Mapes Road Modular Trailer Rental Yard
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
Conditional Use Permit 21-05080

Applicant:
CSLM Construction
5753 Santa Ana Canyon, Suite 137
Anaheim, CA 92807

Lead Agency:
City of Perris
135 N. "D" Street
Perris, California 92570

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November 2022

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LIST OF ACRONYMNS

Acronym	Definition
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
ADA	Americans with Disabilities Act
AFY	Acre Feet Per Year
AQMP	Air Quality Management Plan
APE	Area of Potential Effect
APN	Assessor Parcel Number
APZ	Accident Potential Zone
BMPs	Best Management Practices
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Perris
CMP	Congestion Management Program
CNPS	California Native Plant Society
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CRHR	California Register of Historic Places
dBA	A-Weighted Decibels
DIF	Development Impact Fees
DPM	Diesel Particulate Matter
EPA	Environmental Protection Agency
ERRP	Enhanced Recharge and Recovery Program
ESA	Endangered Species Act
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping Management Program
GHG	Greenhouse Gas
GSP	Groundwater Sustainability Plan
gpd/acre	Gallons per Day per Acre
HAER	Historic American Engineering Record
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HCP	Habitat Conservation Plan
ITE	Institute of Transportation Engineers
LID	Low Impact Design
LOS	Level of Service
LST	Localized Significance Threshold
MARB/IPA	March Air Reserve Base/Inland Port Airport
MARB/IPA ALUCP	March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
mgd	Millions of Gallons per Day
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Water Sewer System
MSHCP	Western Riverside Multiple Species Habitat Conservation Plan
$MTCO_2e$	Metric Tons Carbon Dioxide Equivalent
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission

NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NO_2	Nitrogen Dioxide
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NPRBBD	North Perris Road and Bridge Benefit District
PCE	Passenger Car-Equivalent
PM-2.5	Particulate Matter Less Than 2.5 Microns in Diameter
PM-10	Particulate Matter Less Than 10 Microns in Diameter
PPV	Peak Particle Velocity
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
RWQCB	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SGMA	the Sustainability Groundwater Management Act
SF	Square Feet
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SLF	Sacred Lands File
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIA	Traffic Impact Analysis
TUMF	Transportation Uniform Mitigation Fee

1 INTRODUCTION

1.1 PURPOSE AND SCOPE

The California Environmental Quality Act ("CEQA"), codified in the Public Resources Code (PRC), Section 21000 et seq., and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), Title 14, Section 15000 et seq. of the California Code of Regulations (CCR), were established to require public agencies to consider and disclose the environmental implications of their actions (projects) and identify possible ways to avoid or minimize significant environmental effects of a project by requiring implementation of mitigation measures or recommending feasible alternatives. CEQA applies to all California governmental agencies at all levels, including local, regional, and State, as well as boards, commissions, and special districts.

CSLM Construction (Applicant) proposes to develop a trailer storge yard on a 5.97-acre parcel along Mapes Road in the City of Perris that would include a 6,115-square-foot (sf) office and a 4.9-acre open yard for trailer storage (Proposed Project). The Proposed Project Site is situated along the north side of Mapes Road, west of Goetz Road and east of Watson Road within the City of Perris, on Assessor Parcel No. 330-080-006 (Project Site).

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Perris (the City) is the lead public agency for the Proposed Project that has the principal responsibility for approving the Proposed Project. The Proposed Project is subject to the approval of the following entitlement from the City of Perris:

- Conditional Use Permit 21-05080 to develop a 5.97-acre site with a 6,115-sf office, a 4.9-acre open yard for modular trailer rental and storage and associated parking and landscaping.

The Proposed Project is a project under the CEQA. The City, as the lead agency for the Proposed Project, is responsible for preparing environmental documentation in accordance with CEQA to determine if approval of the discretionary actions requested and subsequent development and operation of the Proposed Project would have a significant impact on the environment.

1.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

As defined by Section 10563 of the State CEQA Guidelines, an Initial Study (IS) is prepared primarily to provide the Lead Agency with information to use as the basis for determining whether a Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR), would be appropriate for providing the necessary environmental documentation and clearance for the Proposed Project.

1.3 CONTENT AND FORMAT OF THE INITIAL STUDY

This Initial Study is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines, as amended, and includes a series of questions about the Project for each of the listed environmental topics. The Form evaluates whether or not there would be significant environmental effects associated with the development of the Proposed Project and provides mitigation measures, when required, to reduce impacts to a less than significant level.

The Initial Study is organized as follows:

- **Section 1 – Introduction.** This section introduces the scope of the Proposed Project and the City's role in the project, as well as a brief summary of findings.

- **Section 2 – Project Summary and Environmental Determination.** This section summarizes the Proposed Project and actions to be undertaken by the City. This section also provides the determination of the environmental document to be approved by the City.

- **Section 3 – Project Description.** This section details the Proposed Project components and general environmental setting.

- **Section 4 – Environmental Impacts**. This section contains the Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines, as amended, and includes a series of questions about the project for each of the listed environmental topics. The Form evaluates whether or not there would be significant environmental effects associated with the development of the project and provides mitigation measures, when required, to reduce impacts to a less than significant level. The form requires an analysis in 20 subject categories as well as Mandatory Findings of Significance.

- **Section 5 – List of Preparers.** This section summarizes the professionals who contributed to the preparation of this report and its technical appendices.

- **Section 6 – References.** This section identifies the references used in the preparation of this Initial Study.

1.4 INITIAL STUDY SUMMARY OF FINDINGS

Based on the analysis in Section 4, there were no environmental factors that could have a "Potentially Significant" the environment. Mitigation measures were identified to reduce some impacts to Less Than Significant levels. Therefore, the determination, based on the Initial Study, is that a **Mitigated Negative Declaration** would be prepared for the Proposed Project.

1.5 DOCUMENTS INCORPORATED BY REFERENCE

The following reports and/or studies are applicable to development of the Project Site and are hereby incorporated by reference:

- *Perris Comprehensive General Plan 2030,* City of Perris, originally approved on April 26, 2005 (GP). (Available at http://www.cityofperris.org/city-hall/general-plan.html.)

- *Perris General Plan 2030 Draft Environmental Impact Report, SCH No. 2004031135,* certified April 26, 2005 (GP EIR). (Available at http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf.)

1.6 CONTACT PERSON

Any questions about the preparation of the Initial Study, its assumptions, or its conclusions should be referred to the following:

City of Perris
Department of Community Development, Planning Division
Attn: Alfredo Garcia, Associate Planner
135 N. D Street
Perris, CA 92570
Phone: (951) 943-5003
Email: agarcia@cityofperris.org

2 PROJECT SUMMARY AND ENVIRONMENTAL DETERMINATION

2.1 PROJECT SUMMARY

1. Project Title: Mapes Road Modular Trailer Rental Yard (CUP 21-05080)

2. Lead Agency Name: City of Perris
Address Planning Division
135 N. "D" Street
Perris, California 92570

3. Contact Person: Alfredo Garcia
agarcia@cityofperris.org
(951) 943-5003 extension 287
agarcia@cityofperris.org

4. Project Location: Approximately 0.14 mile west of the intersection of Goetz Road/Mapes Road; approx. 0.45 mile east of intersection of Watson Road/Mapes Road
Gross Acres: 5.97 acres
Site Address: None assigned.
Topographic Quad (USGS 7.5"): *Perris*
Topographic Quad Coordinates: T5 South, R3 West, Section 6
Latitude: 33°45'30.04"N, Longitude: - 117°13'34.33"W
APN: 330-080-006

5. Project Sponsor's Name: CSLM Construction
Address 5753 Santa Ana Canyon Ste #137
Anaheim, CA 92807

6. General Plan Designation: General Industrial

7. Zoning Designation: General Industrial

8. Description of Project:

Construction of a modular trailer rental yard on 5.97 acres along the north side of Mapes Road, approximately 0.14 mile west of Goetz Road and approximately 0.47 mile east of Watson Road/South A Street. Project Site development would consist of 4.28 acres of modular trailer storage on an all-weather surface, and the remaining 1.67 acres would be developed with a 6,115-sf office/warehouse, parking and associated landscaping, and 0.12 acre of roadway dedication.

9. Surrounding Land Uses:

Surrounding land uses are identified in **Table 1 – *Surrounding Land Use***. The Project Site is currently vacant.

Table 1 - Surrounding Land Use

Direction	Land Use Description
North	Industrial Storage - rail
East	Industrial buildings and vacant land
South	Vacant land
West	Rural Residential/mobile homes (non-conforming land use to zoning)

10. Other Public Agencies Whose Approval is Required:

The following discretional approvals are required for the Project:

Federal Agencies:

- There are no federal agencies in which discretionary approvals are required.

State Agencies:

- There are no State agencies in which discretionary approvals are required.

Local Agencies:

- City of Perris:
    - Adopt CEQA compliance documents;
    - Approve Conditional Use Permit (CUP 21-05080) to allow the development of the approximately 5.97-acre site with an approximately 6,115-sf office and 4.9-acre open yard.
- Santa Ana Regional Water Quality Control Board:
    - Approval of a National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.
- Riverside County Airport Land Use Commission:
    - Approval of the Site Plan / approval of the application for a Major Land Use Action.
- Federal Aviation Administration
    - Determination of No Hazard to Aviation to ensure that the Project structures do not exceed obstruction standards and would not be a hazard to air navigation.
- Eastern Municipal Water District:
    - Approval of the water and wastewater improvement plans.

11. California Native American Consultation:

On July 27, 2022, the City of Perris notified the following tribal entity representatives of the Project and that the 30-day timeframe in which to request consultation would end August 25, 2022, in accordance with AB52. The following summarizes the results of the AB52 consultation.

- Mr. Joseph Ontiveros, Director of Cultural Resources, Soboba Band of Luiseño Indians. Result: no response received. Consultation concluded.

- Ebru Ozdil, Planning Specialist, Pechanga Band of Luiseño Indians. Result: request for consultation received August 8, 2022. The City attempted to schedule consultation meetings, but no response received. Consultation concluded.

- Mary Resvaloso, Chairperson, Desert Cahuilla Indians (Torres-Martinez). Result: no response received. Consultation concluded.

- William J. Pink, Luiseno Indians. Result: no response received. Consultation concluded.

- Michael Contreras, Cultural Heritage, Morongo Band of Mission Indians. Result: no response received. Consultation concluded.

- Jim McPherson, Manager, Rincon Band of Luiseno Indians. Result: no response received. Consultation concluded.

- Patricia Garcia, Director of THPO, Agua Caliente Band of Cahuilla Indians. Result: no response received. Consultation concluded.

The City has developed standard mitigation measures to ensure resources to tribal cultural resources are minimized. These have been incorporated, as appropriate, into the Initial Study.

2.2 ENVIRONMENTAL ANALYSIS AND DETERMINATION

In accordance with CEQA, this Initial Study has been prepared to analyze and determine any potential significant impacts upon the environment that would result from construction and operation of the Proposed Project. In accordance with State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the City of Perris, as Lead Agency, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

2.2.1 Organization of Environmental Analysis

Section 4 provides a discussion of the potential environmental impacts of the Project. The evaluation of environmental impacts follows the questions provided in the Environmental Checklist provided in Appendix G of the 2022 State CEQA Guidelines.

2.2.2 Evaluation of Environmental Impacts

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Once the Lead Agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant.

"Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." Mitigation measures are identified and explain how they reduce the effect to a less than significant level (mitigation measures may be cross-referenced).

Earlier analyses may be used where, pursuant to the Program EIR or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (Section 15063[c] [3][D]. In this case, a brief discussion should identify the following:

a) Earlier analyses used where they are available for review.

b) Which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and whether such effects were addressed by mitigation measures based on the earlier analysis.

c) The mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project for effects that are "Less than Significant with Mitigation Measures Incorporated.

References and citations have been incorporated into the checklist references to identify information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document, where appropriate, include a reference to the page or pages where the statement is substantiated.

Source listings and other sources used, or individuals contacted are cited in the discussion.

The explanation of each issue should identify:

a) The significance criteria or threshold, if any, used to evaluate each question

b) The mitigation measure identified, if any, to reduce the impact to less than significant.

2.2.3 Environmental Factors Potentially Affected

Based on the analysis in Section 4, the Proposed Project could potentially affect ("Potentially Significant") the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor and identifies where mitigation measures would be necessary to reduce all impacts to less than significant levels.

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

2.2.4 Determination

On the basis of this initial evaluation, the following finding is made:

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

Signature Date

Name Title

3 PROJECT DESCRIPTION

3.1 INTRODUCTION

CSLM Construction (Applicant) currently operates a company that specializes in the rental, construction, demolition and transport of mobile office trailers and mobile homes in the City of Anaheim. The Applicant desires to develop an approximate 6,115-square-foot (sf) office and a 4.9-acre open yard for rentals and storage on a single 5.97-acre parcel in the City of Perris to service the growing area of the Perris Valley and surrounding area.

3.2 PROJECT SITE SETTING

The Project Site is located along the north side of Mapes Road, approximately 0.14 mile west of Goetz Road and approximately 0.47 mile east of Watson Road **(Figure 1 – *Reginal Vicinity* and Figure 2 – *Site Location: Aerial View*)**. . The Project comprises Assessor Parcel Number (APN): 330-080-006. It is bounded by industrial land on the north, Mapes Road on the south, non-conforming rural residential on the west, and vacant and industrial land uses on the east (Figure 2)..

The Proposed Project Site is within the *Perris* U.S. Geological Survey (USGS) 7.5-minute topographical map in Section 6, Township 5 South, Range 3 West **(Figure 3 – *Site Location: USGS*)**.

Major roadways in the Project area include I-215 with SR-74 East Interchange approximately 2 miles to the east, SR-74 south approximately 2.5 miles to the west. Goetz Road, located approximately 0.14 mile east of the Project Site, is a designated truck route in the City of Perris.

The Project Site is located approximately 0.5 mile west of the southern end of the Perris Valley Airport and is located within the portion of Zone D of the Riverside County Airport Land Use Compatibility Plan Policy area for Perris Valley Airport that is approximately 0.98 mile south of E. Ellis Ave (**Figure 4 – *Site Location: Perris Valley Airport Zone***). The Project Site is also located within Zone E of the March Air Reserve Base/Inland Port Airport which is located approximately seven miles north of the Project Site (**Figure 5 – *Site Location: March Air Reserve Base Airport/Inland Port Airport Zone***). The Southern California Railway Museum, tracks and storage exist approximately 1,000 feet to the west, including railroad car storage to the north of the Project Site.

General Plan Site Zoning

The Project Site and Project vicinity, including the residential land uses adjacent to the west of the Project Site, are designated for General Industrial (GI) uses in the City of Perris General Plan 2030 and have a corresponding General Industrial (GI) zoning designation **(Figure 6 – *Site Zoning*)**. This zone provides for the development of general industrial uses which may support a wide range of manufacturing and nonmanufacturing uses, from warehousing and distribution facilities to industrial activities and emergency shelters (City of Perris, Title 19, Chapter 19.44 – "Industrial Zones"). Chapter 19.44 of the City's Municipal Code also states that the GI zone "correlates with the general industrial general plan land use designation." The pocket of rural residential located adjacent to the western boundary of the Project Site is considered non-conforming land uses based on the current zoning designation for those parcels.

Section 19.44.090 (2) of the City of Perris Zoning Code provides for outdoor storage of greater than 10 percent of the lot with a Conditional use Permit. The Project proposes outdoor storage on approximately 73.3 percent of the lot.

