EPA. Under the CWA, the U.S. EPA can implement pollution control programs and set water quality standards. Additionally, the CWA makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained pursuant to its provisions.

State

California Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act, which was passed in California in 1969 and amended in 2013, the State Water Resources Control Board (SWRCB) has authority over State water rights and water quality policy. This Act divided the state into nine regional basins, each under the jurisdiction of a Regional Water Quality Control Board (RWQCB) to oversee water quality on a day-to-day basis at the local and regional level. RWQCBs engage in a number of water quality functions in their respective regions. RWQCBs regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. Menifee is overseen by the Santa Ana RWQCB.

State Water Resources Control Board

The SWRCB is the California (State) agency focused on providing and ensuring clean sustainable water for all state residents. This state agency works alongside other federal programs like the CWA to regulate water sources and uses. The SWRCB regulates water consumption for irrigation and drinking, as well as water discharges from construction, municipal uses, storm water, and other sources.

Urban Water Management Planning Act

In 1983, the California legislature enacted the Urban Water Management Planning Act (California Water Code, Sections 10610–10656), which requires specified urban water suppliers within the state to prepare a UWMP and update it every five years. Specifically, Section 10610.04 et seq. as amended, of the California Urban Water Management Planning Act specifies that “Urban Water Suppliers shall be required to develop water management plans to actively pursue the efficient use of available supplies.” As such, UWMPs serve as an important element in documenting water supply availability and reliability for

purposes of compliance with Senate Bills (SB) 610 and 221, which link water supply sufficiency to large land-use development Project approvals. Urban water suppliers also must prepare UWMPs, pursuant to the Urban Water Management Planning Act, in order to be eligible for state funding and drought assistance.

In November of 2009, the California Legislature passed SB 7 as part of the Seventh Extraordinary Session, referred to as SBX7-7 or the Water Conservation Act of 2009. SBX7-7 set the goal of achieving a 20 percent reduction in urban per capita water use statewide by 2020. Retail water agencies were required to set targets and track progress toward decreasing daily per capita urban water use in their service areas, in order to assist the State in meeting its 20 percent reduction goal by 2020. This law required that every UWMP include baseline per capita water use; urban water use target for 2020; and compliance daily per capita water use.

The EMWD Board of Directors adopted the District's 2020 UWMP, which has been prepared to comply with the Urban Water Management Planning Act and SBX7-7. In addition to meeting the requirements of the Act, the UWMP will be used to support water supply assessments and written verifications of water supply required by SB 610 and SB 221 of 2001. These bills require that water supply information be provided to counties and cities for projects of a certain size, prior to discretionary project approval. Both bills allow an UWMP to be used as a source document to fulfill these legislative requirements. Since EMWD's 2015 UWMP was completed and submitted to DWR, the Legislature has passed additional requirements that need to be incorporated in 2020 UWMPs. Major new requirements include water Reliability Assessment for five consecutive dry years, more than the three consecutive dry years previously required; Drought Risk Assessment to assess water supply reliability over a five-year period from 2021 to 2025 under a reasonable prediction for five consecutive dry years; seismic risk assessment and mitigation plan for a supplier's infrastructure; Water Shortage Contingency Plan with prescribed elements; Coordination on groundwater supply planning with plans being completed to address the Sustainable Groundwater Management Act (SGMA); Lay Description to describe the fundamental determinations of the UWMP in lay-person's language.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act of 2014 (SGMA) consists of three legislative bills, SB 1168 (Pavley), Assembly Bill (AB) 1739 (Dickinson), and SB 1319 (Pavley). The legislation provides a framework for long-term sustainable groundwater management across California. Under the roadmap laid out by the legislation, local and regional authorities in medium and high priority groundwater basins will form Groundwater Sustainability Agencies that oversee the preparation and implementation of a local Groundwater Sustainability Plan. Groundwater Sustainability Plans had to be in place and implementation began between 2020 and 2022. Groundwater Sustainability Agencies have until 2040 to achieve groundwater sustainability.

California Senate Bills 610 and 221

SB 610 and SB 221 amended State law to (1) ensure better coordination between local water supply and land use decisions and (2) confirm that there is an adequate water supply for new development. Both statutes require city and county decision-makers to receive detailed information regarding water

availability prior to approval of large development projects. SB 610 requires the preparation of a Water Supply Assessment (WSA) for certain types of projects subject to the California Environmental Quality Act (CEQA). Projects that would be required to prepare a WSA include, but are not limited to, residential developments of more than 500 dwelling units and shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor area.

Water Conservation in Landscaping Act of 2006 (Assembly Bill 1881)

The Water Conservation in Landscaping Act of 2006 (AB 1881) required the State Department of Water Resources (DWR) to update the State Model Water Efficient Landscape Ordinance (WELO) by 2009. The State's model ordinance was issued on October 8, 2009. Under AB 1881, cities and counties were required to adopt a state updated model landscape water conservation ordinance by January 31, 2010, or to adopt a different ordinance that is at least as effective in conserving water as the updated Model Ordinance (MO).

City of Menifee "Landscape Water Use Efficiency Requirements" are under Ordinance No. 2009–61 (MMC Chapter 15.04) and City Landscape Standards can be found here:

https://www.cityofmenifee.us/DocumentCenter/View/2247/DRAFT-Landscape-Standards

Regulating documents for these standards include AB 1881.

2015 Update of the State Model Water Efficient Landscape Ordinance (per Governor's Executive Order B-29-15)

To improve water savings in the landscaping sector, the DWR, updated the MO in 2015 (in accordance with Executive Order [EO] B-29-15). The MO promotes efficient landscapes in new developments and retrofitted landscapes. The EO calls for revising the MO to increase water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, and on-site stormwater capture, and by limiting the portion of landscapes that can be covered in turf. New development projects that include landscape areas of 500 square feet or more are subject to the Ordinance. This applies to residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review.

Assembly Bill 1668 and Senate Bill 606 – May 31, 2018

AB 1668 and SB 606 build on Governor Brown's ongoing efforts to make water conservation a way of life in California and create a new foundation for long-term improvements in water conservation and drought planning. SB 606 and AB 1668 establish guidelines for efficient water use and a framework for the implementation and oversight of the new standards, which must have be in place by 2022.

The two bills strengthen the state's water resiliency in the face of future droughts with provisions that include:

- Establishing water use objectives and long-term standards for efficient water use that apply to urban retail water suppliers; comprised of indoor residential water use, outdoor residential water

use, commercial, industrial, and institutional (CII) irrigation with dedicated meters, water loss, and other unique local uses.

- Providing incentives for water suppliers to recycle water.
- Identifying small water suppliers and rural communities that may be at risk of drought and water shortage vulnerability and provide recommendations for drought planning.
- Requiring both urban and agricultural water suppliers to set annual water budgets and prepare for drought.

Solid Waste

Assembly Bill 75

AB 75, approved by the Governor in 1999, took effect on January 1, 2000. This Bill added new provisions to the Public Resources Code (PRC), requiring each state agency to develop and adopt an Integrated Waste Management Plan (IWMP). AB 75 also mandated that community service districts providing solid waste services report disposal and diversion information to the City, county, or regional agency in which the community service district is located.

Integrated Waste Management Act – Assembly Bill 939

The Integrated Waste Management Act (AB 939) mandates that communities reduce their solid waste. AB 939 required local jurisdictions to divert 25 percent of their solid waste by 1995 and 50 percent by 2000, compared to a baseline of 1990. AB 939 also established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance.

Mandatory Commercial Recycling – Assembly Bill 341

In 2011, AB 341 passed which sets a state policy goal of not less than 75 percent of solid waste that is generated to be source reduced, recycled, or composted by the year 2020. CalRecycle was required to submit a report to the legislature by January 1, 2014, outlining the strategy that will be used to achieve this policy goal.

California Solid Waste Reuse and Recycling Access Act of 1991

The California Solid Waste Reuse and Recycling Access Act requires areas in development projects to be set aside for collecting and loading recyclable materials. The Act required CalRecycle (formerly the California Integrated Waste Management Board) to develop a model ordinance for adoption by any local agency relating to adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model, or an ordinance of their own, providing for adequate areas in development projects for the collection and loading of recyclable materials.

Mandatory Commercial Organics Recycling – Assembly Bill 1826

AB 1826 (2014) requires businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate on a weekly basis. Additionally, AB 1826 requires that, after January 1, 2016, all local jurisdictions implement an organic waste recycling program to divert organic

waste generated by businesses, including multi-family residential dwellings with five or more units. Organic waste includes food waste, green waste, landscape and pruning waste, non-hazardous wood waste, and food-soiled paper waste that is mixed in with food waste. This law phases in the mandatory recycling of commercial organics over time.

Because the minimum threshold of organic waste generation by businesses will be decreased over time (e.g., in 2016, affected businesses were those generating eight cubic yards or more of organic waste per week; in 2019, affected businesses will be those generating four or more cubic yards of organic waste per week), an increasing proportion of the commercial sector will be required to comply. After January 1, 2019, to arrange for organic waste recycling services and, if the department makes a specified determination, would decrease that amount to two cubic yards, on or after January 1, 2020. AB 1826 is part of California's efforts intended to achieve its recycling and GHG emissions reduction goals. Reducing the amount of organic materials sent to landfills and increasing the production of compost and mulch are part of the AB 32 Scoping Plan.

Local

City of Menifee General Plan

Land Use Element

The Land Use Element generally establishes the density, intensity, and location of land uses throughout the City and is complemented by the additional policy guidance provided in other elements that relate to a specific topic.[21]

Goals and policies from the Land Use Element applicable to the Project include:

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

Policy LU-3.4 Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.

Policy LU-3.5 Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.

City of Menifee Municipal Code

The City's Municipal Code Chapter 6.30: Solid Waste Disposal and Organic Waste Diversion explains in detail the City's regulations regarding waste management. This includes the guidelines for service and requirements for both the collectors of waste and the owners of the waste-generating properties. This section also details the unlawful acts associated with trash collection, such as prohibited containers and refuse burning. The purpose of Chapter 6.40: Waste Reduction and Recycling Plan Requirements for Construction and Demolition Projects is to increase the amount of construction and demolition debris

[21] City of Menifee. 2013. *Menifee General Plan Land Use Element*. https://www.cityofmenifee.us/853/Land-Use-Element (accessed May 2025).

that is recycled or reused so as to reduce the amount that is disposed of in landfills in compliance with the California Waste Management Act.

Chapter 15.01: Storm Water/Urban Runoff includes Best Management Practices (BMPs), lists non-storm water discharge requirements, and details prohibited discharges. Per Section 15.01.015(B)(2): Any person performing construction work in the city shall be regulated by the State Water Resources Control Board in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, State Water Resources Control Board Order Number 2009-0009-DWQ. The City may notify the SWRCB of any person performing construction work that has a non-compliant construction site per the General Permit.

5.15.4 Impact Thresholds and Significance Criteria

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning utilities and service systems. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- 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 (issues related to storm water drainage facilities are addressed in **Section 5.9: Hydrology and Water Quality**);
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- 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;
- 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;
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact level of significance concerning utilities and service systems. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on utilities examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on utilities and service systems considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

5.15.5 Impacts and Mitigation Measures

Impact 5.15-1 ***Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Level of Significance: Less than Significant

The Project site is currently largely vacant with some existing adjacent unimproved roadways. On-site development includes some non-confirming residential properties and an equipment storage yard. On-site, as well as adjacent and nearby uses, including light industrial and commercial developments, are served by existing utilities, including electricity, natural gas, and wet and dry facilities but they have not been extended into the Project site.

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
- Gas – SoCalGas Company

Existing utilities would be extended and upgraded as needed during construction of Project to serve the anticipated demands and to accommodate operation of the warehouse. All required improvements and extensions to existing electrical, natural gas, or telecommunications utilities would occur within the existing roadway rights-of-way adjacent to the Project site, including Sherman Road and Trumble Road. All areas adjacent to the existing roadways are also disturbed and are within the overall footprint of the Project. All impacts are discussed and disclosed as part of this Draft EIR, within the various sections of this document. As such, upgrades to existing utilities are already evaluated as part of the overall Project.

Therefore, impacts associated with extension of services in these areas and within the site, are less than significant.

Construction and Operations

Water

The WSA analyzed and evaluated the existing and future demands on the water supply needed to be supplied from EMWD. The WSA shows that 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 5.15-1: Total Retail and Wholesale Water Supply (AFY)**, above, 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 **Tables 5.15-3** and **5.15-4** above.

More specifically, based on land use information provided by the developer and the lead agency, the actual average water demand for the Project is estimated to be 27.38 AFY, which the WSA states is within the limits of the estimated demand considered in the 2020 UWMP. Based on the Project water usage rate, the Project would represent a nominal percentage of EMWD's present and future water supplies for both single- and multiple-dry-year scenarios. The EMWD has determined in the WSA that the Project's water demands have been accounted for in the UWMP. Therefore, based on the incremental increase in demand that would result from implementation of the Project, impacts would be less than significant.

Storm Water and Drainage

Refer to **Section 5.9: Hydrology and Water Quality**, regarding existing conditions and Project impacts with respect to storm water and drainage facilities. Off-site improvements for stormwater and drainage include a proposed storm drain line running from an existing channel heading north on Trumble Road toward Ethanac Road. No other off-site improvements are proposed. All other storm drain connections would be connected to existing storm drain lines. Furthermore, Project storm water and drainage facilities would be constructed and operated in accordance with applicable guidelines and regulations of the EMWD and City. In consideration of existing requirements, no significant impacts are anticipated with respect to Project storm water and drainage facilities.

Wastewater

Construction on the approximately 41-acre Project site would result in 829,755 sf of warehouse and office use south of Ethanac Road between Sherman Road and Trumble Road. Prior to construction or operations of the Project, the Project applicant would comply with EMWD's New Development Process (https://www.emwd.org/new-development-process). A Sewer Capacity Study would be completed to ensure adequate capacity 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.[22] Based on this value, wastewater generated by the Project would be approximately 69,700 GPD. This represents approximately 0.09 percent of the total daily capacity of the EMWD's 78 Million Gallon per Day (MGD) current treatment capacity.[23] The EMWD's facilities currently treat an average of 49 MGD. The Project would therefore represent approximately 0.1 percent of the typical daily flows. 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. Impacts would be less than significant.

Proposed wastewater facilities would be below ground, within existing or planned roadway rights-of-way, and as such are addressed in respective EIR section(s). As with off-site water lines, off-site sewer line construction adjacent to sensitive receptors may result in temporary significant noise impacts, as addressed in **Section 5.11: Noise**. 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 EIR mitigation measures in each topical area addressed in the EIR. In consideration of existing requirements and EIR mitigation measures, no significant impacts are anticipated with respect to Project wastewater facilities, with the exception of potentially significant temporary construction-related noise impacts addressed in **Section 5.11: Noise**. Although the Project requires the construction of wastewater drainage facilities, a less than significant impact would occur.

Electric Power

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 approximately 1.3 miles east of the Project site) within the City and no power plants.[24] There is an existing high pressure distribution line existing north of the site, along Ethanac Road.[25] Electricity facilities such as powerlines and other similar system components would be required for the Project. However, this new infrastructure would be constructed pursuant to the City's Development Code, and would be installed within the proposed development areas. At most, it is anticipated that SCE would provide more electricity to the Project compared to what is currently consumed, due to the current mostly vacant status of the Project site. Additional electrical facilities would be constructed to support the needs of the Project. Some existing electrical facilities would be also relocated. However, the construction of the new facilities would occur within the development footprint assumed in this EIR for both on and off-site improvements. Therefore, no additional significant impacts would occur due to electrical facility construction.

Natural Gas

The SoCalGas Company provides gas services to most of southern California. It is anticipated that the Project site would require some amount of natural gas to support future operations. Similar to electrical

[22] EMWD. Rev. 2006. *Sanitary Sewer System Planning and Design*. Page 4.
[23] EMWD. ND. *Wastewater Service, EMWD's Regional Water Reclamation Facilities Fact Sheets*. https://www.emwd.org/wastewater-service (accessed May 2025).
[24] SCE. ND. *SCE Power Site Search Tool*. https://www.arcgis.com/apps/webappviewer/index.html?id=05a84ec9d19f43ac93b451939c330888 (accessed May 2025).
[25] SCE. ND. *Southern California Edison DRPEP*. https://ltmdrpep.sce.com/drpep/ (accessed May 2025).

services, natural gas lines already exist in the area to enable service to surrounding uses. Existing natural gas lines exist within current roadway rights-of-way within the vicinity of the Project (along Ethanac Road to the north and McLaughlin Road to the southeast).[26] These areas are anticipated to be heavily disturbed and would not contain any pristine resources. Natural gas services for the Project would be provided through the use of underground pipes to distribute gas within the Project area. However, natural gas facilities are planned for installation as part of Project development, within proposed development areas such as planned roadways. Therefore, construction of the Project's natural gas facilities would not create an increased impact on the environment beyond what is addressed for the overall Project, in respective EIR sections. Additional natural gas facilities would be constructed to support the needs of the Project. Some existing natural gas facilities would also be relocated. However, the construction of the new facilities would occur within the development footprint assumed in this EIR for both on and off-site improvements. As such, less than significant impacts would occur.

Telecommunication

The Project site would require telecommunication services to be provided by Frontier Communications. As discussed above, existing telecommunication lines are located within existing rights-of-way outside of the Project site 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. The new facilities required for the Project would be constructed 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 EIR sections. Additional telecommunication facilities would be constructed to support the needs of the Project. However, the construction of the new facilities would occur within the development footprint assumed in this EIR for both on and off-site improvements. As such, less than significant impacts would occur.

Off-Site Construction and Operations Impacts

Project-related off-site infrastructure is addressed in the respective facility discussion above (water, wastewater, electricity, natural gas, and telecommunications).

Mitigation Measures

No mitigation is necessary, other than that noted in respective EIR sections associated with general Project construction, including construction-related air quality, noise, and transportation mitigation for off-site utility and roadway installation adjacent to sensitive receptors.

Impact 5.15-2 Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Level of Significance: Less than Significant

[26] SoCalGas. ND. *Gas Transmission Pipeline Interactive Map – Riverside*. https://socalgas.maps.arcgis.com/apps/webappviewer/index.html?id=aaebac8286ea4e4b8e425e47771b8138 (accessed October 2021).

Construction and Operations

See discussion in **Section 5.15.2** and **Impact 5.15-1**. The Project's water service provider is anticipated to have adequate capacity to serve the projected demands. The Project would result in less than significant impacts on services provided by the water service provider.

Mitigation Measures

No mitigation is necessary.

Impact 5.15-3 ***Would the Project result in a determination by the waste water 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?***

Level of Significance: Less than Significant

Construction and Operations

See the discussion in **Section 5.15.2** and **Impact 5.15-1**. The Project's wastewater service provider is anticipated to have adequate capacity to treat the projected demand. The Project is anticipated to cause a less than significant impact on services provided by the wastewater service provider.

Mitigation Measures

No mitigation is necessary.

Impact 5.15-4 ***Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

Level of Significance: Less than Significant

Construction and Operations

Solid waste generated by construction and operation of the Project would be collected and handled in compliance with any applicable regulation including those in Title 6 of the City's MC, through service provided by WMI. 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 the City's GP EIR, in 2011, the majority of solid waste in the City went to two landfills: El Sobrante Landfill (10910 Dawson Canyon Road, Corona, CA 91719) and Badlands Sanitary Landfill (31125 Ironwood Avenue, Moreno Valley, CA 92555). 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.[27] The estimated number of employees to operate the warehouse would be approximately 1,016 people.[28] This equates to approximately 14,041 pounds (7.0 tons) of waste per day

[27] CalRecycle. 2025. *Estimated Solid Waste Generation Rates*. https://www2.calrecycle.ca.gov/wastecharacterization/general/rates (accessed May 2025).

[28] 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 and 598 square feet per employee for office uses. 819,755/819 = 1,000 employees; 10,000/598 = 16 employees. Total = 1,016 employees.

from the Project. That is approximately 0.04 percent of the El Sobrante Landfill's maximum daily throughput and 0.1 percent of Badlands Sanitary Landfill's maximum daily throughput. Further details regarding the two landfills are presented below in **Table 5.15-5: Landfill Information**.

Table 5.15-5: Landfill Information

Landfill	Location	Max. Permitted Throughput (tons per day)	Remaining Capacity (cubic yards)	Max. Permit Capacity (cubic yards)	Ceased Operation Date
El Sobrante Landfill	Corona	16,054	121,083,583	209,910,000	1/1/2051
Badlands Sanitary Landfill	Moreno Valley	5,000	4,900,000	82,300,000	1/1/2059
Source: CalRecycle. 2019. SWIS Facility/Site Search. https://www2.calrecycle.ca.gov/SolidWaste/Site/Search (accessed May 2025).					

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 4.9 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 121 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. 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.

Mitigation Measures

No mitigation is necessary.

Impact 5.15-5 Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Level of Significance: Less than Significant

Section 6.40.010(A) of the Menifee MC states:

> *Under California law embodied in the California Waste Management Act (Cal. Public Resources Code Sections 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 percent 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 percent 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 percent 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 percent diversion, and a less than significant impact would occur.

Mitigation Measures

No mitigation is necessary.

5.15.6 Cumulative Impacts

For purposes of public utilities and service systems, cumulative impacts are considered for projects located within Menifee. As discussed above, all impacts from the Project to public services and utilities systems would be less than significant in consideration of compliance with existing laws, ordinances, regulations, and standards. In addition, the Project site would recycle and implement measures on-site to reduce the waste stream to landfill(s). The Project applicant would pay the applicable development impact and service fees. Impacts related to storm water drainage facilities are addressed in **Section 5.9: Hydrology and Water Quality**. Although temporary significant impacts during construction could occur, these impacts would only occur during development of the site, would be typical of construction, would be localized, would occur at different times, and would be required to implement site-specific erosion control plans. Therefore, impacts are not anticipated to be cumulatively considerable. Other past, present, and reasonably foreseeable projects would be anticipated to implement similar measures or implement mitigation to fully mitigate their contribution to cumulative impacts. Therefore, there are no significant cumulative impacts anticipated relative to public utility and service systems, and the Project's contribution toward potential future utility and service system impacts in the City is not cumulatively considerable.

5.15.7 Significant Unavoidable Impacts

No significant unavoidable impacts were identified.

5.15.8 References

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SoCalGas. ND. Gas Transmission Pipeline Interactive Map-Riverside. https://socalgas.maps.arcgis.com/apps/webappviewer/index.html?id=aaebac8286ea4e4b8e425e47771b8138.

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6.0 OTHER CEQA CONSIDERATIONS

This section of the Draft Environmental Impact Report (EIR) provides a discussion of additional CEQA impact considerations, including Significant Irreversible Environmental Changes, Growth-inducing Impacts, and any Mandatory Findings of Significance.

6.1 Significant and Unavoidable Impacts

State CEQA Guidelines § 15126.2(c) requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less than significant levels. The Project's environmental effects are addressed in **Sections 4.1** through **4.15** of this EIR. Project implementation would result in potentially significant impacts for the following topical issues: air quality, greenhouse gas emissions, biological resources, cultural resources, hazards and hazardous materials, and hydrology and water quality. Implementation of laws, ordinances, and regulations (LORs), conditions of approval (COAs), and mitigation measures (MMs) provided in **Sections 4.1** through **4.15** would reduce these impacts to levels considered less than significant, with the exception of greenhouse gas emissions and transportation impacts discussed below.