3.3 PROJECT CHARACTERISTICS - CONSTUCTION

The Project components include the following:

Site Plan: The Project is to construct and operate a modular trailer rental yard on 4.29 acres and approximately 0.14 acre of office/warehouse with 1.42 acres of associated parking and landscaping, and another 0.12 acre for street dedication (refer to Off-Site Improvements in this section) (**Figure 7 – *Site Plan***). The outdoor storage area would be an all-weather (gravel) surface and comprises approximately 73.3 percent of the lot coverage; whereas the office and associated landscaping and parking lot coverage would be approximately 26.7 percent where a maximum of 50 percent is allowed.

The Site Plan includes construction of a new 6-foot-high decorative concrete block wall along a portion of the western boundary that would act as a noise barrier between the Project Site and residential uses along the western Project Site boundary. A new 6-foot-high decorative concrete block wall would also be constructed along the eastern Project Site boundary to separate the Project from future industrial uses to be constructed east of the Project Site. The existing 6-foot-high chain link fence would remain in the northern portion of the western property boundary (that would connect to the concrete wall), and along the norther property boundary.

The 4.29 acres of unpaved storage area is designed to accommodate a total of up to approximately 120 modular units that are each approximately 10 to 12 feet wide by 20 to 40 feet long. The rental unit inventory, both in size and quantity, would vary month to month.

The Site Plan is designed with building setbacks as required by City code. The building height would be a maximum of 24.6 feet. The color scheme of the warehouse is a variety of neutral earth tones with accents which are consistent with a color scheme to blend with the surrounding area (**Figure 8 – *Elevations***).

Off-Site Improvements: Street improvements would include sidewalk and curb and gutter. Mapes Road is an existing paved road, and no widening is proposed. Landscaped medians would be installed in Mapes Road to control truck turning movements per City standards.

Parking: The Site Plan contains a total of 28 parking spaces, which include four spaces that are handicapped accessible. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), one of the existing planned parking spaces would be dedicated for low-emitting, fuel efficient and/or carpool/vanpool vehicles, which would be determined upon occupancy. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, raceways would be provided in one of the planned standard parking spaces and one of the planned handicapped/van accessible for future charging of electric vehicles. Electrical vehicle charging would be provided after occupancy. And pursuant to Section 5.106.4.1.2 of the CalGreen Code, one long-term bicycle parking space would be provided, the location to be determined upon occupancy.

Landscaping and Hardscape: Landscaping is designed for the Mapes Road frontage, driveway and parking area, for a total of 26,775 sf of landscaped area, or approximately 10.52 percent of the net lot area.

However, given that the office and parking only occur on approximately 41,125 sf (0.95 acre), the 26,775 sf of landscaping (0.06 acre) represents approximately 0.65 acre of the developed portion of the site. The outdoor storage area would be all-weather gravel on top of dirt and comprises approximately 4.29 acres of the net lot area, and landscaping is planned for the perimeter fence/wall area of the storage area. Therefore, overall, the landscape cover exceeds the 12 percent minimum coverage when factoring that approximately 73 percent of the site would remain native ground with a gravel surface (**Figure 9 - *Landscape Plan***).

Paving would occur in the driveway, parking lot and a paved road with a "hammerhead turnaround" in the gravel storage area for emergency services access.

The perimeter screening includes a mixture of new block walls to be installed along the eastern boundary and a portion of the western boundary, with the existing chain link fencing to remain on a portion of the western boundary and all of the northern boundary. A new 6-foot-high block wall would be installed between the parking area and the gravel storage yard, with an access gate.

Project Site landscaping, and the landscape median, would be a mix of Pink Dawn Chitalpa, African Sumac and Crape Myrtle trees, along with shrubs near the building including Autumn Sage and Red Yucca.

Fenestration and Glazing: As identified in the building elevations provided in Figure 7, exterior surfaces of the proposed building would be finished with a combination of architectural coatings, trim, and/or other building materials (e.g., concrete). Windows would consist of low reflective glass. The Project plans related to building materials have been designed to ensure that glare does not create a nuisance to on- and off-site viewers of the Project Site, or aircraft traveling to/from the Perris Valley Airport.

Site Lighting: Site lighting consisting of two parking lot lights would be low-level light emitting diode (LED) that would be pointed downward at the parking lot and/or along the edges of the building. No lighting is planned for the 4.29 acres of modular trailer unit storage; however low-light security cameras would be installed.

Stormwater Management: The Project Applicant has prepared a Water Quality Management Plan that identifies stormwater management for the building operations post construction. Overall, the existing drainage patterns were identified, and the design is proposed to preserve the overall drainage pattern. As part of the Project, the 4.29-acre modular trailer storage area would percolate into the ground because the area is native soil covered with a thin layer of gravel. For the 1.42 acre area of the office/warehouse and parking lot, the property naturally slopes and drains to the east. At the southeast corner of the site, the topography forms a natural swale where the elevation dips approximately one foot, from approximately 1,417 feet msl to approximately 1,416 feet msl, then gently slopes to 1,415 feet msl at the eastern property line. Soils in the area of the infiltration basin are classified by the National Resource Conservation Service as Exeter sandy loam, deep, 0 to 2 percent slope with a drainage class of "Well Drained" and a Runoff Class as "Medium." Therefore, this infiltration area would be only marginally modified into an infiltration trench to ensure positive drainage, and revegetated with natural grasses. This infiltration trench has been designed to accept drainage from the paved area and building. Construction of the Project would also require the contractor to prepare a Stormwater Pollution Prevention Plan (SWPPP) as the site is more than 1 acre.

Utilities and Services: Public water is served by the Eastern Municipal Water District (EMWD), electrical service is readily available through Southern California Edison (SCE), and natural gas is available through Southern California Gas Company.

Public sewer services are not yet available. Per the City of Perris, several regional developers are preparing plans to construct the public sewer system for the region, including along Mapes Road. The public sewer system is anticipated to be completed by 2024. The Applicant plans to construct the Project when sewer facilities are available.

3.3.1 Construction Timing

Construction is anticipated to occur in one phase, beginning in fall 2024, lasting approximately nine months. Initial site improvements include grading and underground infrastructure followed by building construction, paving, and landscape activities. The grading quantities are anticipated to balance on site and little to no import or export of fill material is anticipated. Project construction would require the use of heavy equipment such as dozers, scrapers, paving machines, concrete trucks, and water trucks.

Construction would occur in accordance with Section 7.34.060 of the Perris Municipal Code which allows construction activities during the daytime hours (between the hours of 7 AM and 7 PM Mondays through Saturdays, except legal holidays.

Construction activities include the following:

Site grading and underground utility construction – this is expected to last approximately one month. Site activities include placement of underground water, sewer and other utilities underground throughout the site to service the structures. Typical equipment includes excavators and trenchers. The site is relatively flat, and soil balancing is anticipated.

Building Construction – construction of the one 6,115-sf building is expected to occur over nine months. The construction method is standard wood frame construction with a stucco finish exterior. Typical equipment includes welders, concrete trucks, and cranes for lifting. Should a crane be utilized, the Project contractor would comply with all local, State, and federal regulations, including but not limited to the FAA Section 77.13 for construction/alteration near airports. The type of equipment would be evaluated and all permits obtained as necessary prior to construction.

Final Site Paving and Landscaping – this activity is anticipated to occur over one month. All parking areas would be paved, and landscaping placed per the design. All architectural and parking lot lighting would also be installed. Gravel would be placed in the storage yard during this time as well.

3.3.2 Best Management Practices During Construction

The following best management practices are incorporated into the Project construction specifications to identity how the Project would conform to Federal, State, and Local regulations:

- Construction Water Quality Control. Construction projects that disturb one acre of land or more are required to obtain coverage under the NPDES General Permit for Construction Activities

(General Construction Permit), which requires the Applicant to file a notice of intent (NOI) to discharge stormwater and to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP includes an overview of the Best Management Practices (BMPs) that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. The Project Site is more than one acre; therefore, the contractor is required to provide an SWPPP. The SWPPP would also address post-construction measures for water quality protection.

3.4 PROJECT CHARACTERISTICS - OPERATIONS

The Project would be conditioned to operate within the City of Perris guidelines for type of use and hours of operation. The General Industrial zoning of the site general industrial uses which may support a wide range of manufacturing and nonmanufacturing uses, from warehousing and distribution facilities to industrial activities and emergency shelters. This zone correlates with the "General Industrial" General Plan Land Use designation.

Based on the building size and layout, it is anticipated that the operation would employ approximately 2 to 3 office personnel and approximately 3 warehouse/yard staff. The facility would be open five days per week, between the hours of 7 a.m. and 4 p.m.

In general, the facility is designed to be a construction trailer rental yard where prefabricated construction trailers are stored and can be deployed from the site to the customer job site. The trailers are returned to the storage yard, repaired if necessary, and re-used for rental. The site is designed to store approximately up to 120 trailers, each approximately 10 to 12 feet wide by 20 to 40 feet long, depending on the model. Based on expected rentals and inventory, the site is estimated to have approximately 20 to 30 trailers in the yard at any given time. The site operations would have no mobile home storage, no inoperable vehicles, or damaged trailers on site (although trailer maintenance and repair would occur on site).

It is anticipated that the Project would generate approximately 10 rentals per week, or an estimated approximately four trucks with the trailers either entering or exiting the site per day, total. Typical transport times for the trailers are between 8 a.m. and 5 p.m. Monday through Friday. A Class 6 tractor truck is anticipated to be used to haul the trailers from the yard to the customer's site and would use City roadways as permitted for the length and type of load.

The main entrance for both autos and trucks is from Mapes Road. Entry to the facility would be a right turn from the westbound lane of Mapes Road, whereas a median to be installed within the eastbound lane would contain a dedicated left turn pocket. All vehicles exiting the site would be restricted to a right turn only, where all trucks would only utilize Goetz Road, to the east of the Project Site, for main transport.

Employee auto parking is primarily along the north side of the building. The parking configuration places workers near the building so workers do not have to cross truck traveled ways to enter and exit the building. The Site Plan contains a total of 28 automobile parking spaces, which include four spaces that are designated standard handicapped accessible. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), one of the existing planned parking spaces would be dedicated for low-emitting, fuel efficient and/or carpool/vanpool vehicles, which would be determined upon occupancy. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, raceways would be provided in one of the planned standard parking spaces and one of the planned handicapped/van

accessible for future charging of electric vehicles. Electrical vehicle charging would be provided after occupancy. And pursuant to Section 5.106.4.1.2 of the CalGreen Code, one long-term bicycle parking space would be provided, the location to be determined upon occupancy.

3.5 PROJECT APPROVALS

The following approvals and permits are required from the City of Perris to implement the Proposed Project:

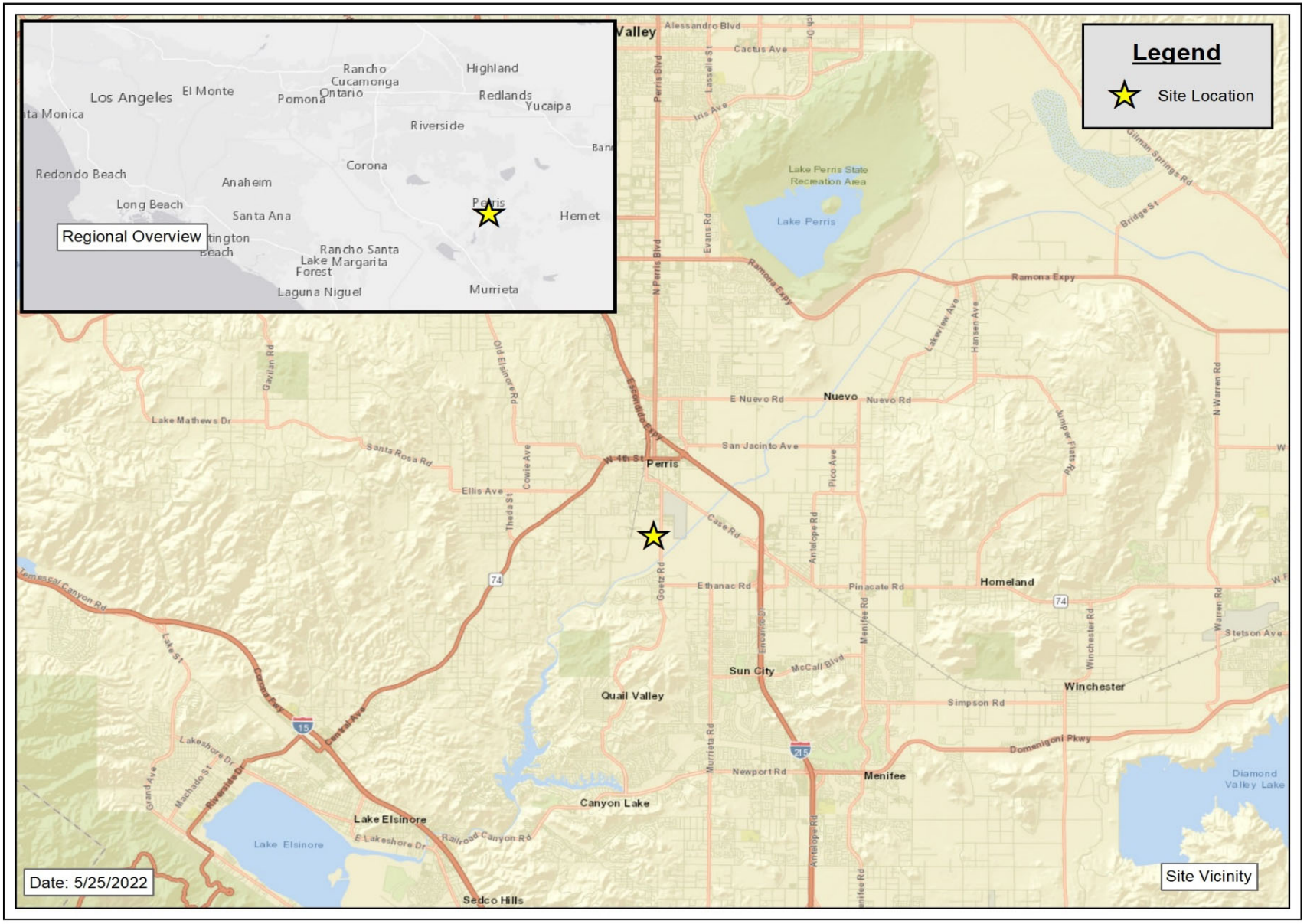
- Adopt Mitigated Negative Declaration (MND) with the determination that the MND has been prepared in compliance with the requirements of CEQA;
- Approve Conditional Use Permit 21-05080 to develop a 5.97-acre site with a 6,115 sf office, a 4.9-acre open yard for modular trailer rental and storage and associated parking and landscaping.

Other non-discretionary actions anticipated to be taken by the City at the staff level as part of the Proposed Project include:

- Review and approval of all off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval;
- Review all on-site plans, including grading and on-site utilities; and
- Approval of a Preliminary Water Quality Management Plan (PWQMP) to mitigate post-construction runoff flows.

Approvals and permits that may be required by other agencies include:

- A Major Land Use Application approval by the Riverside County Airport Land Use Commission (ALUC) to ensure that construction would not impact the Perris Valley Airport or March Air Reserve Base operations. ALUC issued this determination on June 1, 2022.
- Determination of No Hazard to Aviation from the Federal Aviation Administration (FAA) to ensure that the Project structures do not exceed obstruction standards and would not be a hazard to air navigation. The FAA issued its Determination of No Hazard to Air Navigation on May 27, 2022.
- Approval of the water and wastewater improvement plans by the Eastern Municipal Water District.



Source: ESRI

COMPASS Consulting Enterprises, Inc.

Not to Scale

Figure 1 - Regional Vicinity

Mapes Road Modular Trailer Rental Yard Initial Study

Source: ESRI

COMPASS Consulting Enterprises, Inc.

Not to Scale

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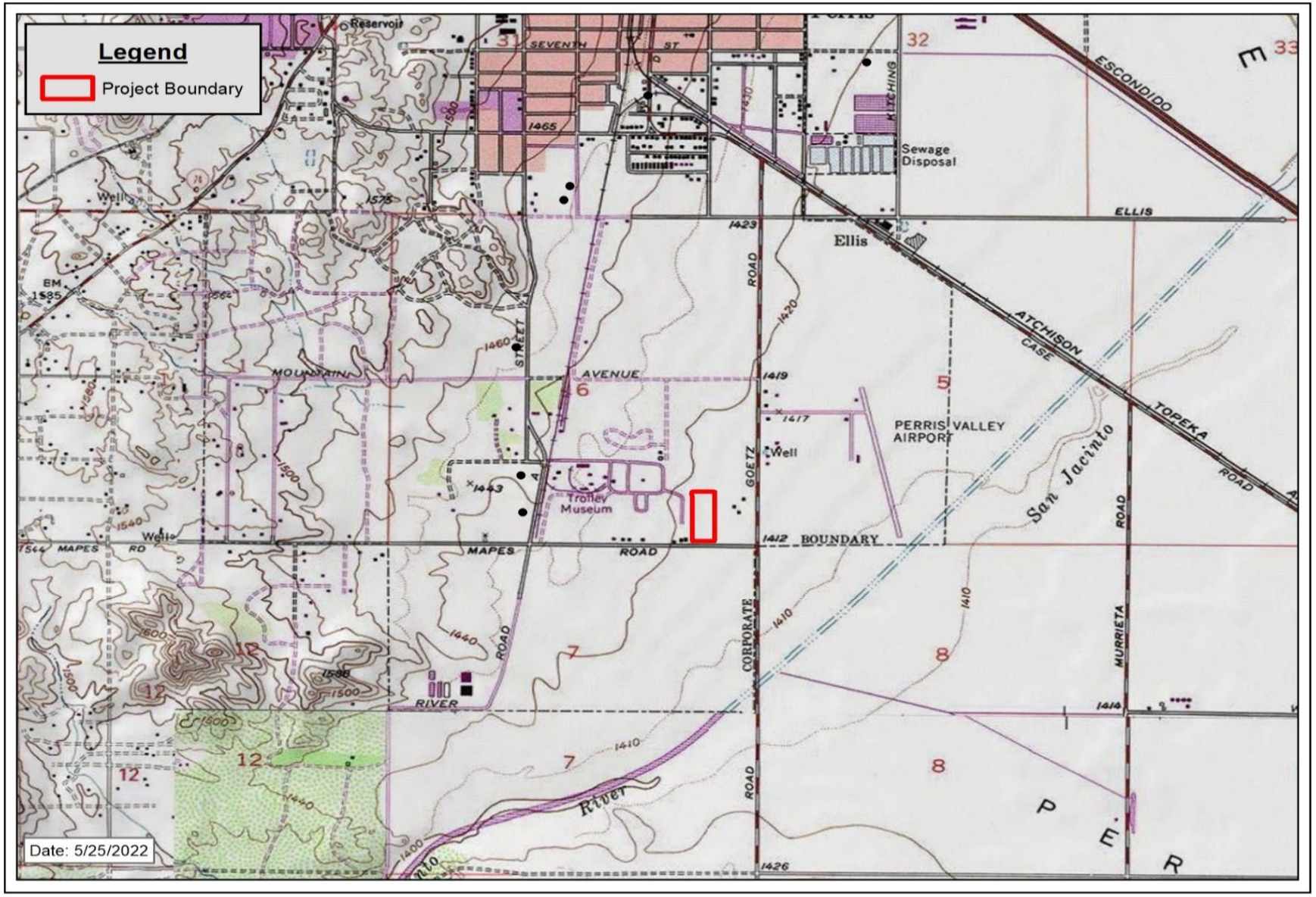
Figure 2 – Site Location: Aerial View

Mapes Road Modular Trailer Rental Yard Initial Study



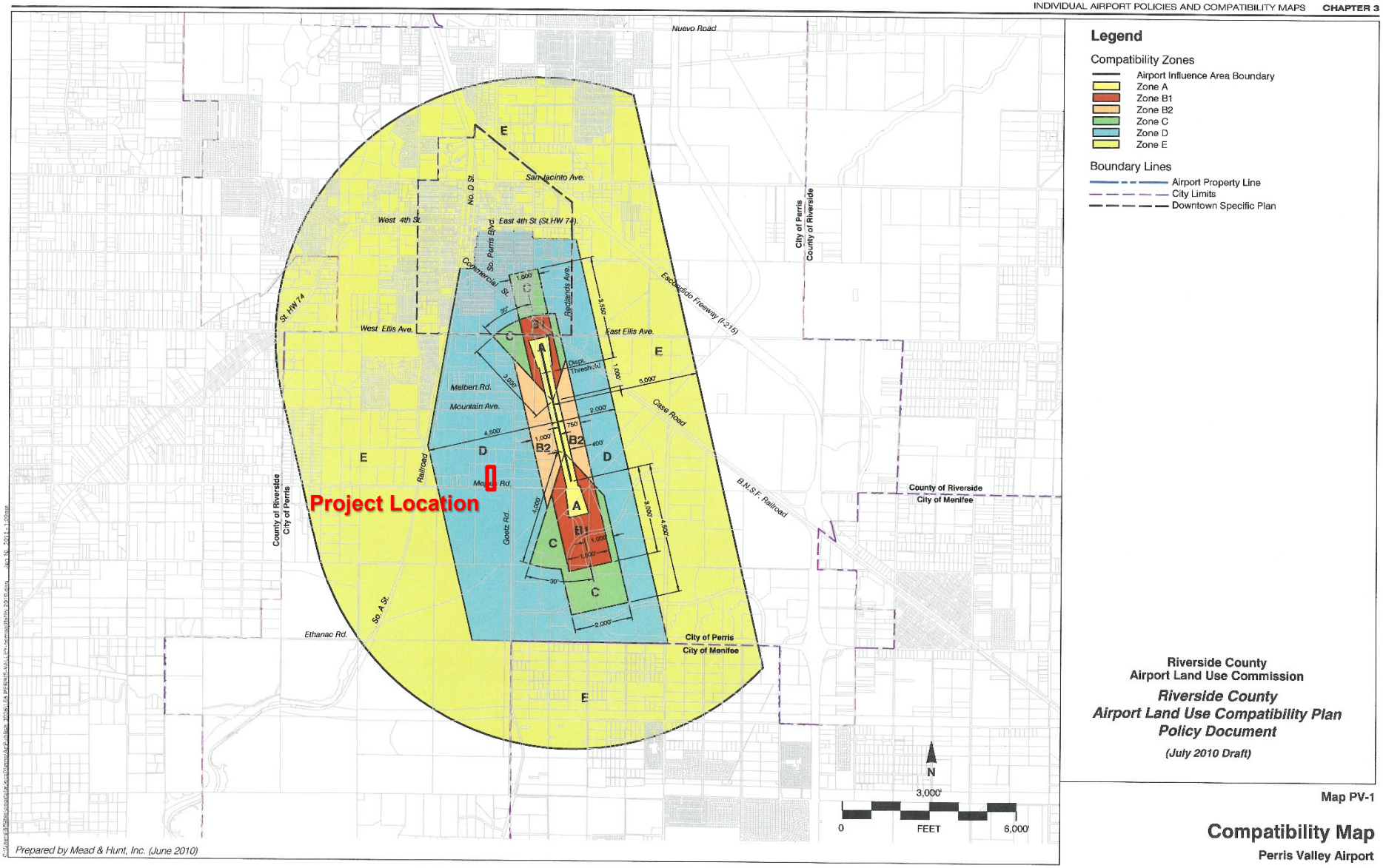
Source: USGS

COMPASS Consulting Enterprises, Inc.

Not to Scale

Figure 3 – Site Location: USGS

Mapes Road Modular Trailer Rental Yard Initial Study



Source: Perris Valley Airport Compatibility Plan

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Not to Scale

Figure 4 – Site Location: Perris Valley Airport Zone

Mapes Road Modular Trailer Rental Yard Initial Study

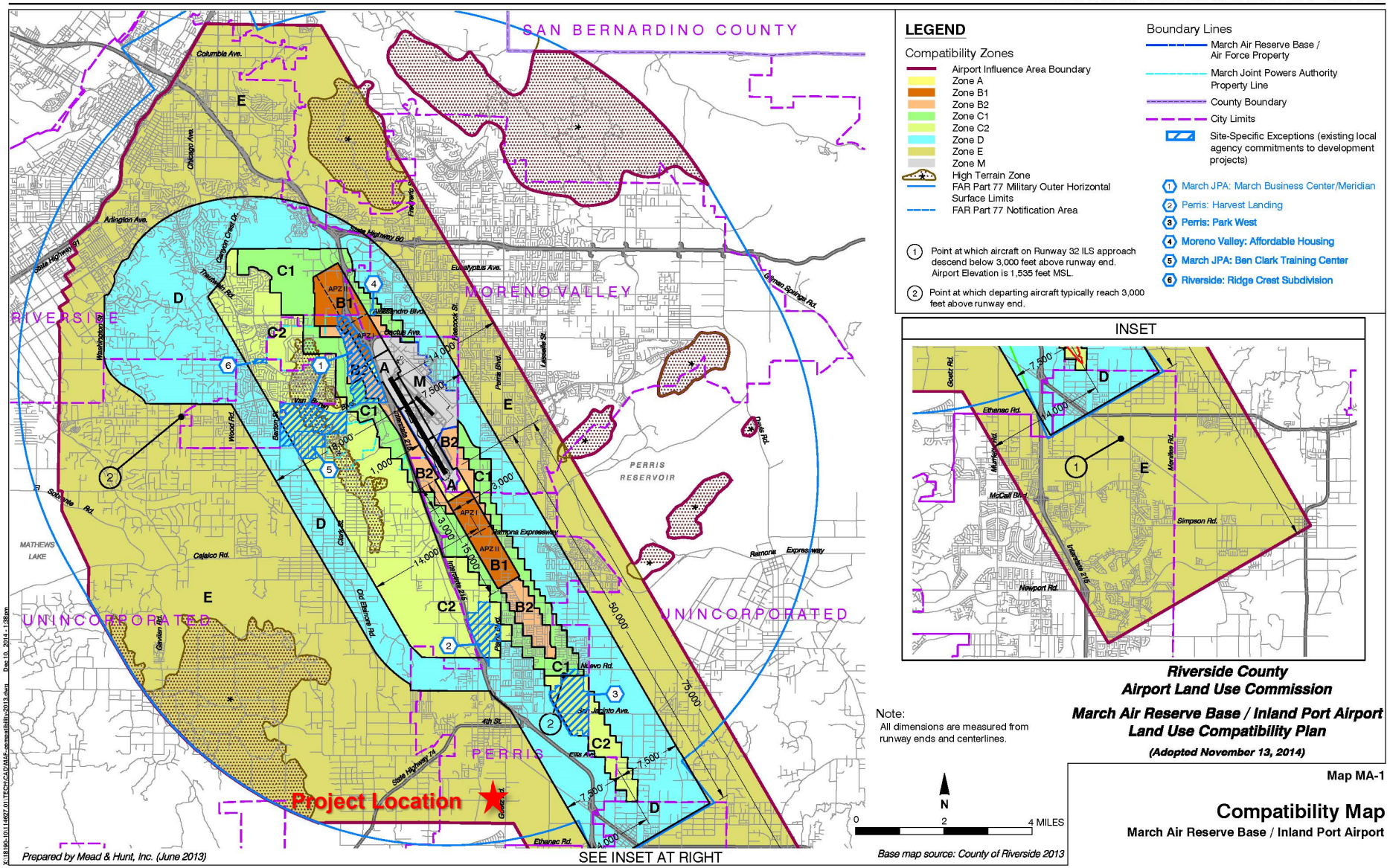
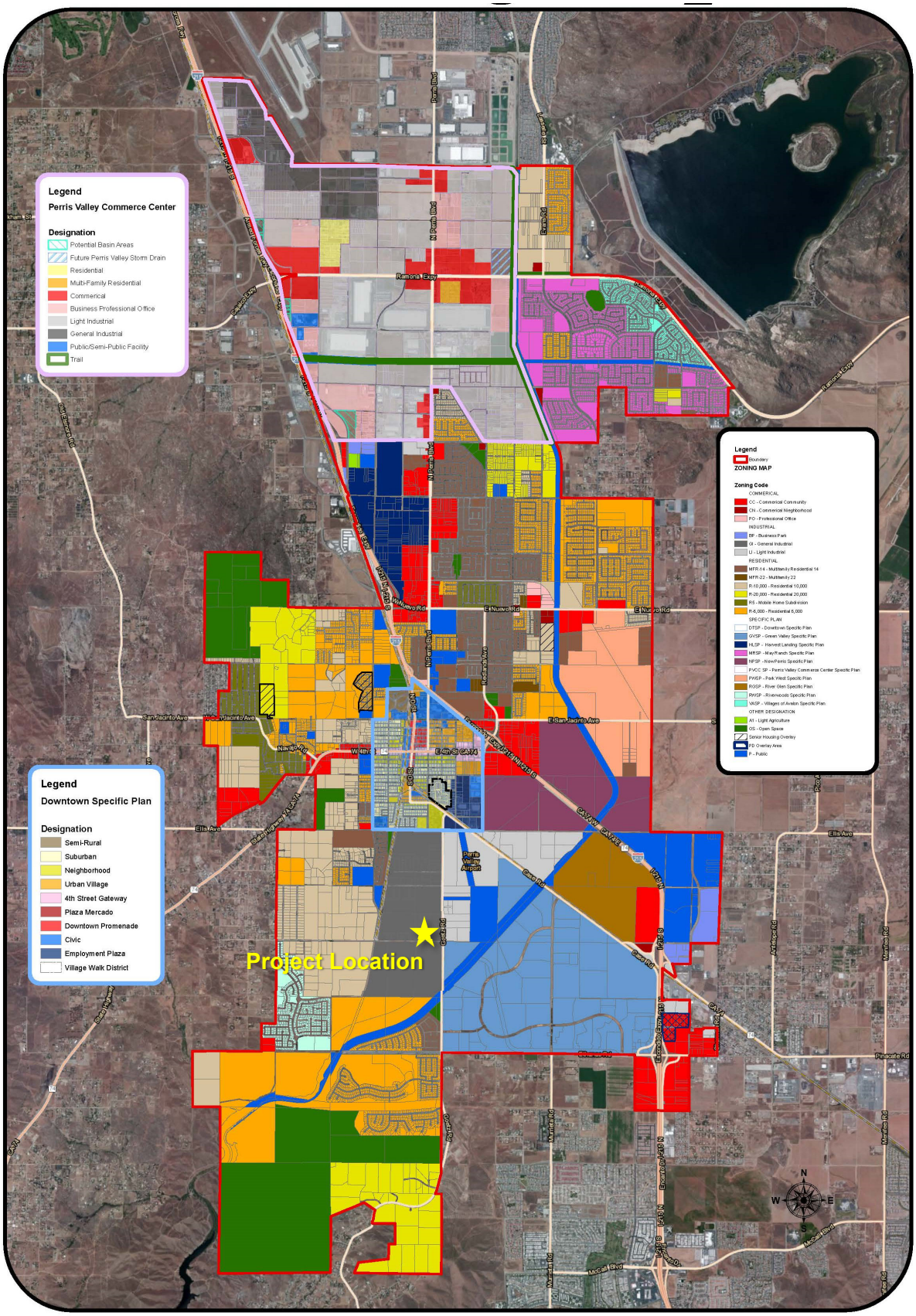