Greenhouse Gas Emissions

Impacts 5.7-1 and 5.7-2 were found to contain potentially significant and unavoidable impacts. Specifically, significant unavoidable impacts would occur in the following areas despite the implementation of the mitigation measures and laws, ordinances, and regulations:

- The Project would generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment (Impact 5.7-1).
- The Project would conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions (Impact 5.7-2).
- The Project would result in significant cumulative GHG emissions.

Transportation

Even with implementation of regulatory requirements and reasonable and feasible mitigation measures, the Project would result in unavoidable significant impacts with respect to conflicts or inconsistencies with CEQA Guidelines Section 15064.3, subdivision (b) (Impact 5.13-2) and significant cumulative transportation impacts.

6.2 Significant and Irreversible Environmental Changes

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project. Generally, the section states that a project would result in significant irreversible environmental changes if the following occurs:

- The project would involve a large commitment of nonrenewable resources in a way that would make their nonuse or removal unlikely;
- The primary and secondary impacts would generally commit future generations to similar uses;

- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; and
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The project would involve a large commitment of nonrenewable resources in a way that would make their nonuse or removal unlikely.

The Project would not involve the utilization of nonrenewable resources in a manner that would make their nonuse or removal unlikely. Fossil fuels are nonrenewable resources associated with Project development. Fossil fuels would act as transportation energy sources for construction vehicles and heavy equipment during the construction phase and by vehicles and equipment used during Project operations. The Project would endeavor to utilize fossil fuels efficiently; fossil fuel use would be vital for construction and operations activities, making their nonuse unlikely. However, the Project would not require the continued use of fossil fuels at the end of its operational life.

Although standard vehicles and equipment used by the Project in both construction and operational phases would likely utilize fossil fuels, some construction and operational equipment may be electrified and therefore not rely on fossil fuels. Energy-efficient equipment would comply with all energy policies and regulations, and would be utilized according to their availability.

Additionally, the Project applicant does not propose any fueling stations that would necessitate the storage of fossil fuels on the site. No infrastructure is proposed to store fossil fuels in large amounts or without the ability of removal.

Land is another finite resource; once developed and in active use, that land is not able to be used for other uses and developments. Land developments associated with the Project would not remove the possibility of redevelopment in the future, therefore the nonuse of the land is unlikely.

The primary and secondary impacts would generally commit future generations to similar uses.

The Project's development is anticipated to produce some significant and unavoidable impacts based on analyses conducted in **Section 5.7: Greenhouse Gas Emissions**. Although Greenhouse Gas Emissions impacts would affect the surrounding environment and commit future generations to similar uses throughout Project operations, the uses associated with the Project would not modify the land in a way that would prevent the possibility of redevelopment. As previously discussed, the proposed warehouse building would be able to be removed or redeveloped.

Hazardous waste usage during the Project's construction and operational phase would comply with federal, state, and local regulations to ensure that the usage and storage of any hazardous materials and waste would be completed in the safest and most efficient manner. Similarly, the Project would comply with any Federal, State, and local air quality and water quality regulations to further ensure the least amount of environmental impact. The industrial land uses are unlikely to lead to impacts that would relegate future generations and developments to similar uses.

The Project would be developed in a portion of the City of Menifee with an existing land use designation of "Menifee North Specific Plan (SP)." The Project's proposed industrial uses are consistent with the existing land use designation. The Project's proposed industrial uses are also consistent with the existing zoning of Menifee North SP Industrial. Therefore, the Project would not influence future development in that land area as the existing land use and zoning designations would not be changed.

The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

The Project is intended to develop 829,755 sf of non-sort warehouse space which includes 10,000 sf of office; 819,755 sf of ground floor warehouse. The Project is not anticipated to release hazardous materials into the environment. Construction and operation of the Project would utilize chemical substances common with typical construction and warehousing activities and do not generally pose a significant hazard to the public or environment. However, in the event that hazardous materials are either used or stored on the Project site, the Project would store hazardous materials in compliance with any applicable Federal, State, and local policy.

The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The Project would comply with all applicable federal, state, and local laws and regulations regarding the use of resources during both construction and operations. As discussed in **Section 5.15: Utilities and Service Systems**, Project development would not significantly impact water, electricity, solid waste, and telecommunications resources. It was found that the Eastern Municipal Water District (EMWD) has the ability to meet current and projected water demands through 2045 under normal, historic single-dry, and historic multiple-dry year conditions using a combination of imported water from Metropolitan Water District of Southern California (MWD) and existing local supply resources. Further, development of the Project would include the use of energy-efficient vehicles and equipment in accordance with the most recent Federal, State, and local regulations. Therefore, resources used for the Project, including energy, would be done in an efficient, justifiable manner.

6.3 Growth-Inducing Impacts

State CEQA Guidelines Section 15126.2(e) requires that EIRs include a discussion of ways in which a project could induce growth. The State CEQA Guidelines identify a project as "growth-inducing" if it fosters economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment. New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. The proposed Project would therefore have a growth-inducing impact if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing;
- Remove obstacles to population growth;

- Require the construction of new or expanded facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

A project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, the potential for growth inducement is not considered necessarily detrimental nor necessarily beneficial, and neither is it automatically considered to be of little significance to the environment. This issue is presented to provide additional information on ways in which the proposed Project could contribute to significant changes in the environment, beyond the direct consequences of implementing the proposed Project is examined in the preceding sections of this Draft EIR.

Direct Growth-Inducing Impacts in the Surrounding Environment

Potential growth-inducing impacts are examined through analysis of the following questions:

Would the project directly or indirectly foster economic or population growth, or the construction of additional housing? *No*

As discussed in **Section 8.0: Effects Found Not To Be Significant**, the Project would have a beneficial effect on the City's employment base by developing a site that is largely vacant with a new industrial/warehouse facility with ancillary office space and mezzanine. Given that the current unemployment rate as of September 2025 for Riverside County and the City is approximately 6.3 percent and 5.6 percent, respectively[1,2] it is reasonably assured that the jobs would be filled by people living in the City, unincorporated County area, and surrounding communities, such as Perris and Murrieta. Furthermore, the Project site is served by existing public roadways, and utility infrastructure would be installed beneath the public rights-of-way that abut the Project site. Additionally, the Project applicant does not propose housing that would induce population growth. As a result, the Project would not significantly foster economic or population growth beyond what is planned for the City and County.

Would the project remove obstacles to population growth? *No*

The Project site currently consists of vacant undeveloped parcels, (see **Section 3.0: Project Description** for more information). Project development would induce population growth since the site would be developed with the proposed warehouse uses consistent with the existing and proposed land use and zoning designations. The Project would be an allowed and expected use within these land use zones and would therefore not create or remove an obstacle for growth.

[1] State of California Employment Development Department. (2025). Local Area Unemployment Statistics (LAUS) - Riverside County (Preliminary for May 2025). Retrieved from: https://labormarketinfo.edd.ca.gov/file/lfmonth/rive$pds.pdf#:~:text=This%20compares%20with%20an%20unadjusted%20unemployment%20rate,and%205.9%20percent%20in%20San%20Bernardino%20County.(accessed November 2025).

[2] Ibid. City of Menifee. Retrieved from: https://labormarketinfo.edd.ca.gov/file/lfmonth/rive$pds.pdf#:~:text=This%20compares%20with%20an%20unadjusted%20unemployment%20rate,and%205.9%20percent%20in%20San%20Bernardino%20County.(accessed November 2025).

Additionally, the proposed Project's development is localized to the Project site. The construction of the new infrastructure would not amend the land uses or increase density on the parcels adjacent to the Project site. The development of the Project would involve the expansion and updating of utility facilities such as electricity and water connections in conjunction with planned utility growth in the City. The Project would include improvements to surrounding roadways that would provide access to the Project. These improvements would serve the surrounding community and improve services to these facilities and City connectivity. Roadway improvements included in the Project are discussed in **Section 5.13: Transportation** and analyzed in the Traffic Impact Analysis (TIA) (see **Appendix K**). Substantial upgrades to the roadway system outside of the general Project area, which would promote further development are not included as components of the Project.

Would the project require the construction of new or expanded facilities that could cause significant environmental effects? *No*

The Project site is currently substantially vacant with some existing adjacent unimproved roadways. Adjacent and nearby uses, including residential and commercial developments, are served by existing utilities, including electricity, natural gas, and wet and dry facilities but they have not been extended into the Project site. Existing utilities would be extended and upgraded as needed during construction of Project to serve the anticipated demands and to accommodate operation of the warehouse. The Project would include infrastructure improvements and connections to allow for the efficient use of resources such as natural gas, electricity, sewer, and water. Improvements to the Project adjacent streets would also include underground dry utility facilities (e.g., cable, electric, telephone, natural gas, television and fiber optics) along the Project's frontage streets. The environmental impacts associated with the facility improvements associated with the proposed Project have been analyzed in **Section 5.1: Aesthetics** through **Section 5.15: Utilities and Service Systems** of this EIR. Furthermore, the Project would not require the expansion of utility facilities such as water treatment plants or landfills. **Section 5.15: Utilities and Service Systems** determined that there is adequate capacity of those facilities to serve the Project site.

Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

Refer to **Section 5.1: Aesthetics** through **Section 5.15: Utilities and Service Systems** of this EIR. As noted in these sections, most of the potentially significant impacts can be mitigated to a less than significant level through implementation of Project design features, standard conditions, and feasible mitigation measures. There are unavoidable significant impacts associated with Greenhouse Gas Emissions and Transportation. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The design features and objectives of the Project were concluded as having the potential to create significant unavoidable impacts to greenhouse gas emissions. Mitigation is proposed in each case to minimize the potential of these impacts. However, through the nature of development some impacts cannot be avoided. Refer to **Section 5.7** for additional information. Additionally, even with implementation of regulatory requirements and reasonable and feasible mitigation measures, the Project would result in unavoidable significant impacts with respect to conflicts or inconsistencies with CEQA Guidelines Section 15064.3, subdivision (b) (Impact 5.13-2) and significant cumulative transportation impacts. Refer to **Section 5.13** for additional information.

6.4 Mandatory Significance of Findings

CEQA requires preparation of an EIR when certain specified impacts may result from construction or implementation of a project. Accordingly, this Draft EIR was prepared for the Project which fully addresses all of the Mandatory Findings of Significance, as described below.

Degradation of the Environment

Section 15065(a)(1)-(4) of the CEQA Guidelines requires a finding of significance if a project "has the potential to substantially degrade the quality of the environment." In practice, this is the same standard as a significant effect on the environment, which is defined in Section 15382 of the CEQA Guidelines as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

This EIR in its entirety addresses and discloses all known potential environmental effects associated with the development of the Project both on- and off-site including direct, indirect, and cumulative impacts in the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

A summary of all potential environmental impacts, level of significance and mitigation measures is provided in **Section ES: Executive Summary**. Environmental resource areas that were found to have no impact or a less than significant impact based on the analysis conducted during the Draft Environmental Impact Report (EIR) preparation process are discussed in **Section 8.0: Effects Not Found To Be Significant**.

Impacts on Habitat or Species

Section 15065(a)(1) of the CEQA Guidelines states that "A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur:

- 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 an endangered, rare or threatened species;
- or eliminate important examples of the major periods of California history or prehistory.

Section 5.3: Biological Resources, of this EIR fully addresses any impacts that might relate to the reduction of fish or wildlife habitat or populations and the reduction of special status species as a result of Project implementation. The Project would have potentially significant impacts to biological resources, however no significant and unavoidable impacts would occur from Project development. With implementation of mitigation measures **MM BIO-1** through **MM BIO-2**, the Project's significant impacts on special status species would be reduced to less than significant levels.

Short-Term Vs. Long Term Goals

Section 15065(a)(2) of the CEQA Guidelines states, "A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals." **Section 6.2: Significant and Irreversible Environmental Changes**, above addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, **Section 6.3: Growth-Inducing Impacts** above, identifies any long-term environmental impacts associated with economic and population growth that are associated with the Project. Lastly, **Section 5.7: Greenhouse Gas Emissions** identifies all significant and unavoidable impacts that could occur and result in long-term environmental impacts.