Figure 5 – Site Location: March Air Reserve Base/Inland Port Airport Zone

COMPASS Consulting Enterprises, Inc. Not to Scale

Source: March Air Reserve Base Compatibility Plan



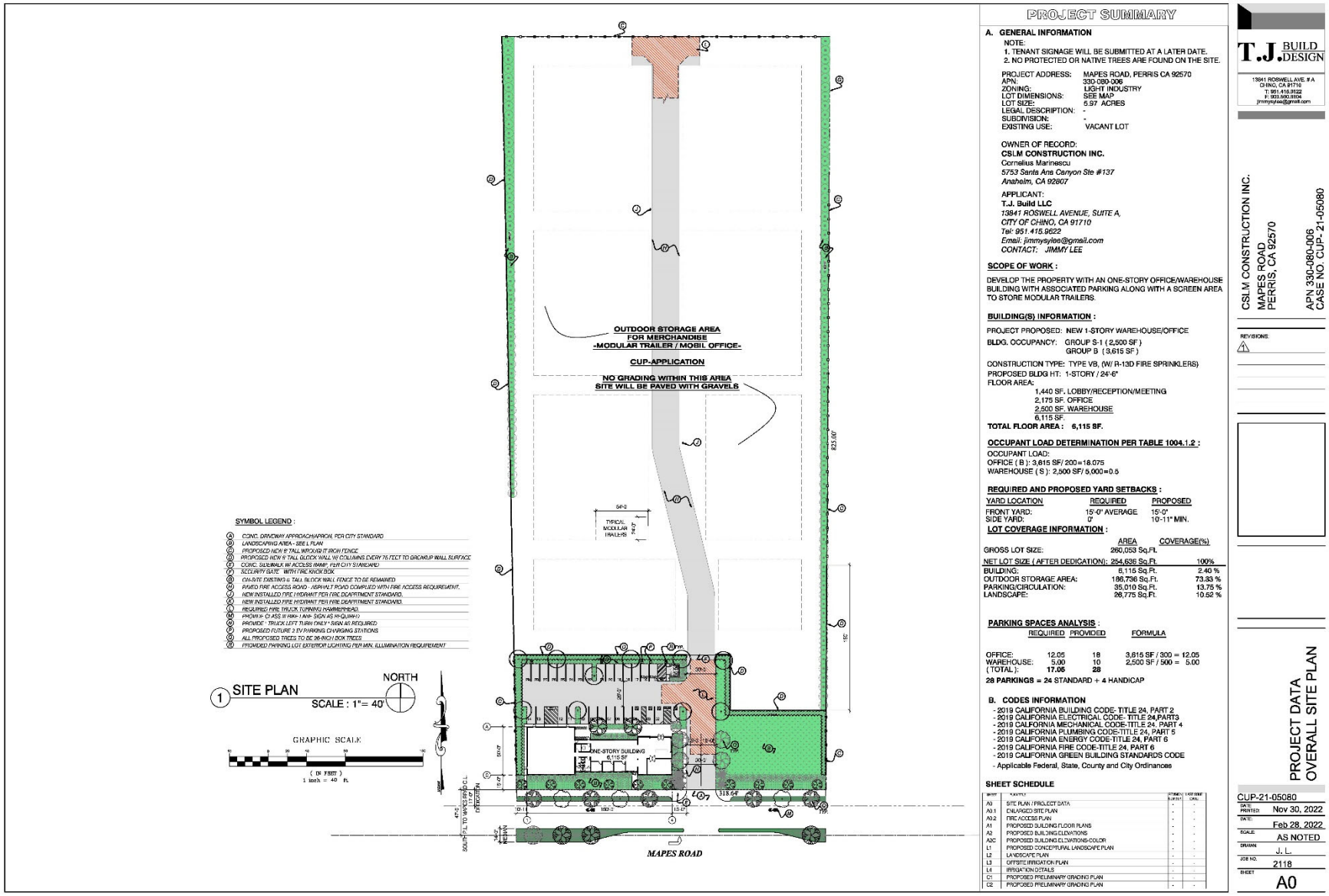
Source: City of Perris

COMPASS Consulting Enterprises, Inc.

Not to Scale

Figure 6 – Site Zoning

Mapes Road Modular Trailer Rental Yard Initial Study



Source: T.J. Build Design

COMPASS Consulting Enterprises, Inc.

Not to Scale

Figure 7 – Proposed Site Plan

Mapes Road Modular Trailer Rental Yard Initial Study

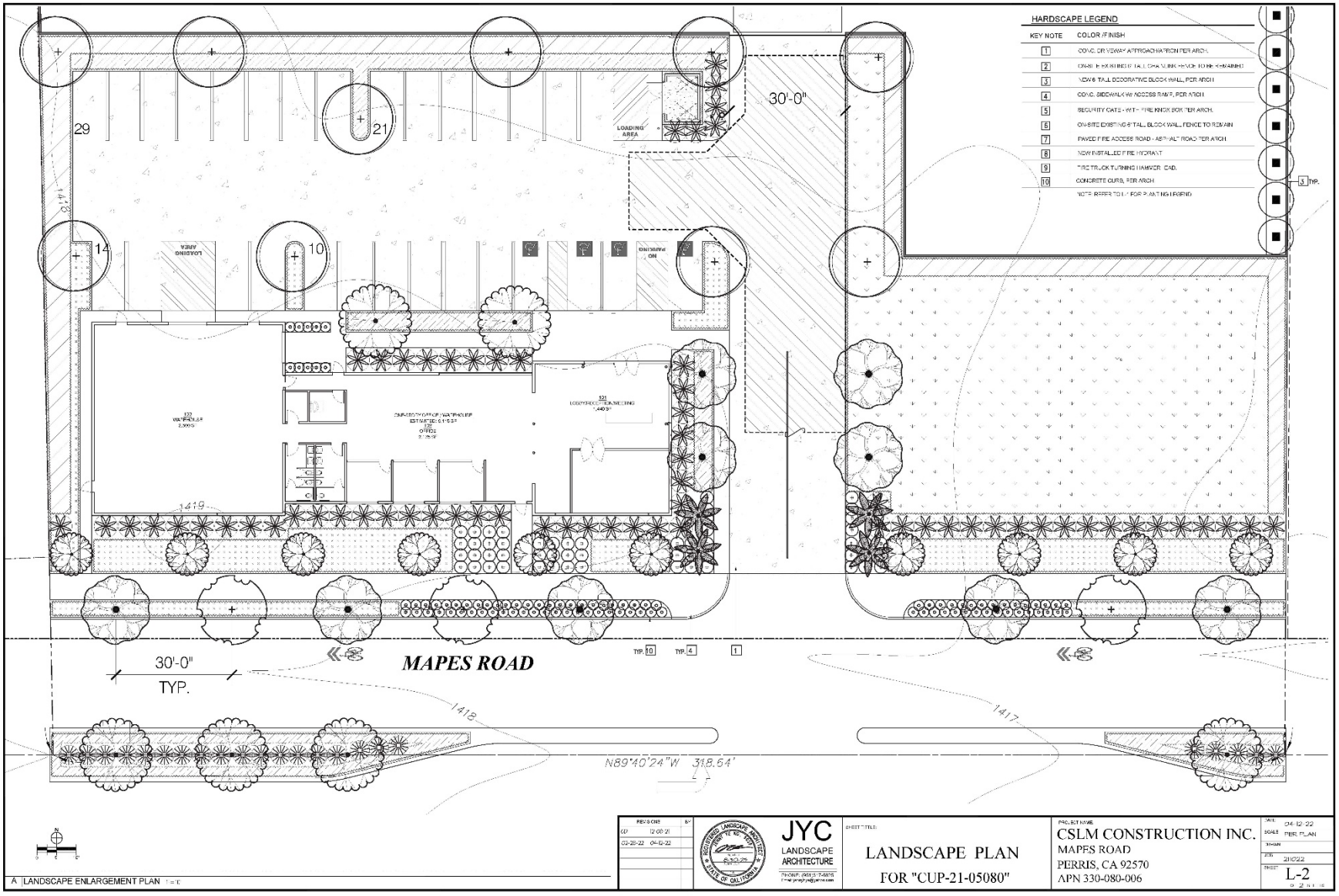
Source: T.J. Build Design

COMPASS Consulting Enterprises, Inc.

Not to Scale

Figure 8 – Proposed Building Elevations

Mapes Road Modular Trailer Rental Yard Initial Study



Source: T.J. Build Design

COMPASS Consulting Enterprises, Inc.

Not to Scale

Figure 9 – Proposed Landscape Plan

Mapes Road Modular Trailer Rental Yard Initial Study

4 ENVIRONMENTAL IMPACTS

4.1 AESTHETICS

4.1.1 Environmental Setting

The Project Site is located along the north side of Mapes Road, approximately 0.14 mile west of Goetz Road and approximately 0.47 mile east of Watson Road (Figure 1 and Figure 2). It is bounded by general industrial land on the north, Mapes Road on the south, non-conforming rural residential on the west, and mixed vacant and industrial land uses on the east (Figure 2).

Major roadways in the Project area include I-215 with SR-74 East Interchange approximately 2 miles to the east, SR-74 south approximately 2.5 miles to the west. Goetz Road, located approximately 0.14 mile east of the Project Site, is a designated truck route in the City of Perris.

The Project Site and Project vicinity are located within the General Industrial (GI) zone of the City of Perris (Figure 6). This zone provides for the development of general industrial uses which may support a wide range of manufacturing and nonmanufacturing uses, from warehousing and distribution facilities to industrial activities and emergency shelters (City of Perris, February 20, 2019). The pocket of rural residential located adjacent to the western boundary of the Project Site is considered non-conforming land uses per the current zoning.

Section 19.44.090 (2) provides for outdoor storage of greater than 10 percent of the lot with a Conditional use Permit. The Project Applicant proposes outdoor storage on approximately 73.3 percent of the lot.

4.1.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with			X	

applicable zoning and other regulations governing scenic quality?				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

Discussion

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

Less Than Significant Impact. The State CEQA Guidelines do not provide a definition of what constitutes a "scenic vista" or "scenic resource" or a reference as to from what vantage point(s) the scenic vista and/or resource, if any, should be observed. Scenic resources are typically landscape patterns and features that are visually or aesthetically pleasing and that contribute affirmatively to the definition of a distinct community or region such as trees, rock outcroppings, and historic buildings.

A scenic vista is generally identified as a public vantage viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Common examples may include a public vantage point that provides expansive views of undeveloped hillsides, ridgelines, and open space areas that provide a unifying visual backdrop to a developed area.

The Project area is developing with warehouses and industrial uses consistent with the City of Perris General Plan. The Proposed Project would change the visual character of the Project Site, which is currently vacant and undeveloped, by adding the office/warehouse building and landscaping. However, the Proposed Project would be consistent and compatible with existing and proposed commercial and general industrial development surrounding the Project Site in terms of building height, massing, and development intensity. The Project Site is not a scenic vista nor are there designated scenic vistas in the vicinity where the Project would interrupt the views from any scenic vista. Therefore, there would be a less than significant impact.

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

No Impact. The Project does not occur within a state scenic highway. Therefore, the Project would not damage resources within a state scenic highway.

c) 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?

Less than Significant Impact. The Project is located within an area zoned as General Industrial consistent with the City's General Plan Land Use Element land use designation. The Project has been designed to be consistent with the City's Standards and Guidelines which ensures compatibility with the visual character intended for the vicinity. Therefore, impacts are less than significant and no mitigation is required.

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

Less than Significant Impact With Mitigation Incorporated. The Project Site is currently vacant, in the vicinity of the intersection of two major roadways, within an area that is zoned for general industrial and near to existing warehouses and lighted parking lots. Implementation of the Project would involve the construction of new office/warehouse. The Project would be conditioned by the City to follow all lighting requirements in the City's Municipal Code. This includes ensuring all lighting, including security lighting, is directed downwards to reduce spillage off site. Further, the site is zoned General Industrial and is therefore intended to be occupied by uses such as those proposed by the Project, including light emissions typical of industrial projects. Therefore, there is a less than significant operational impact, and no mitigation is required.

The Proposed Project Site is within Zone B of Riverside County Ordinance 655, or within a 45-mile radius of the Mt. Palomar Observatory. The Proposed Project would introduce new sources of nighttime light and glare into the area from improved street lighting and additional security lighting at the Project Site. However, all lighting at the Project Site would be designed pursuant to the Perris Municipal Code Section 19.02.110, which includes requirements for installing energy-efficient lighting and shielding parking lot lights to minimize spillover onto adjacent properties and right-of-way.

During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the nearby residences, motorists on Mapes Road, and the Perris Valley Airport, such security lights may result in glare to residents and motorists. However, this potential impact would be reduced to a less than significant level through the City's standard project review and approval process and with implementation of **Mitigation Measure AES-1**.

4.1.3 Mitigation Measures:

AES-1: Prior to issuance of grading permits, the Project developer shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.

4.1.4 Conclusion

Implementation of **Mitigation Measure AES-1** would reduce potential impacts of the Proposed Project associated with Aesthetics to a less than significant level.

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Environmental Setting

Agriculture has been a major foundation of the economy and culture of Riverside County and of the City of Perris but has decreased over the past decade. Some lands have been lost to other forms of development while other lands have been brought into agricultural production. The Riverside County 2018 Agricultural Production Report identified that the total planted acreage in Riverside County increased from 188,019 acres in 2017 to 194,346 acres in 2018. Overall, this is a reduction from 204,250 acres in 2014. Crop valuation has overall decreased, from a total of $1.36 million in 2014 to $1.29 million in 2018. Vegetables and melons remain the most valued crops, with tree and vine crops and livestock also remaining fairly consistent high yield crops.

The Project Site and Project vicinity are located within the General Industrial (GI) zone of the City of Perris (Figure 6). This zone provides for the development of general industrial uses which may support a wide range of manufacturing and nonmanufacturing uses, from warehousing and distribution facilities to industrial activities and emergency shelters (City of Perris, February 20, 2019).

According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the Project Site is identified as Farmland of Local Importance (**Figure 10 - *Project Site Agricultural Designation***), with the USDA soils report (**Figure 11 – *USDA Soils Classification***) identifying the soil types as Prime Farmland if Irrigated (Exeter sandy loam, deep, 0 to 2 percent slopes and Ramona sandy loam, 0 to 2 percent slopes, MLRA 19) and Farmland of Statewide Importance (Exeter sandy loam, 0 to 2 percent slopes). **Table 2– *On-Site Soils Classification*** identifies the acres and percentages of the types of soil found on site.

Table 2 – On-Site Soils Classification

Map Unit Symbol	Map Unit Name	Acres in Project Site	Percent of Project Site
EnA	Exeter sandy loam, 0 to 2 percent slopes	0.1	2.4%
EpA	Exeter sandy loam, deep, 0 to 2 percent slopes	1.8	30.7%
RaA	Ramona sandy loam, 0 to 2 percent slopes, MLRA 19	3.8	66.8%

4.2.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

a) **Less Than Significant.** According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) and the County of Riverside GIS Map, the Project Site is identified as Farmland of Local Importance. The USDA soils report identifies the Project Site soils as being suitable for either Farmland of Statewide Importance or Prime Farmland if Irrigated. Therefore, potential impacts associated with conversion of 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 nonagricultural use would be less than significant and no mitigation would be required.

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

No Impact. The Project Site is not subject to of any Williamson Act contracts. No impacts would occur, and no mitigation is required.

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

No Impact. No part of the Project Site or its surroundings are designated as timberland. No impacts would occur and no mitigation is required.

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

No Impact. There is no designated forest land on the Project Site, and the Proposed Project would therefore not affect forests during construction or operations. No impacts would occur and no mitigation is required.

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

Less Than Significant Impact. Riverside County's GIS mapping system (Map My County) identifies the Project Site as "Farmland of Local Importance," and the City's Project Site Zoning is General Industrial. There are currently no agricultural uses on the site, and none are proposed. To determine if the Proposed Project's conversion of Farmland of Local Importance would result in a significant impact, a Land Evaluation and Site Assessment (LESA) Model was prepared for the Proposed Project.

California Land Evaluation and Site Assessment Model

Appendix G of the State CEQA Guidelines states, "in determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment (LESA) Model prepared by the California

Department of Conservation (CDOC) as an optional model to use in assessing impacts on agriculture and farmland." The LESA model is a point-based approach used to rate the relative value of agricultural land resources. The LESA model is composed of six different factors. Two factors (i.e., Land Evaluation [LE] factors) are based on soil resource quality and four factors (i.e., Site Assessment factors) provide measures of a given project's size, water resources, and surrounding lands. Each of these factors is separately rated on a 100-point scale. The factors are then weighted relative to one another and combined, resulting in a single numeric score with a maximum attainable score of 100 points. This score becomes the basis for making a significance determination regarding the conversion of agricultural lands to non-agricultural uses based on a set of scoring thresholds (CDOC 1997).

The Project Site soils classification map and the accompanying soil data sheets according to the USDA Natural Resource Conservation Service (USDA) are provided in Figure 11 at the end of this section. The USDA has classified the Project Site soils as Exter sandy loam and Ramona sandy loam (Table 2).

Table 3 – *California LESA Model Scoring Thresholds* identifies the CDOC thresholds of significance. **Table 4 - *Proposed Project LESA Score*** summarizes the Project's final LESA score summary.

Table 3 - California LESA Model Scoring Thresholds

Total LESA Score	Significance Determination
0 to 39 points	Not Considered Significant
40 to 59 points	Considered Significant *only* if LE and SA subscores are each ≥ 20 points
60 to 79 points	Considered Significant *unless* either LE or SA subscore < 20 points
80 to 100 points	Considered Significant

Table 4 - Proposed Project LESA Score

	Factor Scores (acres; or 0–100 points)		Factor Weighting (Total = 1.00)		Weighted Factor
Land Evaluation (LE) Factors					
Land Capability Classification	50	x	0.25	=	12.5
Storie Index	73.7	x	0.25	=	18.41375
			Land Evaluation Subtotal		**30.91**
Site Assessment (SA) Factors					
Project Size	5.7	x	0.15	=	0.855
Water Resource Availability	90	x	0.15	=	13.5
Surrounding Agriculture Land	0	x	0.15	=	0
Protected Resource Land	0	x	0.05	=	0
			Site Assessment Subtotal		**14.36**
			Final LESA Score		**45.27**

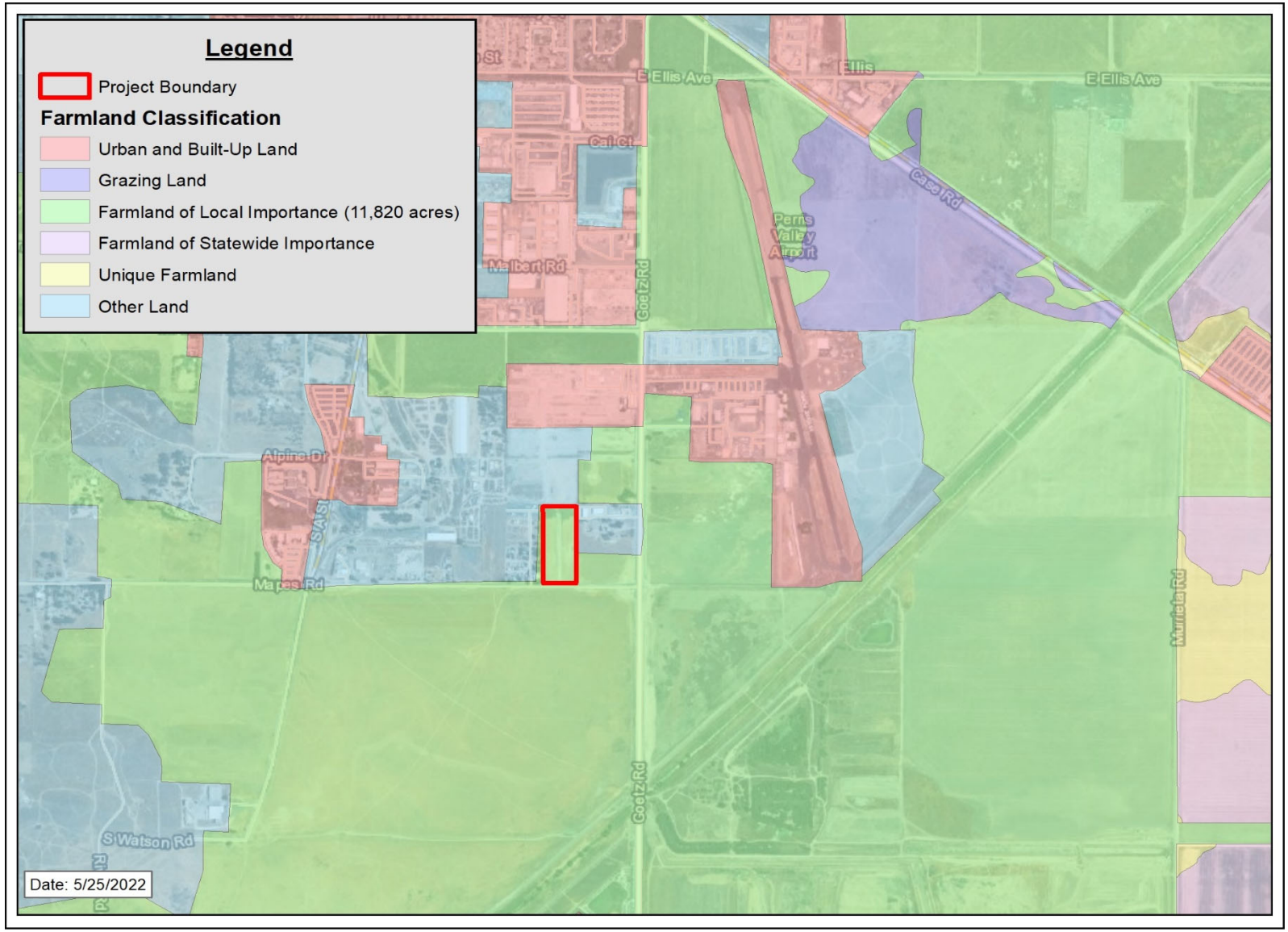
The Project scored 45.27 points. According to the LESA threshold identified in Table 3, scores below 59 points are not considered significant if both the Land Evaluation and Site Assessment subtotals are below 20. As identified in Table 4, the Land Evaluation Score is 30.91 and the Site Assessment score is 14.36. As discussed under Threshold II(a) above, Riverside County has designated the Project Site, as well as much of the area surrounding the Project Site, as Farmland of Local Importance. However, there are no agricultural activities occurring at the Project Site or the surrounding properties. Based on the results of the LESA Model, which considers agricultural production on adjacent properties, the Proposed Project would have a less than significant impact related to the conversion of Farmland to non-agricultural uses, and the Proposed Project is consistent with its current zoning. As discussed under Thresholds II(b) through II(d), the Proposed Project would not involve other changes in the existing environment that would result in conversion of forest land to non-forest land. Therefore, potential impacts associated with changes in the environment which could result in conversion of farmland to non-agricultural use would be less than significant and no mitigation would be required.

4.2.3 Mitigation Measures

No mitigation measures associated with impacts to Agriculture and Forestry Resources apply to the Proposed Project.

4.2.4 Conclusion

Potential impacts of the Proposed Project associated with Agriculture and Forestry Services would be less than significant and no mitigation would be required.



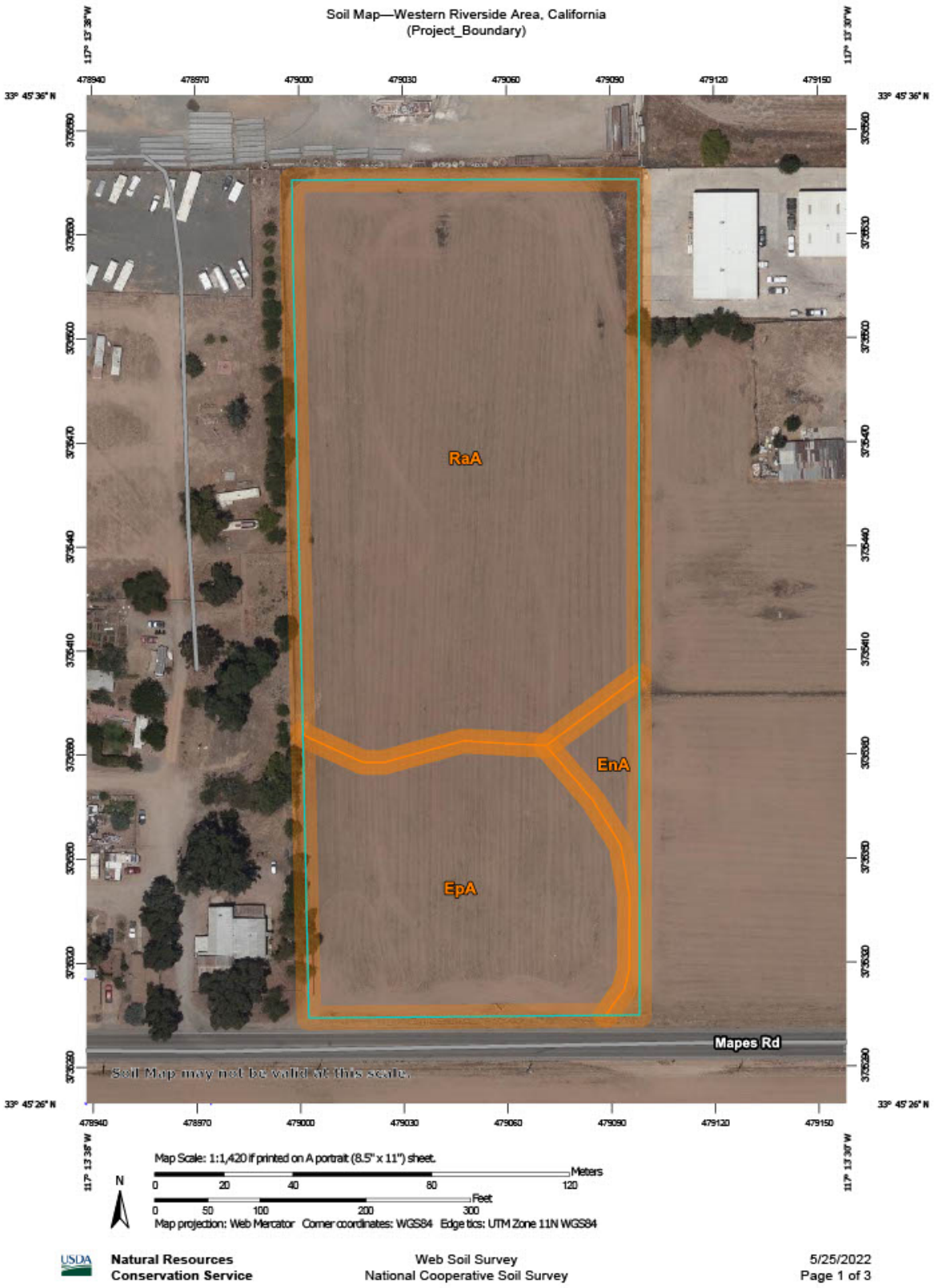
Source Riverside GIS

COMPASS Consulting Enterprises, Inc.

Not to Scale

N

Figure 10 - Project Site Agricultural Designation



Source Riverside GIS

COMPASS Consulting Enterprises, Inc.

Not to Scale

Figure 11 - USDA Soils Classification
Mapes Road Modular Trailer Rental Yard Initial Study

4.3 AIR QUALITY

MD Acoustics performed an Air Quality and Greenhouse Gas Impact Study for the Proposed Project in May 2022 (**Appendix A – *Mapes Road Storage, Air Quality and Greenhouse Gas Impact Study, City of Perris, CA,* MD Acoustics, October 18, 2022**).

4.3.1 Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level under the Clean Air Act of 1970. The California Air Resources Board (CARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970.

- Ozone
- Nitrogen Dioxide (NO_2)
- Lead
- Particulate Matter (PM10 and PM2.5)
- Carbon Monoxide (CO)
- Sulfur Dioxide (SO_2)

The US EPA and the CARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

The Project Site is located in the City of Perris, which is part of the South Coast Air Basin (SCAB) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SCAQMD's 2016 Air Quality Management Plan (AQMP) assesses the attainment status of the SCAB. The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) attainment statuses for the SCAB are listed in **Table 5 - *South Coast Air Basin Attainment Status***. The SCAQMD updates the AQMP every three years. Each iteration of the AQMP is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017. A 2022 AQMP is being developed to address the strengthened NAAQS for ozone but it has not been adopted as of the time that this IS/MND was prepared.

Table 5 - South Coast Air Basin Attainment Status

Pollutant	Averaging Time	National Standards[1]	Attainment Date[2]	California Standards[3]
1979 1-Hour Ozone[4]	1-Hour (0.12 ppm)	Nonattainment (Extreme)	11/15/2010 (Not attained[4])	Extreme Nonattainment
1997 8-Hour Ozone[5]	8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024	Nonattainment
2008 8-Hour Ozone	8-Hour (0.075 ppm)	Nonattainment (Extreme)	12/31/2032	
2015 8-Hour Ozone	8-Hour (0.070 ppm)	Designations Pending	~2037	
CO	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (Attained)	Maintenance
NO_2[6]	1-Hour (100 ppb) Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (Attained)	Attainment
SO_2[7]				Attainment
	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/ Attainment	3/19/1979 (Attained)	
PM10	24-Hour (150 µg/m^3)	Nonattainment (Serious)[8]	12/31/2006 (Redesignation request submitted)[8]	Nonattainment
PM2.5	24-Hour (35 µg/m^3)	Nonattainment	12/31/2006 (Redesignation request submitted)[8]	Unclassified
Lead	3-Months Rolling (0.15 µg/m^3)	Nonattainment (Partial)[9]	12/31/2015	Nonattainment (Partial)[9]

Notes:
[1] Obtained from Draft 2012 AQMP, SCAQMD, 2012. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassified/Attainment or Unclassifiable.
[2] A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.
[3] Obtained from http://www.arb.ca.gov/desig/adm/adm.htm.
[4] 1-hour O_3 standard (0.13 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard based on 2008-2010 data has some continuing obligations under the former standard.
[5] 1997 8-hour O_3 standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the 1997 O3 standard and most related implementation rules remain in place until the 1997 standard is revoked by U.S. EPA.
[6] New NO_2 1-hour standard, effective August 2, 2010; attainment designations June, 2013; annual NO_2 standard retained.
[7] The 1971 annual and 24-hour SO_2 standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO_2 1-hour standard. Area designations expected in 2012, with SSAB designated Unclassifiable/Attainment.
[8] Annual PM10 standard was revoked, effective December 18, 2006; redesignation request to Attainment of the 24-hour PM10 standard is pending with U.S. EPA
[9] Partial Nonattainment designation - Los Angeles County portion of Basin only.