Cumulatively Considerable Impacts

Section 15065(a)(3) of the CEQA Guidelines states, "A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the project has potential environmental effects that are individually limited but cumulatively considerable." "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." This EIR addresses cumulative impacts for each environmental resource topic in **Sections 5.1** through **5.15**.

Substantial Adverse Effects on Human Beings

As required by Section 15065(a)(4) of the CEQA Guidelines, "A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly." Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This standard relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could directly or indirectly affect human beings would

be possible in all of the CEQA issue areas previously listed, those that could directly affect human beings include aesthetics, air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, land use and planning, public services and utilities, transportation/traffic, water resources, wildfire hazards, and climate change, all of which are addressed in the appropriate sections of this EIR; refer to Table of Contents for specific section numbers. The following topic areas were determined to be significant and unavoidable with respect to adverse effects on human beings:

Project-Related GHG Emissions

The Project would comply with several laws, ordinances, and regulations (LOR)s, and mitigation measures to reduce operational GHG emissions. **MM GHG-1** through **MM GHG-7** described in **Section 5.7: Greenhouse Gas Emissions**, would further reduce emissions. Additionally, **MM AQ-1** discussed in **Section 5.2: Air Quality**, would reduce the Project's operational emissions as well.

As shown in **Table 5.7-4** of the Draft EIR, even with the Project's compliance with applicable rules, and the imposition of all feasible mitigation measures identified above, the Project's total GHG emissions of 6,491.99 CO_2e would exceed the SCAQMD 3,000 $MTCO_2e$ per year threshold despite implementation of mitigation. Approximately 87 percent of the Project's GHG emissions are derived from vehicle usage which cannot be directly regulated by the City and therefore, rendering additional mitigation measures to reduce the Project related GHG emissions unfeasible.

Even if Project-generated emissions from all other source categories were reduced to zero, mobile source category emissions would still exceed the applicable regional significance threshold. Neither the Project Applicant nor the Lead Agency can substantively or materially affect reductions in project-related vehicular source emissions beyond regulatory requirements imposed by the federal or state governments or the SCAQMD, and mitigation measures identified herein. While there are no feasible mitigation measures that would reduce vehicular emissions, the Project Applicant would install EV supply equipment in accordance with the California Building Code which will allow charging stations to be supplied based on demand. Charging stations could lead to less use of gasoline-burning automobiles and therefore, potentially less GHG emissions emitted. However, as concluded in **Appendix G,** the reduction of GHG emissions associated with these mitigation measures and LORs are not easily quantified.

Since Project-related GHG emissions would exceed the SCAQMD's numeric threshold of 3,000 $MTCO_2e$ per year, the Project would generate GHG emissions, either directly or indirectly, that would have a significant impact on the environments. Thus, a significant and unavoidable impact would remain.

Since mitigated future mobile source emissions exceed the 3,000 $MTCO_2e$ threshold and no additional feasible mitigation beyond **MM AQ-1** and **MM GHG-1** through **MM GHG-7** are available to further reduce emissions, this impact remains significant and unavoidable.

GHG Plan Consistency

Despite implementation of **MMs AQ-1** in addition to **MM GHG-1** through **MM GHG-7,** the Project would impede California's statewide GHG reduction goals for 2030 and 2050. Therefore, a potentially significant impact would occur.

Cumulative GHG Emissions

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. 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-related GHG emissions would exceed the 3,000 $MTCO_2e$ threshold of significance despite implementation of **MM AQ-1** and **MM GHG-1** through **MM GHG-7** and could impede statewide 2030 and 2050 GHG emission reduction targets. As such, the Project would result in a potentially significant cumulative GHG impact.

Vehicle Miles Traveled

The Project would exceed the City's impact threshold by 11,909 total VMT and would require a 30.6 percent reduction. To reduce Project-generated VMT, reductions measures are proposed that would focus on reducing employee commute VMT. As such, to reduce the Project's VMT, **MM TRA-1** through **MM TRA-3** would be implemented. **MM TRA-1** would require project employers to implement a commute trip reduction (CTR) program. Additionally, **MM TRA-2** would require the Project to provide a ridesharing program and to establish a permanent transportation management association with funding requirements for employers. Lastly, **MM TRA-3** would require the Project to install and maintain end-of-trip facilities for employee uses, such as, bike parking, bike lockers, showers, and personal lockers to encourage alternative mode of commuting for employees. The implementation of **MM TRA-1** through **-3** is anticipated to reduce total Project VMT by 7.2 percent. As such, even with implementation of mitigation measures, the Project's VMT impact cannot be reduced to the required 30.6 percent needed to meet the City's threshold. Therefore, a significant and unavoidable impact would occur.

Cumulative Vehicle Miles Traveled

The Project's impact on VMT was discussed under Impact 5.13-2 in **Section 5.13: Transportation**, for a cumulative scenario. As shown in **Table 5.13-4** of **Section 5.13: Transportation**, the Project's cumulative effect on VMT was found to be reduced in the With Project scenario compared to the No Project Scenario for both baseline and cumulative conditions, which is below the City's cumulative impact threshold. However, as shown in **Table 5.13-3** of **Section 5.13: Transportation**, Project-generated VMT would exceed the City's VMT impact threshold under both baseline and cumulative conditions, even with the application of feasible mitigation measures. As such, the Project is anticipated to generate VMT that would have cumulatively considerable impacts on Citywide VMT.

7.0 ALTERNATIVES

The following section evaluates the alternatives to the proposed Heritage Valley Business Center (Project).

7.1 Introduction

The California Environmental Quality Act (CEQA) requires that Environmental Impact Reports (EIR) "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." (State CEQA Guidelines Section 15126.6). The State CEQA Guidelines require that the EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative must be discussed, but these effects may be discussed in less detail than the significant effects of the project as proposed (California Code of Regulations [CCR] Section 15126.6[d]). The EIR is not required to consider every conceivable alternative to a project but is guided by a rule of reason. An EIR is not required to consider alternatives which are infeasible. Section 15126.6[d]) states that the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. Key provisions of the State CEQA Guidelines on alternatives (Section 15126.6(a) through (f)) are summarized below to explain the foundation and legal requirements for the alternative's analysis in the Draft EIR.

- "The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly" (Section 15126.6(b)).
- "The specific alternative of 'no project' shall also be evaluated along with its impact" (Section 15126.6(e)(1)). "The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation was published, at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (Section 15126.6(e)(2)).
- "The range of alternatives required in an EIR is governed by a 'rule of reason' that require an EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project" (Section 15126.6(f)).
- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can

reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (Section 15126.6(f)(1)).

- For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR" (Section 15126.6(f)(2)(A)).
- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative" (Section 15126.6(f)(3)).

Range of Alternatives

The lead agency is responsible for selecting this range of Project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. This section describes three alternatives to the Project. These alternatives include the following:

Alternative 1: *No Project Alternative*

This alternative assumes the proposed warehouse building nor off-site infrastructure would be constructed and the Project site would remain in its current condition.

Alternative 2: *Reduced Building Intensity Alternative*

This alternative assumes implementation of two previously approved warehouse buildings, totaling 650,680 square feet (sf), which represent an approximately 23 percent reduction in building square footage.

Alternative 3: *Transload Facility Alternative*

This alternative allows for implementation of a transload and parking facility which would encompass approximately 135,000 sf and 910 parking stalls across the 41-acre site.

Alternatives were developed based on the following: information provided by the Project applicant, the City of Menifee (City), and input received from comments on the Notice of Preparation (NOP). At first, a larger group of alternatives was developed and after an initial review, the alternative was either retained for further analysis or discarded. Among the factors that may be considered when addressing the feasibility of alternatives, as described in Section 15126.6(f)(1) of the CEQA Guidelines, are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the project proponent could reasonably acquire, control, or otherwise have access to an alternative site.

As discussed above, one of the main purposes of the range of alternatives is to discuss different projects that are capable of avoiding or substantially lessening significant effects, especially effects that are found to be significant and unavoidable. In the case of the Project, significant and unavoidable impacts were identified with respect to greenhouse gas (GHG) emissions and transportation. GHG emissions would either directly or indirectly have an impact on the environment through operations of the Project and would conflict with an applicable plan, policy or regulations and would generate cumulative GHG emissions. Transportation impacts would result in unavoidable significant impacts with respect to conflicts or inconsistencies with CEQA Guidelines Section 15064.3, subdivision (b). For this reason, the alternatives

analyzed were selected to evaluate the potential to further reduce impacts from GHG emissions and transportation impacts. For GHG emissions, specifically, mobile emissions would need to be reduced, as those constitute the majority of NO_x pollutants and GHG emissions.

Lastly, an EIR need not consider an alternative whose effects could not be reasonably identified, whose implementation is remote or speculative, and that would not achieve the basic Project objectives. The alternatives that were selected for additional consideration were chosen in accordance with the above listed CEQA Guidelines, represent a reasonable range of alternatives, are feasible, and will encourage discussion in a manner to foster meaningful public participation and informed decision making.

7.2 Alternatives to the Project

The alternatives listed below present a reasonable range of alternatives to the Project. The analysis in this section focuses on significant and unavoidable impacts attributable to each alternative and the ability of each alternative to meet basic Project objectives.

Alternative No. 1: No Project Alternative – The "No Project" Alternative allow decision-makers the ability to compare the impacts of approving the Project with impacts of not approving the Project by leaving the Project site in its existing condition.

Alternative No. 2: Reduced Building Intensity Alternative – The "Reduced Building Intensity" Alternative allows for implementation of the previously approved Ethanac Business Center (SCH No. 2024091019) and Building 2 of the Menifee Commerce Center (SCH No. 2021060247). The structures would total approximately 650,680 sf, or a 23 percent reduction in square footage when compared to the Project and would therefore create a less intense usage of the land area.

Alternative No. 3: Transload Facility Alternative – Alternative 3 assumes an 84 percent reduction in building square footage as an approximately 120,000 sf transload building and 15,000 sf maintenance building would be implemented. Additionally, 910 parking stalls would be added (240 auto parking stalls and 670 trailer parking stalls) across the 41-acre site.

7.3 Alternatives Rejected as Infeasible

State CEQA Guidelines Section 15126.6(c) states that an EIR should identify any alternatives that were considered by the lead agency but rejected because the Alternative would be infeasible, fail to meet most of the basic project objectives, or unable to avoid significant environmental impacts. Furthermore, an EIR may consider an alternative location for the Project but is only required to do so if significant project effects would be avoided or substantially lessened by moving the Project to another site and if the Project proponent can reasonably acquire, control, or otherwise have access to the alternative site.

In developing the Project and alternatives, consideration was given to the density of development that could meet Project objectives and reduce significant impacts. The anticipated significant impacts would result from the intensity of the development proposed. In developing a reasonable range of alternatives, an alternative site alternative was considered but removed from consideration for a variety of reasons. These alternatives and the reasons are discussed briefly below:

Alternative Site Alternative

The analysis of alternatives to the Project must also address "whether any of the significant effects of the Project would be avoided or substantially lessened by putting the Project in another location" (CEQA Guidelines, Section 15126.6(f)(2)(A)). Only those locations that would avoid or substantially lessen any of the significant effects of the Project need to be considered. If no feasible alternative locations exist, the agency must disclose the reasons for this conclusion (CEQA Section 15126.6(f)(2)(B)). In this case, while it is feasible that an alternative site could be selected for the Project, an alternative site would entail either the same or new significant environmental effects as the Project site. For example, development of the Project on any suitable alternative site in or around the City may not avoid or substantially lessen the Project's impacts. This generally applies to impacts such as air quality impacts, GHG emissions, or transportation impacts that occur over a wider area than generally site-specific impacts such as those to cultural or biological resources. Additionally, impacts like these could be greater if the alternative site is located further away from a major transportation corridor or in areas with existing unacceptable traffic levels. Moreover, an alternative site that is adjacent to undeveloped lands could result in increased impacts on aesthetics and utilities due to increased service capacity and incongruous development, than a site, such as the Project site that is surrounded by existing and planned development.