4.3.2 Environmental Setting

The SCAB is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the SCAB is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas.

The temperature and precipitation levels for the City of Sun City, closest monitoring station to the Project Site, shows that August is typically the warmest month and January is typically the coolest month. Rainfall

in the Project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

4.3.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The regional plan that applies to the Proposed Project is the 2016 AQMP. A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A Proposed Project would be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies.

- Criterion 1: Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

- Criterion 2: Whether the project will exceed the forecasted growth assumptions incorporated within the AQMP or increments based on the year of project buildout and phase.

Criterion 1 - Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. This Air Analysis also found that, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the Proposed Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy, prepared by the Southern California Association of Governments (SCAG), 2016, includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this Project, the City of Perris General Plan defines the assumptions that are represented in the AQMP.

The Project Site is designated as General Industrial in the City of Perris General Plan Land Use Element. The Proposed Project is to develop the site with a modular trailer rental yard, which is allowed under the existing land use designation. Therefore, the Proposed Project and associated emissions have been accounted for in the 2016 AQMP.

Therefore, potential impacts associated with an inconsistency with the SCAQMD AQMP would be less than significant and no mitigation would be required.

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

Less Than Significant Impact. Based on the analysis provided in Appendix A, the Proposed Project would result in short-term emissions from construction associated with site grading/preparation, utilities installation, construction of buildings, and paving. The Proposed Project would also generate operational emissions associated with new vehicle traffic and energy use.

Construction Impacts

Construction activities associated with the Proposed Project would result in emissions of CO, volatile organic compounds (VOC), nitrogen oxides (NOx), SO_2, PM10, and PM2.5, however, none are above the SCAQMD thresholds, as shown in **Table 6 - *Regional Significance - Construction Emissions (pounds/day)***. Therefore, potential impacts associated with construction emissions would be less than significant, and no mitigation would be required.

The Project is also required to comply with all SCAQMD rules and regulations including but not limited to idling engines and architectural coatings during construction. Additionally, SCAQMD Rule 403 establishes fugitive dust reduction measures during site grading. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites.

Table 6 - Regional Significance - Construction Emissions (pounds/day)[1]

Activity	Pollutant Emissions (pounds/day)					
	VOC	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Site Preparation						
On-Site[2]	0.50	5.60	3.89	0.01	0.41	0.21
Off-Site[3]	0.02	0.01	0.17	0.00	0.06	0.02
Total	**0.52**	**5.61**	**4.06**	**0.01**	**0.46**	**0.22**
Grading						
On-Site[2]	0.91	9.73	5.55	0.01	2.47	1.37
Off-Site[3]	0.03	0.02	0.27	0.00	0.09	0.02
Total	**0.94**	**9.75**	**5.82**	**0.01**	**2.56**	**1.39**
Building Construction						
On-Site[2]	0.60	5.97	7.07	0.01	0.28	0.26
Off-Site[3]	0.05	0.20	0.51	0.00	0.18	0.05
Total	**0.64**	**6.17**	**7.58**	**0.01**	**0.46**	**0.31**
Paving						
On-Site[2]	0.64	4.92	7.03	0.01	0.22	0.20
Off-Site[3]	0.06	0.03	0.58	0.00	0.20	0.05
Total	**0.69**	**4.95**	**7.60**	**0.01**	**0.42**	**0.26**
Architectural Coating						
On-Site[2]	7.24	1.15	1.81	0.00	0.05	0.05
Off-Site[3]	0.01	0.01	0.10	0.00	0.03	0.01
Total	**7.25**	**1.15**	**1.91**	**0.00**	**0.09**	**0.06**
Total of overlapping phases[4]	**8.58**	**12.28**	**17.09**	**0.03**	**0.97**	**0.63**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2020.4.0
[2] On-site emissions from equipment operated on-site that is not operated on public roads.
[3] Off-site emissions from equipment operated on public roads.
[4] Construction, architectural coatings and paving phases may overlap.

Operational Impacts

Operational activities associated with the Proposed Project would result in emissions of VOC, NOx, CO, SO_2, PM10, and PM2.5, however, none are above the SCAQMD thresholds as shown in **Table 7 - *Regional Significance - Unmitigated Operational Emissions (lbs/day)***. As identified in Table 7, potential impacts associated with operational emissions would be less than significant, and no mitigation would be required.

Table 7 - Regional Significance - Unmitigated Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day)[1]					
	VOC	**NOx**	**CO**	**SO2**	**PM10**	**PM2.5**
Area Sources[2]	0.15	0.00	0.00	0.00	0.00	0.00
Energy Usage[3]	0.01	0.05	0.04	0.00	0.00	0.00
Mobile Sources[4]	0.15	0.23	1.68	0.00	0.43	0.12
Total Emissions	**0.31**	**0.28**	**1.73**	**0.00**	**0.44**	**0.12**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2020.4.0
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from on-site natural gas usage.
[4] Mobile sources consist of emissions from vehicles and road dust.

Project operations would generate emissions of NOx, ROG, CO, PM10, and PM2.5, which would not exceed the SCAQMD regional or local thresholds (Table 6) and would not be expected to result in ground level concentrations that exceed the NAAQS or CAAQS. Since the Proposed Project would not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. No violations of the state and federal CO standards are projected to occur, based on the magnitude of traffic the Proposed Project is anticipated to generate. Operation of the Proposed Project would not result in a cumulatively considerable net increase for nonattainment of criteria pollutants or ozone precursors. Therefore, potential impacts associated with regional air quality would be less than significant, and no mitigation would be required.

As demonstrated above, the Project impacts would be less than significant and not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. As such, no mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A sensitive receptor is defined by SCAQMD as any residence including private homes, condominiums, apartments, and living quarters, schools as defined under paragraph (b)(57), preschools, daycare centers and health facilities such as hospitals or retirement and nursing homes. Also included are long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

The closest existing sensitive receptors (to the Project Site) are single-family residences approximately 45 feet to the west of the Project Site. These single-family residences are non-conforming uses that exist in the area that is zoned General Industrial but have not yet been converted from residential.

Project-related construction and operational air emissions may have the potential to exceed the State and Federal air quality standards in the vicinity of the Project Site, even though these pollutant emissions would not be significant enough to create a regional impact to the SCAB. The local air quality emissions from on-site operations were analyzed according to the methodology described in Localized Significance Threshold (LST) Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the Proposed Project could result in a significant impact to the local air quality. Per SCAQMD staff, the 5-acre Look-up Table, which is the largest site available, can be used as a conservative screening analysis for on-site operational emissions to determine whether more-detailed dispersion modeling would be necessary.

The Proposed Project was analyzed based on the Perris Valley source receptor area (SRA 24) and a disturbance of 1 acre per day at a distance of 25 meters (82 feet).

Construction

The data provided in **Table 8 - *Localized Significance – Construction*** shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, potential impacts associated with significant exposure of sensitive receptors to substantial pollutant concentrations during construction would be less than significant, and no mitigation would be required.

Table 8 - Localized Significance – Construction

Phase	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Site Preparation	5.60	3.89	0.41	0.21
Grading	9.73	5.55	2.47	1.37
Building Construction	5.97	7.07	0.28	0.26
Paving	4.92	7.03	0.22	0.20
Architectural Coating	1.15	1.81	0.05	0.05
Total of overlapping phases	12.04	15.90	0.55	0.52
SCAQMD Threshold for 50 meters (164 feet) or less[2]	**118**	**602**	**4**	**3**
Exceeds Threshold?	No	No	No	No

Notes:

[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one acre in Perris Valley Source Receptor Area (SRA 24). Project would disturb a maximum of 1.5 acres per day (see Table 7).

[2] The nearest sensitive receptor is located 14 meters west; therefore, the 25-meter threshold has been used.

Operations

Activities associated with the Proposed Project would also result in localized emissions of NOx, CO, PM10, and PM2.5. **Table 9 - *Localized Significance – Unmitigated Operational Emissions*** shows the calculated emissions for the proposed operational activities compared with appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 9 - *Localized Significance – Unmitigated Operational Emissions*** include all on-site Project-related stationary sources, and, per LST methodology, mobile emissions include only on-site sources which equate to approximately 10 percent of the Project-related new mobile sources. This percentage is an estimate of the amount of Project-related new vehicle traffic that would occur on-site.

Table 9 - Localized Significance – Unmitigated Operational Emissions

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Area Sources[2]	0.00	0.00	0.00	0.00
Energy Usage[3]	0.05	0.04	0.00	0.00
On-Site Vehicle Emissions[4]	0.02	0.17	0.04	0.01
Total Emissions	**0.08**	**0.22**	**0.05**	**0.02**
SCAQMD Threshold for 50 meters (164 feet)[5]	**118**	**602**	**1**	**1**
Exceeds Threshold?	No	No	No	No

Notes:

[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one acre in Perris Valley Source Receptor Area (SRA 24). Project would disturb a maximum of 1.5 acres per day (see Table 7).

[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

[3] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.

[4] On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.

[5] The nearest sensitive receptor is located 14 meters west; therefore, the 25-meter threshold has been used.

Table 9 indicates that the local operational emission would not exceed the LST thresholds at the nearest sensitive receptors, located adjacent to the Project Site. Therefore, potential impacts associated with exposing sensitive receptors to substantial pollutant concentrations from operation would be less than significant, and no mitigation would be required.

CO Hotspot Emissions

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with Project CO levels to the State and Federal CO standards which were presented in above in Section 5.0.

To determine if the Proposed Project could cause emission levels in excess of the CO standards discussed above in Section 5.0, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general Project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse. Level of Service (LOS) is a qualitative measure used to relate the quality of motor vehicle traffic service. Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts would be below thresholds.

Trip generation analysis showed that the Project would generate 46 average daily trips (ADT). The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at Project buildout would be well below 100,000 vehicles and below the necessary volume to causing a violation of the CO standard. Therefore, as the intersection volume falls far short of 100,000 vehicles per day, no CO "hot spot" modeling was performed, and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the Proposed Project.

Construction

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during construction of the Project would be below the applicable thresholds, it would not contribute to long- term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of Project construction are not anticipated, and no mitigation is required.

Operations

As stated previously, regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during operation of the Project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of Project operation are not anticipated, and no mitigation is required.

Therefore, potential impacts associated with exposing sensitive receptors to substantial pollutant concentrations from operation of the Proposed Project would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact. The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the Project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Construction of the Project has the potential to emit odors during the operation of heavy equipment and application of materials such as asphalt pavement. However, the objectionable odors that may be produced during the construction process are short-term in nature. Potential odor emissions from pavement emissions are expected cease upon the drying or hardening of the pavement. Diesel exhaust and VOC would be emitted by heavy equipment used during construction, which are objectionable to some; however, these emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Proposed Project. Impacts would be less than significant.

Potential sources that may emit odors during the on-going operations of the Proposed Project would include odor emissions from vehicle emissions. Due to the distance of the nearest receptors from the Project Site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the Proposed Project.

4.3.4 Mitigation Measures

No mitigation measures associated with impacts to Air Quality apply to the Proposed Project.

4.3.5 Conclusion

Potential impacts of the Proposed Project associated with Air Quality would be less than significant and no mitigation would be required.

4.4 BIOLOGICAL RESOURCES

A biological survey was completed to determine potential impacts to biological services associated with the development of the Proposed Project (**Appendix B** – ***Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Mapes Road Storage Project Located in the City of Perris, Riverside County, California,*** **ELMT Consulting, October 18, 2022***)*.

4.4.1 Regulatory Setting

Given the local environment, regulations governing biological resources for this Project include the following:

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C 703-711) provides protection for nesting birds that are both residents and migrants whether they are considered sensitive by resource agencies. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a take under federal law. The USFWS, in coordination with the California Department of Fish and Wildlife (CDFW) administers the MBTA. CDFW's authoritative nexus to MBTA is provided in California Fish and Game Code (FGC) Sections 3503.5 which protects all birds of prey and their nests and FGC Section 3800 which protects all non-game birds that occur naturally in the State.

Western Riverside Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is the applicable habitat conservation plan for western Riverside County. The City of Perris is a signatory to the MSHCP. Section 6 of the MSHCP identifies that all projects must be evaluated for riverine/riparian resources, vernal pools, and specific resources if mapped for Amphibian, Burrowing Owl, Criteria Area Species, Mammals, Narrow Endemic Plants, and Invertebrate.

4.4.2 Environmental Setting

The Proposed Project Site consists of 5.97 acres encompassing Assessor's Parcel Number (APN) 330-080-006 located on Mapes Road, west of Goetz Road, south of Mountain Avenue, and east of Broadway, within the *Perris* U.S. Geological Survey (USGS) 7.5-minute topographical map in Section 6, Township 5 South, Range 3 West (Figure 2 and Figure 3).

The Project Site occurs within San Jacinto Management Unit of the MSHCP, and does not occur within any MSHCP Criteria Cell, which were established for the acquisition of habitat and sensitive plant and wildlife species; therefore the Project is not subject to MSHCP's Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process or the Joint Project Review (JPR) process. The Project Site is not located in within any area where habitat surveys are required for amphibian, criteria area species, mammal, or narrow

endemic plants. The Project Site is only within an area where an evaluation for burrowing owl (BUOW) is required.

4.4.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		X		

Discussion

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

Less Than Significant Impact With Mitigation Incorporated. Based on the literature review and field survey located in Appendix B, implementation of the Project would have no significant impacts on federally, State, or local species known to occur in the general vicinity of the Project Site. Additionally, no habitat for sensitive species exist, no sensitive species exist, and the site is not mapped as within any Federal or State critical habitat for any species.

The MSCHP identifies that the Project Site is not located in within any area that requires habitat surveys for amphibians, criteria area species, mammals, or narrow endemic plants. However, the MSHCP identifies that the Project Site is located within an area requiring a habitat assessment and/or survey for burrowing owl (BUOW) if the habitat is present. The biological resources survey in Appendix B performed a habitat assessment for BUOW to ensure compliance with MSHCP guidelines for the species. The results of the field survey found no burrowing owls or recent sign (i.e., pellets, feathers, castings, or white wash). The Project Site is unvegetated and/or vegetated with a variety of low-growing plant species that allow for line-of-sight observation favored by burrowing owls. However, no suitable burrows (>4 inches in diameter) capable of providing roosting and nesting opportunities were observed. Undeveloped portions of the Project Site are routinely maintained to prevent vegetative growth, and such activities regularly disturb on-site soils to a point that precludes larger fossorial mammals from establishing on-site. While desert cottontail rabbits were observed foraging on-site, their burrows are located exclusively off-site to the west within adjacent residential properties. In addition, the existing perimeter fence surrounding the site and tall trees and utility poles in adjacent properties reduce the likelihood that burrowing owls would occur on the Project Site as these features provide perching opportunities for larger raptor species (i.e., redtailed hawk [*Buteo jamaicensis*]) that prey on burrowing owls. The site is isolated by suitable habitats by existing development and heavily disturbed land. Being that no appropriate burrows or burrowing owl habitat was found, Part B-Focused Burrowing Owl surveys are not required.