Furthermore, viable alternative locations for the Project are limited to those that would feasibly attain most of the Project objectives. There are no other lots appropriately located and sufficient sized and owned by the Project applicant in the City and near a major transportation corridor that would satisfy the Project objectives and eliminate or reduce impacts from the Project. The Project is proposed to be located near a major transportation route with Interstate 215 (I-215) to the west of the Project site.

7.4 Project Objectives

As mentioned in **Section 3.0 Project Description**, the following objectives have been established for the Project by the City and Project applicant:

1. Develop an industrial project that conforms to the City's General Plan and the Menifee North Specific Plan.
2. Provide a new development that will generate a positive fiscal balance for the City moving forward.
3. Design and build a Class-A institutional quality industrial project that will attract high end tenants and increase the City's tax base.
4. Generate employment opportunities within the City while improving the local balance of housing to job ratio.
5. Facilitate the movement of goods and services for the benefit of local and regional economic growth.
6. Develop a warehouse project adjacent to transportation corridors, truck routes, local amenities, and the nearby Interstate 215 Freeway and Highway 74 for employee convenience and efficiencies of transporting goods.

7. Improve public safety and traffic flow in North Menifee with roadway and infrastructure improvements.
8. Provide enhanced landscaping along project frontage streets in landscaping setbacks.
9. Provide the backbone infrastructure for future growth and prosperity of the surrounding benefit area that will serve the immediate and long term needs of the community.
10. Provide a warehouse project in proximity to other warehouse uses in industrial zoned land.
11. Provide a warehouse building that is appropriately sized for the property on which it is placed to insure an efficient use of the property.

7.5 Analysis of Alternatives to the Proposed Project

Per the State CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the Project as proposed. For each alternative, the analysis below describes each alternative, analyzes the impacts of the alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessened by the alternative, assesses the alternative's ability to meet most of the Project objectives, and evaluates the comparative merits of the alternative and the Project. The following sections provide a comparison of the environmental impacts associated with each of the Project alternatives, as well as an evaluation of each Project alternative to meet the Project objectives.

Alternative 1: No Project Alternative (No Project Warehouse Development or Off-Site Improvements)

State CEQA Guidelines Section 15126.6, requires an evaluation of the "No Project" alternative for decision-makers to compare the impacts of approving a project with the impacts of not approving it. Alternative 1: No Project Alternative (Alternative 1) assumes that the Project site would not be developed, which means there would be no warehousing facilities, landscape improvements, or surface lot improvements developed for the Project.

Although this alternative assumes "No Development" (as required by CEQA), this would be considered a speculative assumption as the land is assumed to remain in private ownership (as there are no offers to purchase the land for public open space use). It is more likely that, eventually, the land would be developed with some form of industrial development in keeping with the City's General Plan land use, Menifee North Specific Plan, and zoning designations.

Alternative 1 Impact Comparison to the Project

Alternative 1 would avoid all potential significant impacts that could occur from Project construction and operation as no development associated with the Project would occur. The lack of significant impacts associated with Alternative 1 would also remove the significant and unavoidable impacts associated with Project implementation. Significant and unavoidable impacts associated with development of the Project were identified in the GHG emissions and transportation environmental analyses.

Aesthetics

Under the No Project Alternative, the Project site would remain in its current state which consists of nonconforming and vacant land uses. As discussed in **Section 3.0 Project Description** the current land use designations for the site are Specific Plan (SP) and Heavy Industrial (HI). The existing zoning is Menifee North SP and Heavy Industrial/Manufacturing (HI). As such, similar uses could be developed on the site in the future. Until such time though, this alternative assumes that the Project site would remain in its current state with nonconforming and vacant land uses. Therefore, under this Alternative, there would be no impacts regarding aesthetics, light, and glare.

The No Project Alternative would be environmentally superior to the Project regarding aesthetic impacts, as no construction activities would occur and current views would be maintained. As such, no impacts in aesthetics would occur from Alternative 1.

Air Quality

The Project would result in less than significant impacts regarding exposure to sensitive receptors, generation of other emissions, conflicts with an applicable air quality plan, and a net increase in criteria air pollutants with implementation of **MM AQ-1**. Mitigation would assist in ensuring consistency with applicable air quality plans and limiting net increases in criteria air pollutants to bring impacts to a less than significant level.

Alternative 1 would result in no construction or operational emissions from the Project as it would not be developed. The continued use of the Project site in its current state would lead to no change in anticipated emissions and would result in no impacts regarding air quality.

The No Project Alternative would be environmentally superior to the Project regarding air quality impacts, as no increase in construction and traffic would occur under implementation this Alternative and as such, no impacts to air quality would occur from Alternative 1.

Biological Resources

The Project would result in a less than significant environmental impacts towards special-status species, riparian habitats, wetlands, and important trees with **MM BIO-1** and **BIO-2** implemented. Under this Alternative, none of the Project's impacts would occur.

The No Project Alternative would be the environmentally superior alternative to the Project regarding biological resources, as no habitat impacts would occur, and no plant or wildlife species impacts would occur.

Cultural Resources

The Project would result in less than significant impact to a historical resource, archaeological resource, or disturbance of human remains with implementation of Conditions of Approval (COA) COA-CUL-1 through COA-CUL-7. Implementation of the COAs would ensure proper handling of inadvertent human remains and archaeological resource discovery, require monitoring and reporting, and ensure proper steps are taken in the event a resource is discovered. Under this Alternative, these potential Project

impacts would be avoided. This Alternative would also avoid the Project's potential for disturbing historical resources and human remains, which is concluded to be less than significant through compliance with the established regulatory framework as outlined in COA-CUL-1 through COA-CUL-7.

The No Project Alternative would be environmentally superior to the Project regarding cultural resource impacts, as no site disturbance would occur. As such, no impact to cultural resources would occur.

Energy

Under the No Project Alternative, the Project site would not be developed. The Project site is currently largely undeveloped with some nonconforming land uses, and as such, does not require or consume comparable energy in comparison to the Project. Therefore, when compared to the Project, less energy impacts associated with the No Project Alternative would occur.

The No Project Alternative would be environmentally superior to the Project regarding energy impacts, as no increase in energy consumption would occur from the site continuing in its existing condition.

Geology and Soils

The Project would result in a less than significant impact regarding impacts from strong seismic activity and development on an unstable soil without mitigation measures implemented. Additionally, impacts on paleontological resources would be less than significant with implementation of mitigation.

The Project site is located in a region prone to strong seismicity, and is susceptible to seismic, geologic, and soils hazards. Implementation of the Project would naturally introduce potential hazards from significant geologic conditions that could result in the damage or loss of property and people.

The Project would incorporate **MM GEO-1** to minimize loss of topsoil impacts by requiring review prior to the issuance of grading or building permits. Project construction could also impact unknown paleontological resources and as such would require implementation of **MMs GEO-2** through **-4** to reduce significance levels. Under this alternative, impacts as described above would be avoided as the Project site would remain in its current, mostly undeveloped, condition. Frequency of exposure to geologic hazards would not change. As such, the No Project Alternative would be environmentally superior to the Project regarding geology and soils.

Greenhouse Gas Emissions

The Project's significant and unavoidable GHG emissions impacts were associated with the generation of GHG emissions that could have a significant impact on the environment and the exceedance of emissions thresholds in the operation phase of the Project regarding the generation of GHG emissions, would conflict with an applicable plan, policy or regulations, and would generate cumulative GHG emissions.

Although mitigation is proposed to minimize the potential emissions impacts associated with Project implementation, emissions are still anticipated to exceed the South Coast Air Quality Management District (SCAQMD) and the City's 3,000 $MTCO_2e$ maximum threshold. Because emissions are anticipated to exceed allowable levels, the Project's emissions would also conflict with air quality goals in a manner that would be significant and unavoidable.

Alternative 1 would result in no operations emissions as a result of the Project because the Project would not be developed under this Alternative. The existing, minimal emissions would continue. These emissions would be incorporated and accounted for in the City's long-range planning efforts and would therefore act as a baseline for the City's air quality goals.

The No Project Alternative would be environmentally superior to the Project regarding GHG emissions, since no increase in GHG emissions would occur.

Hazards and Hazardous Materials

Hazards and Hazardous Materials Impacts that include 1) increased safety risk to workers due to the transport, handling, and disposal of hazardous materials and waste 2) foreseeable or accidental release of hazardous materials 3) emissions of hazardous emissions to nearby schools 4) location on Cortese List of known hazardous material sites 5) location near a nearby airport 6) impairment of an adopted emergency response plan and 7) exposure to risk from wildland fires would all be less than significant when associated with the Project.

Under Alternative 1, all the previous impacts would not occur on vacant sites and existing development sites. The No Project Alternative would be environmentally superior to the Project regarding hazards and hazardous materials, since no ground disturbing activities would occur and no buildings or structures would be constructed or operated. Nor any existing structures demolished.

Hydrology and Water Quality

The Project is anticipated to have a less than significant impact on violating water quality or waste discharge, altering existing drainage patterns, or soil erosion with implementation of **MMs HYD-1** through **HYD-3**.

Regarding existing land uses, Alternative 1 would eliminate both short-term and long-term impacts to water quality, since grading, excavation, or construction activities associated with the development of the site would be avoided. This Alternative would not alter current hydrologic conditions, compared to the development of the Project components nor increase the rate of stormwater runoff that would negatively affect the water quality. Regarding hydrology and water quality, Alternative 1 would be the superior alternative.

The No Project Alternative would be environmentally superior to the Project regarding hydrology and water quality because no increase in stormwater capacity would occur, impervious surfaces would not increase, and land uses would not be added on existing land uses under the Project.

Land Use and Planning

The No Project Alternative would retain the Project site in its current condition - the existing land use as vacant lots and non-conforming uses would be retained and no warehouse associated with the Project would be constructed. The Project includes a General Plan Amendment (GPA) and Change of Zone (ZC). Under the No Project Alternative, existing land use would be maintained, removing the need for a GPA and ZC. The Project would not divide an established community nor would the No Project Alternative.

The No Project Alternative would be environmentally superior to the Project regarding land use and planning, since no land use would be added, and no land use entitlements would be required.

Noise

The Project would implement relevant Noise Element policies from the Menifee General Plan to reduce excess noise levels from construction machinery, demolition, site preparation, grading, and building construction, as well as operational noise which would reduce impacts to a level of less than significant. Additionally, the Project is anticipated to generate a less than significant vibration impact. Under Alternative 1, on-site noise levels would remain from the existing non-conforming land uses.

The No Project Alternative would be environmentally superior to the Project regarding noise and vibration. The short-term construction-related or long-term operational vehicular noise level and vibration increases associated with the Project would not occur.

Public Services

The Project would have a less than significant impact to public services with the payment of the applicable Development Impact Fees (DIF). Under Alternative 1, the Project would not be developed, and as such, no DIFs would be paid to the City of Menifee for various City services. Additionally, maintaining the site in its current mostly vacant condition would continue to be available for illegal dumping. Therefore, the No Project Alternative would be environmentally inferior when compared to the Project.

Transportation

The Project would have a significant and unavoidable impact on transportation regarding CEQA Guidelines Section 15064.3, subdivision (b) (Impact 5.13-2), even with the incorporation of mitigation, and would have significant cumulative transportation impacts. Additionally, the Project would have a less than significant impact on transportation as it relates to a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Alternative 1 would not include the increase in traffic or VMT associated with the Project since the site would not be further developed under this Alternative. The existing transportation pattern would continue based on the existing mixed vacant and non-conforming condition of the Project site. However, under Alternative 1, the adjacent roadways would not receive street improvements, sidewalk improvements, turning lanes, and traffic signal improvements. These improvements would create more efficient transportation routes and improve levels of service and VMT for the associated roadways. As such, Alternative 1 would keep the Project site in its current condition and not allow for any transportation improvements to occur.

The No Project Alternative would be environmentally equivalent to the Project regarding transportation impacts as no traffic volume increase would occur; however, no improvements would occur either.

Tribal Cultural Resources

The proposed Project would cause a less than significant impact to tribal cultural resources without mitigation measures. Implementation of COA-CUL-1 through COA-CUL-7 would further reduce the potential of impacts to tribal cultural resources.

The No Project Alternative would be environmentally superior to the Project regarding tribal cultural resources. There would be no potential for impacting tribal cultural resources since no ground disturbing activities would occur under the alternative.

Utilities and Service Systems

Alternative 1 would not demand any more utilities or services than those currently being expended to service the site. Given the Project's scope and nature (i.e., warehouse construction and landscape maintenance), Project operations would create a demand for water and increase wastewater and solid waste generation. This Alternative would greatly reduce the demand for water and wastewater, solid waste services, and gas and electricity services. Although the proposed Project would not create a significant impact on utilities and service systems, Alternative 1 would be environmentally superior to the Project regarding impacts to utilities and service systems since no additional utilities would be required to continue to operate the existing on-site uses.

The No Project Alternative would be environmentally superior to the Project regarding impacts to utilities and service systems. Temporary increases in utility demand and construction of utilities would not occur during construction, and neither would increase in services and utilities demand resulting from operation of the warehouse.

Alternative 1 Summary

Alternative 1 would not meet any of the Project objectives, as identified above, as the Project site would remain in its existing condition. The Project site would not provide employment opportunities, would not facilitate the movement of goods, and would not develop an industrial project/warehouse facility that is Class A and that would attract high-end tenants to increase the City's tax base.

Alternative 2: Reduced Building Intensity

Alternative 2 assumes the Project would undergo development of the Menifee Commerce Center Building 2 and the Ethanac Business Center; refer to **Table 7-1: Alternative 2 Design Alternative**.

Table 7-1: Alternative 2 Design Alternative

Feature	Project	Alternative 2
Net Site Area		
(Acres)	41.16 AC	31.76
(SF)	1,792,902 SF	1,383,466 SF
Warehousing		
Office	10,000 SF	20,000 SF
Warehouse	819,755 SF	630,680 SF
Total	**829,755 SF**	**650,680 SF**

Feature	Project	Alternative 2
Automobile Parking Stalls Trailer Parking Stalls	503 Stalls 258 Stalls	400 Stalls 201 Stalls
Landscaping	179,290 SF	144,693 SF

Any off-site improvements associated with the proposed Project would remain consistent with the Project.

Alternative 2 Impact Comparison to the Project

Alternative 2 would minimize impacts related to the scale of the Project. Therefore, environmental impact areas such as aesthetics, energy, utilities and service systems, and wildfire hazards may see a nominal improvement regarding potential impact significance. However, these resource areas are anticipated to have a less than significant impact under the Project. Overall, the Project was able to achieve a less than significant impact with mitigation incorporated in all environmental impact areas except greenhouse gas emissions and transportation. These resources were anticipated to create significant and unavoidable impacts. An evaluation of the impacts associated with the development of Alternative 2 (Reduced Building Intensity) are described below.

Aesthetics

The same general aesthetics impacts would occur with the Reduced Building Intensity Alternative (Alternative 2) when compared to the Project. Although the building footprint would be reduced with this Alternative, the general mass and scale of the site would be the same. When compared to the Project, aesthetics impacts associated with Alternative 2 would be similar when compared to the Project.

Alternative 2 would be environmentally equivalent to the Project regarding aesthetic impacts as similar impacts would occur from implementation of a similar mass.

Air Quality

As previously stated, the Project would result in less than significant impacts regarding exposure to sensitive receptors, generation of other emissions, conflicts with an applicable air quality plan, and a net increase in criteria air pollutants with implementation of **MM AQ-1**. Mitigation would assist in ensuring consistency with applicable air quality plans and limiting net increases in criteria air pollutants to bring impacts to a less than significant level.

Alternative 2 proposes the same warehousing land use as the Project although the warehousing building space would be reduced by 189,075 square feet for Alternative 2. Presumably, this would reduce potential operational emissions through the reduced building area. However, the majority of operational emissions stemmed from mobile sources such as vehicles and construction equipment. The vehicular traffic generated from the Project is not anticipated to be significantly reduced under Alternative 2. Operations of Alternative 2 are expected to be similar to the Project. Although under Alternative 2 proposed uses would be reduced, the site's use would not be greatly reduced under Alternative 2.

Alternative 2 would be environmentally superior to the Project regarding air quality impacts because a slight decrease in construction and traffic would occur.

Biological Resources

Alternative 2 would disturb less land than the Project; however, similar biological resource impacts would occur as a similar level of disturbance would occur. As with the Project, **MMs BIO-1** and **BIO-2** would be required to reduce biological resource impacts to a level of less than significant.

Alternative 2 would be an environmentally equivalent alternative compared to the Project regarding biological resources, as the same habitat, plant or wildlife species would be modified or impacted.

Cultural Resources

Alternative 2 would disturb approximately 77 percent of the Project footprint for construction and operation, and as such, would potentially result in less cultural resource impacts. As with the Project, implementation of COA-CUL-1 through COA-CUL-7 would be required to reduce cultural resource impacts to a level of less than significant.

Alternative 2 would be an environmentally equivalent alternative compared to the Project regarding cultural resources, as a similar footprint would be modified or impacted and the same COAs would be required.

Energy

Alternative 2 and the Project would require energy during both the construction and operations phases of the Project, although Alternative 2 would require less energy to build and operate when compared to the Project and would result in fewer overall energy-related impacts. As such, the Reduced Building Intensity Alternative would be environmentally superior to the Project regarding energy impacts, as a decrease in energy consumption would occur when compared to the Project.

Geology and Soils

The Reduced Building Intensity Alternative would disturb a 23 percent reduced footprint for construction, and as such, would result in less geology and soils impacts regarding footprint disturbance; however, mitigation would still be required despite the reduced footprint. As with the Project, **MM GEO-1** through **MM GEO-4** would be required to reduce geology and soils impacts to a level of less than significant. As such, similar impacts would also occur with implementation of the Reduced Building Intensity Alternative.

Alternative 2 would be environmentally equivalent to the Project regarding geological, soils, and paleontological resources. Despite the reduced footprint, the exposure of people to seismic, geologic, and soil hazards under this Alternative would be equivalent to the Project.

Greenhouse Gas Emissions

The Project's significant and unavoidable GHG impacts were associated with the exceedance of emissions thresholds in the operation phase of the Project regarding the generation of GHG emissions, would conflict with an applicable plan, policy or regulations and would generate cumulative GHG emissions. Although mitigation is proposed to minimize the potential emissions impacts associated with Project implementation, emissions are still anticipated to exceed the SCAQMD 3,000 $MTCO_2e$ maximum

threshold. Because emissions are anticipated to exceed allowable levels, the Project's emissions would also conflict with air quality goals in a manner that would be significant and unavoidable.

Alternative 2 would likely reduce emissions impacts through a reduction in energy use in a smaller space. However, the usage rate of the Project site would remain similar. Even with a reduction in energy use emissions, the mobile source emissions associated with vehicular travel would not be largely reduced. Therefore, Alternative 2 would likely remain in excess of the City's GHG emissions thresholds. The impact would be expected to remain a significant and unavoidable impact.

Alternative 2 would be environmentally superior compared to the Project regarding GHG emissions because it will reduce the energy need by approximately 23 percent, but this reduction does not eliminate the significant and unavoidable impact generated by the Project.

Hazards and Hazardous Materials

Hazards and Hazardous Materials Impacts that include 1) increased safety risk to workers due to the transport, handling, and disposal of hazardous materials and waste 2) foreseeable or accidental release of hazardous materials 3) emissions of hazardous emissions to nearby schools 4) location on Cortese List of known hazardous material sites 5) location near a nearby airport 6) impairment of an adopted emergency response plan and 7) exposure to risk from wildland fires would all be less than significant when associated with the Project. Alternative 2 would disturb a reduced footprint; however, hazardous impacts would remain equivalent to the Project as the same level of exposure would occur. As such, Alternative 2 would also result in less than significant impacts.

Alternative 2 would be environmentally equivalent to the Project regarding hazards and hazardous materials, since similar ground disturbing activities would occur, and building/structures would be constructed and operated on the same Project site.

Hydrology and Water Quality

Alternative 2 and the Project would disturb a reduced footprint for construction; however, a 23 percent reduction on the same Project site would result in similar hydrology and water quality impacts. As with the Project, **MMs HYD-1** through **HYD-3** would be required to reduce hydrology and water quality impacts to a level of less than significant.

Alternative 2 would be environmentally equivalent to the Project regarding hydrology and water quality, since although lower, an increase in stormwater capacity would occur, impervious surfaces would increase, and land uses would be added.

Land Use and Planning

The Project requires a GPA and ZC. Alternative 2 would require the same entitlements; however, the Ethanac Business Center and Menifee Commerce Center have already received approval. As such, Alternative 2 would be environmentally superior to the Project regarding land use and planning, since land use entitlements have already occurred.

Noise

Both Alternative 2 and the Project would generate noise and vibration during both the construction and operations phases of the Project, although the Alternative 2 would likely generate approximately 23 percent less noise when compared to the Project given the reduction in size. When compared to the Project, Alternative 2 would result in fewer noise-related impacts than the Project; however, it is anticipated that both Alternative 2 and the Project would result in similar noise impacts.

Alternative 2 would be environmentally equivalent to the Project regarding noise and vibration, because the short-term construction-related or long-term operational vehicular noise level and vibration increases associated with the Project, although lower, would remain similar to the Project.

Public Services

Both Alternative 2 and the Project would require additional public service needs compared to the existing conditions on the site. Although, Alternative 2 would require approximately 23 percent less public service needs when compared to the Project given the reduction in size. When compared to the Project, Alternative 2 would result in fewer public service-related impacts than the Project and associated DIF would also be paid; however, it is anticipated these reductions would be nominal. Therefore, Alternative 2 would be environmentally equivalent when compared to the Project.

Transportation

The Project would have a significant and unavoidable impact on transportation regarding CEQA Guidelines Section 15064.3, subdivision (b) (Impact 5.13-2) even with the incorporation of mitigation and significant cumulative transportation impacts. Additionally, the Project would have a less than significant impact on transportation, specifically as it relates to a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Alternative 2 would reduce the overall Project footprint by 23 percent, it is assumed that Alternative 2 would have a lesser impact than the Project as fewer trips would be generated under a reduced building size. Alternative 2 would be environmentally superior compared to the Project only due to the reduction in size; however, significant and unavoidable impacts are expected to remain under Alternative 2.

Tribal Cultural Resources

The Project would cause a less than significant impact to tribal cultural resources without mitigation measures. Implementation of COA-CUL-1 through COA-CUL-7 would further reduce the potential of impacts to any resources. Although Alternative 2 would disturb a reduced footprint, impacts would be similar, and as such has the same potential to unearth tribal cultural resources. Because Alternative 2 would develop the site with the same use as the Project, similar impacts would occur with implementation of the Alternative.

Alternative 2 would be environmentally equivalent to the Project regarding tribal cultural resources. There would be a reduced potential for impacting tribal cultural resources with implementation of COA-CUL-1 through COA-CUL-7.

Utilities and Service Systems

Alternative 2 would result in fewer utility and service system related impacts compared to the Project. Alternative 2 would be environmentally superior compared to the Project regarding impacts to utilities and service systems. Temporary increases in utility demand and construction of utilities would still occur during construction, and there would be an increase in services and utilities demand resulting from operation of the warehouse under Alternative 2, but these increases would be lower than with the Project.