Although there was no BUOW sign, implementation of **Mitigation Measure Bio-1** to conduct a pre-construction survey at least 30-days prior to Project construction is required to ensure that potential Project-specific impacts to BUOW would be less than significant. No other biological issues were identified with construction or operation of the Proposed Project.

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

No Impact. Based on the records search and field review in Appendix B, there are no drainages on site. The biological resources survey also identified that riverine/riparian resources and vernal pools as defined by the MSCHP were absent from the Project Site. There are no other sensitive natural communities on the Project Site. There are no impacts and no mitigation is required.

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

No Impact. The Project Site is does not contain any drainages or state or federally protected wetlands. There are no impacts and no mitigation is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact With Mitigation Incorporated. A wildlife corridor is defined as a linear landscape element which serves as a linkage between historically connected habitats/natural areas and is meant to facilitate movement between these natural areas. The Project Site has not been identified as occurring in a wildlife corridor or linkage. In addition, the existing perimeter fence surrounding the site restricts its use as part of a wildlife corridor.

The Proposed Project would be confined to existing land that has been heavily disturbed and is isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. As such, implementation of the Proposed Project is not expected to impact wildlife movement opportunities.

Furthermore, one of the purposes of the MSHCP is to offset the regional effects of development within the Western Riverside MSHCP Plan Area. Any potential impacts associated with this Project would be mitigated by the completion of the MSHCP. The Proposed Project would comply with plan policies of the MSHCP.

However, the vegetation on site and adjacent trees may attract birds that are protected by the MBTA. As such, implementation of **Mitigation Measure BIO-2** to perform a pre-construction nesting bird survey is required to reduce potential impacts to nesting birds protected by the MBTA is required to reduce the Project's potential impacts.

Therefore, with the implementation of Mitigation Measure BIO-2 potential impacts to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or native wildlife nursery sites would be less than significant.

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

No Impact. The Project Site is within the City of Perris and would therefore be subject to the Perris Municipal Code. However, there are no City of Perris policies or ordinances that are applicable to the Project Site. There are no impacts and no mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. The City of Perris is signatory to the MSHCP. The Project Site is not located in within any criteria cell, or area designated for habitat surveys for amphibian, criteria area species, mammal, or narrow endemic plants. Of the mapped resources, the Project Site only required an evaluation for BUOW. A biological resource assessment was conducted of the Project Site that included a habitat suitability assessment for BUOW, and no suitable habitat or individuals were discovered. However, the biological survey recommended a pre-construction survey be performed at least 30-days prior to construction to ensure the Project would not impact the BUOW (refer to **Mitigation Measure BIO-1**). Therefore, with the implementation of Mitigation Measure Bio-1, Project impacts would be reduced to less than significant levels.

4.4.4 Mitigation Measures

BIO-1: The Project proponent/developer shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project Site. The survey will include the Project Site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City prior to obtaining a grading permit. In addition, if burrowing owls are observed during the MBTA nesting bird survey, to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP.

If burrowing owl are detected, the CDFW shall be sent written notification by the City, within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and Project proponent/developer shall coordinate with the City of Perris Planning Division, the U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Wildlife (CDFW) to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The Permittee shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final

letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of Project activities. When the qualified biologist determines that burrowing owls are no longer occupying the Project Site per the criteria in the Burrowing Owl Plan, Project activities may begin.

If burrowing owls occupy the Project site after Project activities have started , then construction activities shall be halted immediately. The Project proponent/developer shall notify the City and the City shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.

BIO-2: In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, site-preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.

If site-preparation activities are proposed during the nesting/breeding season, the Project proponent/developer shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone.

If active nests are not located within the Project Site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The 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 biologist determines that such project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified 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.

4.4.5 Conclusion

Implementation of Mitigation Measures **BIO-1** and **BIO-2** would reduce potential impacts of the Proposed Project associated with Biological Resources to less than significant levels.

4.5 CULTURAL RESOURCES

A Cultural Resources Assessment for the Proposed Project was performed to determine potential impacts to historic and archaeological resources (**Appendix C – *Cultural Resources Assessment, Mapes Road Storage Project, Perris, Riverside County, California*, BCR Consulting, April 29, 2022**).

Cultural resources include archaeological sites, buildings and other kinds of structures, historic districts, cultural landscapes, and resources important to specific ethnic groups.

Archaeological sites represent the material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites).

The historic "built environment" includes structures used for work, recreation, education and religious worship, and may be represented by houses, factories, office buildings, schools, churches, museums, hospitals, bridges and other kinds of structures.

An historic district is any “geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history” (36 CFR 60.3).

The National Park Service defines a cultural landscape as “a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values”.

4.5.1 Regulatory Setting

The National Historic Preservation Act (NHPA) of 1966, as amended and the California Public Resources Code (PRC), Section 5024.1, are the primary federal and state laws and regulations governing the evaluation and significance of historical resources of national, state, regional, and local importance.

National Historic Preservation Act

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to take into account the effects of their undertakings on historic properties. The Advisory Council on Historic Preservation, an independent federal agency, administers the Section 106 review process with assistance from State Historic Preservation Offices to ensure that historic properties are considered during federal project planning and implementation. The National Register of Historic Places is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture.

California Register of Historical Resources

The California Register 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 the California Environmental Quality Act. The California Register was

established to serve as an authoritative guide to the state's significant historical and archaeological resources (PRC § 5024.1). The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation (DPR), implements the policies of the NHPA on a statewide level.

4.5.2 Environmental Setting

History

In Southern California, the historic era is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present).

Spanish Period. The Spanish period (1769-1821) is represented by exploration of the region; establishment of the San Diego Presidio and missions at San Gabriel and San Luis Rey; and the introduction of livestock, agricultural goods, and European architecture and construction techniques. Spanish influence continued to some extent after 1821 due to the continued implementation of the mission system.

Mexican Period. The Mexican period (1821-1848) began with Mexican independence from Spain and continued until the end of the Mexican-American War. The Secularization Act of 1834 resulted in the transfer, through land grants (called ranchos) of large mission tracts to politically prominent individuals. Sixteen ranchos were granted in Riverside County. At that time cattle ranching was a more substantial business than agricultural activities, and trade in hides and tallow increased during the early portion of this period. Until the Gold Rush of 1849, livestock and horticulture dominated California's economy.

American Period. The American Period, 1848–Present, began with the Treaty of Guadalupe Hidalgo. In 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849–1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi and Missouri Valleys. When the beef market collapsed, many California ranchers lost their ranchos through foreclosure. A series of disastrous floods in 1861–1862, followed by two years of extreme drought, which continued to some extent until 1876, altered ranching forever in the southern California area (Beattie and Beattie 1974).

Local Sequence. Perris, California. The present-day city of Perris was established in a small valley formerly known as the San Jacinto Plains, named for the San Jacinto River that crossed the valley in a southwesterly orientation. Around 1870, the discovery of gold deposits in the area gradually transformed the rural sheep-grazing plains into a mining attraction for Mexicans remaining on the land following California's annexation by the United States.

By 1880, the California Southern Railroad [CSR], a subsidiary of the Kansas-based Atchison, Topeka, and Santa Fe Railroad, began to establish a line through the valley from San Diego to Barstow. The present-day site of Perris became a popular stopping point along the route for homesteaders to settle on cheap land and enjoy both the amenable climate and rich soil. In addition to mining, "dry" farming became one of the two main ventures and attractions of the region. The land provided good opportunities to make a living as grain was the most manageable crop given underutilized or inaccessible water resources,

although alfalfa, potatoes, onions, and grapes would eventually also be cultivated. Sheep ranching was also popular. Upon the railroad route's completion in 1882, population in the valley saw a sharp increase at the height of American forays into Southern California. Settlers in northern and central portions of the valley, desiring a formal townsite, purchased land from the CSR in 1885 and offered to erect a depot, develop wells, and donate lots to the railroad in exchange for the establishment of a new CSR station at the town. Hotels had already begun to spring up to accommodate travelers passing through the valley and 160-acres of land was plotted for a townsite. The new town's namesake, Fred T. Perris, was the CSR's chief engineer and was charged with overseeing the survey of the railroad's lands throughout the valley. The new CSR station at Perris opened in April 1886 and by 1887, six passenger trains and two freight trains stopped at the station daily, accelerating the rapid growth of the newly named Perris Valley (Ammenheuser 2012; City of Perris 2020; Ellis 1912).

Mining continued to be a lucrative and bustling industry around Perris through the end of the nineteenth century. What began with the mining of gold eventually expanded to include the extraction of tin, coal, and clay. Between 1889 and 1935, the Good Hope Mine, the top-producing gold mine in Southern California was opened in Perris by a Massachusetts-based firm, first using mules to grind ore small enough to be panned.

Various other businesses and services began to consolidate in and around the Perris townsite at the turn of the century. By the spring of 1911, Perris was officially incorporated as a city with 300 residents. In 1913, Perris celebrated its first Alfalfa Day, celebrating the crop's abundance, for which the city designated itself "the Home of Alfalfa." The city also used the festivities to exhibit livestock and its other agricultural cultivations. These festivities preceded the Perris Livestock Day Parades of the 1930s. Abundant advertising for irrigated farms in Perris and the surrounding valley continued to be published in the local and regional Southern California press. Despite this, water resources provided an inconsistent supply to Perris and Perris Valley communities.

In 1918, March Aviation Field (later named March Air Force Base and, currently, March Air Reserve Base/Inland Port Airport) was built near the north end of Perris Valley to house the United States Army Air Corps and employed many Perris residents. From the 1930s through much of the rest of the nineteenth century, Perris continued to attract new settlers and developments. Following World War II, new residential developments began springing up north and south of the original downtown area. Many of these new residences were occupied by military families employed or stationed at March Air Force Base. Through the 1950s, Perris's population increased from about 18,000 to more than 27,000. Agriculture continued to be the staple of the region despite water resources being in flux. Staple crops expanded to include wide variety of fruits and vegetables and while grain and alfalfa remained among the most profitable exports, potatoes reigned supreme among all agricultural products. Through the 1930s, 1940s, and 1950s, the problem of an inconsistent water supply was solved. In the 1930s, the Metropolitan Water District [MWD] built the San Jacinto Tunnel to transport Colorado River water to Los Angeles. Leakage from the tunnel caused water tables in the Perris Valley to drop. The valley farmers formed the San Jacinto Protective Water Committee to express residents' concerns and negotiate a resolution with the MWD.

In 1950, the Eastern Municipal Water District [EMWD] was formed under the MWD and started delivering water to Perris in 1953. The new provisions for water allowed such recreational facilities as Ski-Land Perris to be built in the late 1950s, a water recreation area just east of the city. It was home to the National Drag Boat Association and hosted semiannual races before shutting down in the late 1960s. With the popularity of automobiles rising, service stations began springing up within Perris as well. The popularity of

motorcycles also spurred the creation of the Perris Motorcycle Track, which allowed for flat track and, later, motocross racing that still is operation today.

Recent decades have seen Perris' character change while the city still pays homage to its past. The Orange Empire Railway Museum, a museum exhibiting historic streetcars and other railroad history, was moved to Perris in 1958, with the original Santa Fe (formerly CSR) Railroad Depot for Perris being donated to the museum in 1971. One of the most important developments for the city was in the late 1960s, when the man-made Lake Perris began its construction as part of the State Water Project. By 1974, the dam's construction was completed and the lake was filled with water, providing for critical water needs in the continually growing region. Despite the perpetual water resource developments made in the Perris Valley, water costs signified the coming diminishment of farming in the area as modern urbanization took its place. Splitting Colorado River water supplies with Arizona signaled the end of agriculture as the focal point of Perris in the 1980s. Instead, Perris moved toward being a quaint bedroom and industrious community. Supermarkets, shopping centers, and chain restaurants and services began to spread across the city. Today, recreational hot air ballooning and skydiving encompass some of the attractions of modern-day Perris. The Perris Auto Speedway was also opened, drawing crowds from around the country to participate or attend sprint car or stock car races. In 2015, the new Perris Valley Line finally arrived in downtown Perris and was open for operation, reinforcing the city's humble railroad beginnings.

A historical records search was performed for the Project Site to determine the potential for historical and cultural resources (Appendix C). The records search revealed that seven cultural resource studies have taken place resulting in the recording of seven cultural resources within a half mile of the Project Site. One of the studies assessed a portion of the Project Site but did not identify any cultural resources within its boundaries. Tables A and B in Appendix C summarize the disposition of previous studies and cultural resources within one mile of the Project Site. The Project Site has been subject to grading and disturbances related to offroad vehicle activity, but research performed as part of the cultural resources assessment in Appendix C did not indicate historic-period cultivation or development.

The study in Appendix C indicates that the entire Project Site has been subject to recent mechanical grading, and an access road was constructed in the center of the Project Site from the northern boundary to the southern boundary. The northern portion was used as a portable building storage lot, and a contemporary ancillary building was constructed along the central portion of the eastern boundary. These developments are not historic in age (i.e. less than 45 years old).

4.5.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Discussion

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

Less Than Significant Impact. Public Resources Code Section 15064.5(a) defines historical resources, which includes: *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.).* Eastern Information Center (EIC) records indicate that seven (7) historical/archaeological sites have been recorded within a half mile radius, as listed in Table B of Appendix C. All of the sites dated to the historic period, and no prehistoric (i.e., Native American) cultural remains have been recorded in the Project vicinity.

One of the previous studies assessed a portion of the Project Site, and no cultural resources have been previously identified within its boundaries. The field survey failed to identify any cultural resources or sensitivity for cultural resources within the project site boundaries.

The BCR Consulting report evaluated the resources against federal and State historic criteria and determined that there are no "historical resources" as defined by CEQA that exist within or adjacent to the Project Site. Therefore, potential impacts associated with an adverse change to a historical resource would be less than significant and no mitigation would be required.

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

Less Than Significant Impact With Mitigation Incorporated. Archaeological sites represent the material remains of human occupation and activity either prior to European settlement

(prehistoric sites) or after the arrival of Europeans (historical sites). The City's General Plan notes that most of the prehistoric sites in and around the City of Perris consist of bedrock milling slicks (Appendix C). Current ethnohistorical scholarship suggests that Native peoples in this area lived in base camps close to water sources, usually in protected areas such as near the base of hills (Appendix C). The Project area, located on the open valley floor, would not have been a favored location for long-term habitation, and there are no bedrock outcrops on the Project Site that could have been used for resource processing (Appendix C). No other potential markers of prehistoric human activities were found in the on the Project Site.

However, it is always possible that intact archaeological deposits could be present at subsurface levels. For this reason, the Project Site should be treated as potentially sensitive for archaeological resources.

The City of Perris has developed **Mitigation Measure CR-1,** a standard mitigation measure to manage unanticipated discoveries of archaeological and Native American resources when monitoring is not required by the Phase 1 cultural resources survey. Implementation of Mitigation Measure CR-1 would reduce potential impacts to unanticipated discoveries of archaeological resources to less than significant levels.

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

Less than Significant Impact With Mitigation Incorporated. Based on an analysis of records and surveys of the property, it has been determined that the Project Site does not include a formal cemetery or any archaeological resources that might contain interred human remains.

The City of Perris has also developed **Mitigation Measure CR-2,** a standard mitigation measure to manage unanticipated discoveries of human remains. Implementation of Mitigation Measure CR-1 will reduce potential impacts to unanticipated discoveries of human remains to less than significant levels.