Alternative 2 Summary

Alternative 2 would likely lead to similar or equivalent impacts in aesthetics, energy, public services, and utilities and service systems. The smaller size of the warehouse buildings proposed in Alternative 2 would create a less distinct impact to aesthetic resources such as reduction in viewership of scenic vistas. Utility demand would be decreased due to the smaller building sizes as well, along with the associated fire hazards.

Alternative 2 would meet all of the Project Objectives. However, Alternative 2 does not maximize the City's benefits realized or achievement of the Project Objectives when compared to the Project due to the reduced land coverage.

Alternative 3: Transload Facility Alternative

Alternative 3 assumes implementation of an alternate site plan which would allow for a 120,000 sf transload building, a 15,000 sf maintenance building, 240 auto parking stalls, and 670 trailer parking stalls. This would represent an approximately 84 percent reduction in building size; however, impermeable surfaces would remain similar to the Project as parking areas would constitute much of the Project site; refer to **Table 7-2**: **Alternative 3 Design Alternative.**

Table 7-2: Alternative 3 Design Alternative

Feature	Project	Alternative 3
Net Site Area		
(Acres)	41.16 AC	41.16 AC
(SF)	1,792,902 SF	1,792,902 SF
Building Site Coverage	46.3 percent	7.5 percent
Office	10,000 SF	0 SF
Warehouse	819,755 SF	0 SF
Transload	0 SF	120,000 SF
Maintenance	0 SF	15,000 SF
Total	829,755 SF	135,000 SF
Automobile Parking Stalls	503 Stalls	240 Stalls
Trailer Parking Stalls	258 Stalls	670 Stalls

Any off-site improvements associated with the Project would remain consistent with the Project.

Alternative 3 Impact Comparison to the Project

Alternative 3 would reduce building square footage by approximately 84 percent, which as shown in **Table 7-2**, would reduce lot coverage from 46.3 percent to 7.5 percent, with the remaining space being utilized for parking and landscaping. The reduced building square footage would allow for an additional

149 parking stalls. Automobile parking would be reduced by 263 parking stalls and trailer parking would be increased by 412 parking stalls. Alternative 3 would have similar impacts to Alternative 2, regarding a reduction building square footage; however, other resource areas such as aesthetics, transportation, air quality, energy, GHG, and noise, among others, would have a similar or greater impact from implementation of Alternative 3.

Aesthetics

Alternative 3 would have a slight increase in aesthetic impacts as this alternative would cause some general aesthetics impacts; however, with increased parking and glare due to greater trailer parking volumes and potentially reduced landscaping, this alternative would have greater impacts when compared to the Project. Alternative 3 would be environmentally inferior when compared to the Project as an increase in glare would occur.

Air Quality

As previously stated, the Project would result in less than significant impacts regarding exposure to sensitive receptors, generation of other emissions, conflicts with an applicable air quality plan, and a net increase in criteria air pollutants with implementation of **MM AQ-1**. Mitigation would assist in ensuring consistency with applicable air quality plans and limiting net increases in criteria air pollutants to bring impacts to a less than significant level.

Alternative 3 would reduce the overall building footprint; however, the majority of emissions were anticipated to be generated from mobile sources which would increase with implementation of Alternative 3. Alternative 3 would utilize the remaining Project site to implement additional parking and as such, the vehicles generated from the Project are anticipated to be higher under Alternative 3. Because the traffic generated under Alternative 3 would be higher than the Project, the emissions generated from Alternative 3 would also be greater, worsening the air quality impacts. As such, the Project would have reduced emissions when compared to Alternative 3.

Alternative 3 would be environmentally inferior to the Project regarding air quality impacts because of the increase in traffic that would occur under this Alternative. As a such, a higher intensity in air quality impacts would occur from Alternative 3.

Biological Resources

Both Alternative 3 and the Project would disturb a similar footprint for construction, and as such, would result in similar biological resource impacts. As with the Project, **MMs BIO-1** and **BIO-2** would be required to reduce biological resource impacts to a level of less than significant. As such, similar impacts would occur with implementation of Alternative 3.

Alternative 3 would be an environmentally equivalent alternative when compared to the Project regarding biological resources, as the same habitat, plant or wildlife species would be modified or impacted as the same level of impermeable surfaces and disturbance would be introduced.

Cultural Resources

Alternative 3 and the Project would disturb the same footprint for construction, and as such, would result in similar cultural resource impacts. As with the Project, implementation of COA-CUL-1 through COA-CUL-7 would be required to reduce cultural resource impacts to a level of less than significant. As such, similar impacts would occur with implementation of Alternative 3.

Alternative 3 would be an environmentally equivalent alternative compared to the Project regarding cultural resources, as the same footprint would be modified or impacted.

Energy

Alternative 3 and the Project would require energy during both the construction and operations phases of the Project, although Alternative 3 would require less energy to build and operate when compared to the Project because a smaller building would be constructed and operated under Alternative 3. However, Alternative 3 would generate more traffic than the Project and is anticipated to expend higher amounts of fuel/diesel. However, it is assumed that the Project would require less energy than Alternative 3. As such, Alternative 3 would be environmentally inferior to the Project regarding energy impacts.

Geology and Soils

Both Alternative 3 and the Project would disturb the same footprint for construction, and as such, would result in similar geology and soils impacts. As with the Project, **MMs GEO-1** through **GEO-4** would be required to reduce geology and soils impacts to a level of less than significant. As such, similar impacts would occur with implementation of Alternative 3.

Alternative 3 would be environmentally equivalent to the Project regarding geological, soils, and paleontological resources. The exposure of people to seismic, geologic, and soil hazards under this Alternative would be equivalent to the Project.

Greenhouse Gas Emissions

The Project's significant and unavoidable GHG impacts were associated with the exceedance of emissions thresholds in the operation phase of the Project regarding the generation of GHG emissions, would conflict with an applicable plan, policy or regulations and would generate cumulative GHG emissions. Although mitigation is proposed to minimize the potential emissions impacts associated with Project implementation, emissions are still anticipated to exceed the SCAQMD 3,000 $MTCO_2e$ maximum threshold. Because emissions are anticipated to exceed allowable levels, the Project's emissions would also conflict with air quality goals in a manner that would be significant and unavoidable.

Alternative 3 would likely increase emissions impacts through an increase in energy due to the increase in parking facilities as there would be an increase in truck/trailer space. Therefore, Alternative 3 would likely remain in excess of the City's GHG emissions thresholds. The impact would be expected to remain a significant and unavoidable impact.

Alternative 3 would be environmentally inferior to the Project regarding GHG emissions.

Hazards and Hazardous Materials

Alternative 3 and the Project would disturb the same footprint, and as such, Alternative 3 would also result in less than significant impacts.

Alternative 3 would be environmentally equivalent to the Project regarding hazards and hazardous materials, since the same ground disturbing activities would occur, and building/structures would be constructed and operated on the same footprint.

Hydrology and Water Quality

Alternative 3 and the Project would disturb the same footprint for construction, and as such, would result in similar hydrologic and water quality impacts. As with the Project, **MMs HYD-1** through **HYD-3** would be required to reduce impacts to a level of less than significant. As such, similar impacts would occur with implementation of the Alternative 3.

Alternative 3 would be environmentally equivalent to the Project regarding hydrology and water quality, since although lower, an increase in stormwater capacity would occur and impervious surfaces would increase.

Land Use and Planning

The Project requires a GPA and ZC. Alternative 3 would require the same entitlements. As such, Alternative 3 would be environmentally equivalent to the Project regarding land use and planning, since land uses would be added, and land use entitlements would be required.

Noise

Both Alternative 3 and the Project would generate noise and vibration during both the construction and operations phases of the Project. Alternative 3 would have a shorter construction timeframe since a smaller structure would be constructed, and as such, a reduced short-term construction noise impact. However, because Alternative 3 would include an increased amount of traffic compared to the Project, it is anticipated that Alternative 3 would have a greater long-term operational traffic related noise impact. Although the Project would have a greater short-term construction noise impact, Alternative 3 would result in higher long-term noise impacts due to increased operational noise impacts.

Alternative 3 would be environmentally inferior when compared to the Project regarding noise and vibration.

Public Services

The need for public services is anticipated to be greater under the Project than under Alternative 3, because Alternative 3 requires a reduced building footprint. As such, less wastewater and solid waste would be generated and less services such as electricity, potable water, and other services would be necessary. Both alternatives would require the Project applicant to pay any applicable DIFs. In this regard, Alternative 3 is anticipated to generate less impacts to public services.

Therefore, the Alternative 3 would be environmentally superior when compared to the Project.

Transportation

The Project would have a significant and unavoidable impact on transportation regarding CEQA Guidelines Section 15064.3, subdivision (b) (Impact 5.13-2) even with mitigation incorporated, and significant cumulative transportation impacts. Additionally, the Project would have a less than significant impact on transportation, specifically as it relates to a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Alternative 3 would provide the similar site uses, which would include a transload facility and vehicle/truck traffic and parking. However, there would be a greater number of vehicles and trucks associated with Alternative 3; refer to **Table 7-2**. As such, it is assumed that Alternative 3 would create a greater impact as it relates to traffic, and indirectly on air quality and GHG emissions.

Alternative 3 would be environmentally inferior to the Project regarding transportation.

Tribal Cultural Resources

The Project would cause a less than significant impact to tribal cultural resources without mitigation measures. Implementation of COA-CUL-1 through COA-CUL-7 would further reduce the potential of impacts to any resources. Alternative 3 would disturb the same footprint and as such, has the same potential to unearth tribal cultural resources.

Alternative 3 would be environmentally equivalent to the Project regarding tribal cultural resources. There would be reduced potential for impacting tribal cultural resources with implementation of COA-CUL-1 through COA-CUL-7.

Utilities and Service Systems

Alternative 3 would result in fewer utility and service system-related impacts compared to the Project. Although temporary increases in utility demands from construction activities would be necessary, Alternative 3 would be environmentally superior to the Project regarding impacts to utilities and service systems in the long-term because the proposed auto/truck/trailer parking yard would require less utilities for maintenance and functionality than the Project. As such, Alternative 3 would be the environmentally superior alternative.

Alternative 3 Summary

As identified above, unlike the Project, Alternative 3 would develop the site with an 84 percent reduction in square footage to allow for the transload facility. Rather, the portion of the site that would no longer include building development would be developed with a vehicle/truck/trailer parking yard. Overall, Alternative 3 would be slightly less construction intensive, but has the potential to be more traffic intensive and thus generate more aesthetic, air quality, energy, GHG emissions, noise, and transportation impacts than the Project.

7.6 Comparison of Alternatives

Table 7-3: Comparison of Project Alternatives Environmental Impacts with the Project

EIR Resource Section	Alternatives			
	Project - Level of Impact After Mitigation	Alternative 1 No Project	Alternative 2 Reduced Building Intensity	Alternative 3 Trailer Storage and/or Additional Vehicular Parking on Smaller Site
Aesthetics	Less Than Significant	-	=	+
Air Quality	Less Than Significant	-	-	+
Biological Resources	Less Than Significant	-	=	=
Cultural Resources	Less Than Significant	-	=	=
Energy	Less Than Significant	-	-	+
Geology and Soils	Less Than Significant	-	=	=
Greenhouse Gas Emissions	Significant and Unavoidable	-	-	+
Hazards and Hazardous Materials	Less Than Significant	-	=	=
Hydrology and Water Quality	Less Than Significant	-	=	=
Land Use and Planning	Less Than Significant	-	-	=
Noise	Less Than Significant	-	=	+
Public Services	Less Than Significant	+	=	-
Transportation	Significant and Unavoidable	=	-	+
Tribal Cultural Resources	Less Than Significant	-	=	=
Utilities and Service Systems	Less Than Significant	-	-	-
Attainment of Project Objectives	Meets all of the Project Objectives	Meets none of the Project Objectives	Meets all of the Project Objectives	Meets some the Project Objectives

A plus (+) sign means the Project Alternative has more impacts compared to the proposed Project.
A minus (-) sign means the Project Alternative has less impact compared to the proposed Project.
An equal sign (=) means the Project Alternative has similar impact compared to the proposed Project.

7.7 Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6 (e)(2) of the State CEQA Guidelines requires that an environmentally superior alternative be designated and states that if the environmentally superior alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Based on the summary of information presented in **Table 7-3: Comparison of Project Alternatives Environmental Impacts with the Project**, the environmentally superior alternative is Alternative 1: No Project Alternative. Because Alternative 1 would not have the operational impacts that would be associated with any of the other alternatives, Alternative 1 has fewer environmental impacts than the Project or any of the other alternatives (refer to **Table 7-3** above).

Section 15126.6(e)(2) of the State CEQA Guidelines states that if the "No Project" alternative is found to be environmentally superior, "the EIR shall also identify an environmentally superior alternative among the other alternatives." Aside from the No Project Alternative, Alternatives 2 and 3 include Project

features that would ultimately offset each other and ultimately have a similar or greater environmental impact.

The context of an environmentally superior alternative is based on the consideration of several factors including the reduction of environmental impacts to a less than significant level, the Project objectives, and an alternative's ability to fulfill the objectives with minimal impacts to the existing site and surrounding environment. As such, the No Project Alternative would be the environmentally superior alternative because it would eliminate all of the potentially significant impacts of the Project. However, while the No Project Alternative is the environmentally superior alternative, it is not capable of meeting any of the basic objectives for the Project or the General Plan.

Aside from the No Project Alternative, the environmentally superior alternative to the Project is the one that would result in the fewest or least significant environmental impacts. Based on the evaluation undertaken, it is assumed that Alternative 2: "Reduced Building Intensity" is the environmentally superior Alternative. This is an environmentally superior project alternative because it would reduce the Project by 23 percent, which would potentially reduce energy and utility and service system impacts by approximately 23 percent and would implement structures that are approved by the City.

8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

8.1 Introduction

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines states that "an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR." This section briefly describes effects found to have no impact or a less than significant impact based on the analysis conducted during the Draft Environmental Impact Report (EIR) preparation process.

8.2 Agriculture and Forestry Services

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

Impact 8.2-1: ***Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

Level of Significance: No Impact

Construction and Operations

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 are 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[1] and Exhibit OSC-5: Agricultural Resources[2] from the City of Menifee's (City) General Plan (GP) EIR, the Project

[1] California Department of Conservation. 2022. *California Important Farmland Finder*. https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed May 2025).
[2] City of Menifee. 2013. *Menifee GP Exhibit OSC-5: Agricultural Resources.* https://www.cityofmenifee.us/DocumentCenter/View/1086/ExhibitOSC-5_AgriculturalResources_HD0913?bidId= (accessed May 2025).

site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site is classified as Farmland of Local Importance, Urban and Built-Up Land, and Other Land by the Farmland Finder and Other Land and Farmland of Local Importance by Exhibit OSC-5. Because implementation of the Project would not involve the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, no impact would occur.

Impact 8.2-2: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Level of Significance: No Impact

Construction and Operations

The City's land use map shows that there are no areas which allow agricultural uses within or nearby the Project site.[3] The Project would occupy a portion of the City which has been designated for Menifee North Specific Plan (SP) land use[4] and zoning.[5] The Project, being a warehouse development with some office use, would be consistent with the goals and standards intended for Menifee North SP land use type/zone. Additionally, there are no lands within the City that are currently under a Williamson Act contract.[6] Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

Impact 8.2-3: Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Level of Significance: No Impact

Construction and Operations

The Project would occupy a portion of the City which has been designated for Menifee North SP and Heavy Industrial land use and zoning. According to the City's GP EIR, forest land in the City includes Southern Coast Live Oak Riparian Forest, Southern Cottonwood/Willow Riparian Forest, and Southern Sycamore/Alder Riparian Woodland. These vegetation types are limited and scattered throughout the City, and there is no forest zoning in the City.[7] The Project site has been heavily disturbed from on-site disturbances (historic farming and disking activities) and existing development, and none of these vegetation types are present on-site. There is no forest or timberland present on the Project site. No impact would occur.

[3] City of Menifee. ND. *Menifee General Plan Land Use mapping tool*. https://cityofmenifee.maps.arcgis.com/apps/instant/minimalist/index.html?appid=034dad9fadd94af6b983e005bc880160 (accessed May 2025).
[4] Ibid.
[5] City of Menifee. ND. *City of Menifee Zoning Districts*. https://cityofmenifee.maps.arcgis.com/apps/instant/interactivelegend/index.html?appid=b385b9d7da9f4d04a231c840637a0209 (accessed May 2025).
[6] City of Menifee. 2013. *Menifee General Plan Draft EIR, Section 5.2: Agriculture and Forestry Resources.* p. 5.2-5. https://www.cityofmenifee.us/DocumentCenter/View/1102/Ch-05-02-AG?bidId= (accessed May 2025).
[7] Ibid. p. 5.2-6.

Impact 8.2-4: ***Would the Project result in the loss of forest land or conversion of forest land to non-forest use or***

Impact 8.2-5 ***Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

Level of Significance: No Impact

Construction and Operations

Due to the lack of existing active farmland, forest lands, timberlands, or areas zoned for agriculture on the Project site or immediately surrounding areas, development of the Project site would not involve 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. Further, operations for the Project would not involve logging, forestry, or agricultural uses. Therefore, no impact would occur.

8.3 Mineral Resources

Impact 8.3-1: ***Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

Level of Significance: No Impact

Construction and Operations

According to the City General Plan, the Project site and approximately one-third of the City is categorized as Urban Area.[8] A small portion of the City, along Murrieta Road between McCall Boulevard and McLaughlin Road, is symbolized as Mineral Resource Zone (MRZ)-1 (area where available geologic information indicates that little likelihood exists for the presence of significant mineral resources), with the remainder of the City symbolized as MRZ-3 (areas containing known or inferred mineral occurrences of undetermined mineral resource significance).[9]

As previously stated, the Project site would be within an area of the City which is currently disturbed and partially developed. None of the existing uses include mineral refinement or mining. No mineral resources have been identified in or around the Project site. No impact to mineral resources would occur.

Impact 8.3-2: ***Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

Level of Significance: No Impact

Construction and Operations

See response to Impact 8.3-1 above. The Project would be located in a previously disturbed and partially developed portion of the City. The previous uses on the Project site did not include mining activities or

[8] City of Menifee. 2013. Exhibit OSC-3: Mineral Resource Zones. https://www.cityofmenifee.us/DocumentCenter/View/1084/ExhibitOSC-3_Mineral_Resource_Zones_HD0913?bidId= (accessed May 2025).
[9] Ibid.

mineral processing. Further, no active mining sites exist within the City, according to the California Department of Conservation's Mines Online mapper.[10] Therefore, the Project would not interfere with any existing or potential mining activities. No impact would occur.

8.4 Population and Housing

Impact 8.4-1: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Level of Significance: Less than Significant

Construction and Operations

The Project would have a beneficial effect on the City's employment base by developing a site that is largely vacant with a new industrial/warehouse facility with ancillary office space. Given that the current (February 2025) unemployment rate for Riverside County is approximately 5.2 percent,[11] it is reasonably assured that the jobs would be filled by people living in the City, unincorporated County area, and surrounding communities, such as Perris and Murrieta. Furthermore, the Project site is served by existing public roadways, Trumble Road to the west and Sherman Road to the east, that would be improved to a 2-Lane Collector and 4-Lane Major Street, respectively. Additionally, utility infrastructure would be installed beneath the public rights-of-way that abut the Project site. As a result, the Project would not be anticipated to induce substantial population growth in the Project area. Therefore, impacts associated with substantial, unplanned population growth would be less than significant.

Impact 8.4-2: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Level of Significance: Less than Significant

Construction and Operations

Three non-conforming residential units with associated light industrial activity and truck storage currently exist on the Project site. According to current (May 2025) data from Menifee Economic Development, there are 40,941 housing units in the City.[12] The three non-conforming residential units would comprise approximately 0.01 percent of the total housing units in the City; and therefore, not considered a displacement of a substantial number of housing. The majority of the Project site consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances associated with prior ground disturbance activities and discing. As such, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere; therefore, a less than significant impact would occur.

[10] California Department of Conservation. 2016. *Mines Online*. https://maps.conservation.ca.gov/mol/index.html (accessed May 2025).
[11] State of California Employment Development Department. 2025. *Local Area Unemployment Statistics (LAUS).* https://data.ca.gov/dataset/local-area-unemployment-statistics-laus (accessed May 2025).
[12] City of Menifee. 2025. The Data. https://www.menifeebusiness.com/data/ (accessed May 2025).

8.5 Recreation

Impact 8.5-1: ***Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Level of Significance: No Impact

Construction and Operations

Within the City, there are 23 City-owned parks and 25 Valley-wide owned parks available for public use.[13] The closest parks to the Project site are Eller Park (located at State Highway [SH] 74 and Antelope Road), approximately 0.6 mile northeast of the Project site and Talavera Park located at 27931 Calle Talavera, approximately 0.6 mile southeast of the Project site.[14] However, the Project is a warehouse building with office space and the Project applicant does not propose any residential development or other land use that may generate a population that would increase the use of these parks or any existing neighborhood or regional parks or other recreational facility. Implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. Therefore, no impact would occur.

Impact 8.5-2: ***Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

Level of Significance: No Impact

Construction and Operations

The Project applicant proposes the construction of a warehouse facility with office space and associated infrastructure improvements. The Project applicant does not propose, nor require, the construction or expansion of recreational facilities. The Project does not include the subdivision of land for residential use and therefore is not required to dedicate land or pay fees in lieu thereof, or combination of both, for park and recreational purposes. See Chapter 7.75: Parkland Dedication and Fees of the Menifee Municipal Code for detailed information. Implementation of the Project would not have an adverse physical effect on the environment as it pertains to construction/expansion of recreational facilities. Therefore, no impact would occur.

8.6 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Impact 8.6-1: ***Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

Level of Significance: No Impact

[13] City of Menifee. ND. *Parks*. Available at: https://www.cityofmenifee.us/285/Parks (accessed May 2025).
[14] Ibid.

Construction and Operations

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 approximately 0.7 mile to the southeast of the Project site, near the intersection of Rouse Road and Antelope Road.[15] 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.[16] Therefore, no impact associated with the substantial impairment of an adopted emergency response plan due to a wildfire would occur.

Impact 8.6-2: ***Would the Project, 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?***

Level of Significance: No Impact

Construction and Operations

As noted in Impact 8.6-1 above, the Project site is not located in or near an SRA and the Project site does not contain land classified as a VHFHSZ. 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.

Impact 8.6-3: ***Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

Level of Significance: No Impact

Construction and Operations

As noted in Impact 8.6-1 above, the Project site is not located in or near an SRA and does not contain land classified as a VHFHSZ. The Project would include construction of a warehouse facility, 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.

Impact 8.6-4: ***Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

Level of Significance: No Impact

[15] CAL FIRE. 2025. *Fire Hazard Severity Zone Viewer*. https://experience.arcgis.com/experience/6a9cb66bb1824cd98756812af41292a0 (accessed May 2025).

[16] City of Menifee. 2013. City *of Menifee General Plan Exhibit S-8: Very High Fire Hazard Severity Zones and Public Facilities*. https://www.cityofmenifee.us/DocumentCenter/View/14710/2_Safety_Exhibits_8-5_2021-8---Very-High-Fire-Hazard-Severity-Zoones-and-Public-Facilities (accessed May 2025).

Construction and Operations

As noted in Impact 8.6-1 above, the Project site is not located in or near an SRA and does not contain land classified as a VHFHSZ. Because the Project site is located within a highly 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.

8.7 References

CAL FIRE. 2025. Fire Hazard Severity Zone Viewer. https://experience.arcgis.com/experience/6a9cb66bb1824cd98756812af41292a0.

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9.0 EIR CONSULTATION AND PREPARATION

9.1 EIR Consultation

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