4.5.4 Mitigation Measures

CR-1 Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site Project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site Project improvement areas until the archaeologist has been approved by the City.

The archaeologist shall be responsible for monitoring ground-disturbing activities, including initial vegetation removal, maintaining daily field notes and a photographic

record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.

In the event that archaeological resources are discovered at the Project Site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the Project proponent and Project archaeologist shall notify the City of Perris Planning Division and the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the Project Site or within the off-site Project improvement areas, mitigation measure CR-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

Native American artifacts that are relocated/reburied at the Project Site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

Native American artifacts that cannot be avoided or relocated at the Project Site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for

further study. The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.

Once grading activities have ceased and/or the archaeologist, in consultation with the designated Luiseño representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center (EIC) and the Luiseño tribe(s) involved with the Project.

CR-2 In the event that human remains (or remains that may be human) are discovered at the Project Site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The Project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

4.5.5 Conclusion

Implementation of Mitigation Measures **CR-1** and **CR-2** would reduce potential impacts of the Proposed Project associated with Cultural Resources to less than significant levels.

4.6 ENERGY

This section describes the potential energy usage effects from implementation of the Proposed Project for both construction activities as well as long-term operations, and is based on information provided in Appendix A.

4.6.1 Regulatory Setting

A full list of energy regulations is provided in the Energy Analysis in Appendix A. The discussion below provides a summary of key standards relative to this Project.

Building Energy Efficiency Standards

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective on January 1, 2020. The 2019 Title 24 standards include efficiency improvements to the lighting and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers.

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, will go into effect on January 1, 2023. The 2022 CALGreen Code includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. Specifically, the code requires the following measures that are applicable to energy use:

- New buildings with tenant spaces that have 10 or more tenant-occupants to provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.

- New buildings that require 10 or more parking spaces to provide a specific number of spaces to facilitate the future installation of electric vehicle supply equipment. The raceways are required to be installed at the time of construction.

Senate Bill 100

Senate Bill 100 (SB 100) was signed into law September 2018 and increased the goal of the California RPS Program to achieve at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

4.6.2 Environmental Setting

California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration [EIA] 2018). California consumed 292,039 gigawatt-hours (GWh) of electricity and 2,110,829 million cubic feet of natural gas in 2017 (California Energy Commission [CEC] 2019; EIA 2018). In addition, Californians consume approximately 18.9 billion gallons of motor vehicle fuels per year (Federal Highway Administration 2019). The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent) (EIA 2018).

Most of California's electricity is generated in-state with approximately 30 percent imported from the Northwest (Alberta, British Columbia, Idaho, Montana, Oregon, South Dakota, Washington, and Wyoming) and Southwest (Arizona, Baja California, Colorado, Mexico, Nevada, New Mexico, Texas, and Utah) in 2017. In addition, approximately 30 percent of California's electricity supply comes from renewable energy sources such as wind, solar photovoltaic, geothermal, and biomass (CEC 2018). Adopted on September 10, 2018, SB 100 accelerates the State's Renewables Portfolio Standards Program by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

To reduce statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline, which is sourced almost exclusively from refineries located in California. Gasoline is the most used transportation fuel in California with 15.5 billion gallons sold in 2017 and is used by light-duty cars, pickup trucks, and sport utility vehicles (California Department of Tax and Fee Administration 2018). Diesel is the second most used fuel in California with 4.2 billion gallons sold in 2015 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (CEC 2016). Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions, including CO_2 and NO_X. The transportation sector is the single largest source of GHG emissions in California, accounting for 41 percent of all inventoried emissions in 2016 (California Air Resources Board [CARB] 2018).

4.6.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Discussion

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

Less Than Significant Impact. The Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation Information from the CalEEMod 2020.4.0 Daily and Annual Outputs contained in the air quality and greenhouse gas analyses above was utilized for this analysis. The CalEEMod outputs detail Project related construction equipment, transportation energy demands, and facility energy demands. Electricity used for the Project during construction and operations would be provided by Southern California Edison, which serves more than 15 million customers. SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. Natural gas would be provided to the Project by Southern California Gas (SoCalGas). Project-related vehicle trip energy consumption would be predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

Construction Energy

The Project's estimated energy consumption during construction is provided in Appendix A (refer to Tables 14-18. In summary, the usage was estimated as follows:

- Table 14: Project Construction Power Cost and Electricity Usage: 2,321 kWh.
- Table 15: Construction Equipment Fuel Consumption Estimates: 11,286 gallons of diesel fuel.
- Table 16: Construction Worker Fuel Consumption Estimates: 43,637 gallons.
- Table 17: Construction Vendor Fuel Consumption Estimates (Medium Heavy Duty Trucks): 527 gallons.
- Table 18: Construction Hauling Fuel Consumption Estimates (Heavy Heavy Duty Trucks): 0 gallons (No hauling trips by Heavy Heavy Duty trucks are anticipated for the Project as there would be no demolition, the site is anticipated to balance for the grading phase, and vendors would utilize medium heavy duty trucks to transport materials; refer to Table 6 for construction vendor fuel consumption).

Project construction is required to comply with applicable California Air Resources Board (CARB) regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction- related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints

Therefore, Project compliance with State regulations would reduce impacts to less than significant and no mitigation is required.

Operations

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project Site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

The Proposed Project was modeled to generate approximately 46 trips per day as a worst case scenario and includes both trucks and automobiles. The vehicle fleet mix was used from the CalEEMod output from the air quality and greenhouse gas analysis (Appendix A). Table 19 in Appendix A shows that an estimated 7,620 gallons of fuel would be consumed per year for the operation of the Proposed Project. The State of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015. Therefore, the increase in fuel consumption from the Proposed Project is insignificant in comparison to the State's demand. Therefore, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Table 20 in Appendix A identifies that the Project's annual operational energy demand according to the CalEEMod 2020.4.0 model annual output would be as follows:

- Natural Gas – General Light Industry: 197,698 kBTU/year
- Electricity – General Light Industry: 6,067 kWh/year
- Electricity – Parking Lot: 3,920 kWh/year

In 2020, the non-residential sector of the County of Riverside consumed approximately 8,015 million kWh of electricity and approximately 135 million therms of gas. Therefore, the increase in both electricity and natural gas demand from the Proposed Project is not significant compared to the County's 2020 non-residential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The Proposed Project is required to comply with Title 24 standards, which require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The Project would also comply with the CALGreen Code as it:

- Provides one outdoor secure bicycle facility.
- Allows for three future electric vehicle charging parking spaces by installing raceways for the equipment.

The site's current land use classification is General Industrial according to the General Plan Land Use Map and is consistent with the current land use classification. As such, the energy demands of the Project would be accommodated within the context of the planned availability of resources and energy delivery systems by City and Regional planning documents.

The Project therefore would not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California particularly because the Project will be designed in compliance with California's 2022 Energy Efficiency Standards and the 2022 CALGreen Standards. Therefore, there would be a less than significant impact and no mitigation is required.

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

Less Than Significant Impact. Regarding federal transportation regulations, the Project Site is located in an already developed area. Access to/from the Project Site is from existing roads. These roads are already in place so the Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) because SCAG is not planning for intermodal facilities in the Project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the Applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and Southern California Gas Company.

Regarding the State's Renewable Energy Portfolio Standards, the Project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and would therefore be less than significant.

As shown in the air quality and greenhouse gas analysis (Appendix A), the Proposed Project would be consistent with the City of Perris Climate Action Plan.

Given the above, the Proposed Project would have a less than significant potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.6.4 Mitigation Measures

No mitigation measures associated with impacts to Energy apply to the Proposed Project.

4.6.5 Conclusion

There would be less than significant of the Proposed Project associated with Energy resources and no mitigation would be required.

4.7 GEOLOGY AND SOILS

A geotechnical investigation for the Proposed Project was performed to determine potential impacts to geology and soils (**Appendix H – *Report of Geotechnical Engineering Investigation, Proposed Industrial Facility Development, Vacant 5.97-Acre Lot (Adjacent East of 150 Mapes Road), APN 330-080-006, Perris, California. QCI Project No.: 21-188-001 GE,* Cal Land Engineering, Inc, July 20, 2021**).

4.7.1 Environmental Setting

Regional Geologic Setting

The Project lies within the *Perris* U.S. Geological Survey (USGS) 7.5-minute topographical map in Section 6, Township 5 South, Range 3 West (Figure 1 and Figure 2, and Figure 3). The Project area is located at the northern end of the Peninsular Ranges Geomorphic Province, a 900- mile (mi) long northwest-southeast trending structural block that extends from the Transverse Ranges to the tip of Baja California and includes the Los Angeles Basin. Specifically, the Project is located on the Perris Block, a fault-bounded structural block that extends from the southern foot of the San Gabriel and San Bernardino Mountains southeast to the vicinity of Bachelor Mountain and Polly Butte. It is bounded on the northeast by the San Jacinto Fault and on the southwest by the Elsinore Fault Zone.

The rectangular-shaped parcel is elongated in a north to south direction with level topography of 1,420 feet above mean seal level (AMSL). The Project Site is within a developing area, bordered by empty lots and industrial buildings.

Soils

Soils on site consist of Exeter sandy loam (0 to 2 percent slopes), Exeter sandy loam, deep (0 to 2 percent slopes) and Ramona sandy loam (0 to 2 percent slopes). Refer to Figure 11 for a depiction of the soils on site. Soils on site have been disturbed.

Liquefaction

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. The City's General Plan Safety Element identifies that the Project Site is located within an area that has low potential for liquefaction, which was confirmed by the geotechnical analysis performed (Appendix H).

Faulting

The City of Perris is located in the southern California basin, a complex geological region that has a history of seismic activity due to the number of faults in the region. The City of Perris' General Plan Safety Element identifies that the active faults of most concern for the City of Perris are the San Andreas, San Jacinto, Cucamonga, and Elsinore Faults. None of these faults are located directly in the City of Perris or its Sphere of Influence; therefore, ground surface rupture is not identified as a significant seismic hazard. The nearest known active regional fault to the Project Site is the Elsinore Fault zone located approximately 9 miles from the Site (Appendix H).

4.7.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GEOLOGY AND SOILS: Would the project:				
a) 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.				X
• Strong seismic ground shaking?			X	
• Seismic-related ground failure, including liquefaction?			X	
• Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Discussion

a) Expose people or structures to 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.*

  Less Than Significant Impact. The Project Site is located in Southern California, a seismically active area and susceptible to the effects of seismic activity include rupture of earthquake faults. The proposed development site lies outside of any Alquist Priolo Special Studies Zone (Appendix D). There is no impact to this criterion, and no mitigation is required.

- *Strong seismic ground shaking?*

  Less Than Significant Impact. The site is situated in an area of high regional seismicity and the Elsinore Fault is located about 9 miles southwest of the site. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. The Project is required to be constructed consistent with all applicable seismic design standards contained in the 2019 California Building Code (CBC), including Section 1613- Earthquake Loads, which would reduce impacts from ground shaking. Therefore, the impacts would be less than significant, and no mitigation is required.

- *Seismic related ground failure, including liquefaction?*

  Less Than Significant Impact. The Project Site is mapped within the City as an area of low potential for liquefaction. Therefore, the impacts would be less than significant and no mitigation is required.

- *Landslides?*

  No Impact. The Project Site and the surrounding area is flat. The Project Site is identified within the City's General Plan as being in an area of no landslide risk. Therefore, there would be no impact and no mitigation is required.

Based on the above, the Project would have a less than significant impact regarding exposure people or structures to potential substantial adverse effects of earthquakes, ground shaking, liquefaction and landsides, and no mitigation is required.

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

Less Than Significant Impact. During Project construction when soils are exposed, temporary soil erosion may occur, which could be exacerbated by rainfall. To control the potential for soil erosion,

wind, dust, and water quality impacts, the Project is required to comply with SCAQMD rules relating to dust control (such as SCAQMD Rule 403) and rules to protect water quality including preparing a SWPPP to be approved by the RWQCB. Compliance with Federal, State, and Local regulations would ensure potential impacts are less than significant.

Operations of the Proposed Project includes an open storage area for the modular trailers which would occupy approximately 73 percent of the Project. The open storage area would be covered with gravel, an all weather surface, which would reduce loss of topsoil and reduce the creation of dust.

Therefore, Project impacts regarding soil erosion or loss of topsoil would be less than significant and no mitigation is required.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less Than Significant Impact. Refer to the above discussion regarding hazards associated with liquefaction and landslide hazards. As noted, there is no potential for landslide and low potential for liquefaction. Therefore, because no aspects of the Proposed Project could increase the likelihood of landslides, lateral spreading, subsidence, liquefaction, potential impacts would be less than significant and no mitigation is required.

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

Less Than Significant Impact. Expansive soil is a soil/clay (such as montmorillonite or bentonite) that is prone to expansion or shrinkage due directly to variation in water volume. Expansive soils swell when exposed to large amounts of water and shrink when the water evaporates. This continuous cycle of wet to dry soil keeps the soil in perpetual motion causing structures built on this soil to sink or rise unevenly, often requiring foundation repair. Expansive soils are comprised primarily of minerals (incredibly fine particles) with little to no organic material and are thus incredibly viscous, proving difficult to drain.

The onsite near surface soils that would underly the proposed office are classified by the USDA as Exeter sandy loam, deep, 0 to 2 percent slopes. The Soil Survey for Riverside County (USDA, 1971) identifies this soil type to have a low shrink-swell potential. Therefore, Project impacts regarding expansive soils would be less than significant and no mitigation is required.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. Public sewer services are not yet available to the Project area. Per the City of Perris, several regional developers are preparing plans to construct the public sewer system for the region, including along Mapes Road. The public sewer system is anticipated to be completed by 2024. The Applicant

plans to construct the Project when sewer facilities are available. The Project Applicant does not propose to install septic tanks or alternative wastewater disposal systems. No impacts would occur and no mitigation is required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

g) **Less Than Significant Impact With Mitigation Incorporated.** A records search request was submitted to the Western Science Center (WSC) and completed for the Project in November 2021. The surface geology within the Project area was mapped as *Qa*, or alluvial valley deposits. According to the WSC, the geologic units underlying the Project area are mapped entirely as alluvial fan deposits dating from the early Pleistocene epoch (Morton et al., 2003). Pleistocene alluvial units are considered to be of high paleontological sensitivity. However, throughout the course of BCR Consulting field survey, no notable surface manifestation of any paleontological remains was observed within the Project area. Additionally, the WSC does not have any record of a discovery within the Project Site or within one mile of the Project Site. In light of past agricultural operations on the property and the resulting ground disturbance, no intact fossil remains had been anticipated on the surface or in shallow deposits prior to the survey, in any event.

The City of Perris has mapped the Project Site to be within Area No. 5, which is "Low to High Sensitivity: Younger alluvium overlaying older fan alluvium at depth."

Project excavation may exceed 5 feet in some areas of the building footings to achieve adequate engineered compaction.

As such, the Project is required to comply with the following City's General Plan Policy:

> *IV.A.4 In Area 1 and Area 2 shown on the Paleontological Sensitivity Map, paleontologic monitoring of all projects requiring subsurface excavations will be required once any excavation begins. In Areas 4 and 5, paleontologic monitoring will be required once subsurface excavations reach five feet in depth, with monitoring levels reduced if appropriate, at the discretion of a certified Project Paleontologist.*

The City of Perris has developed **Mitigation Measure GEO-1,** a standard mitigation measure to manage unanticipated discoveries of paleontological resources. Implementation of Mitigation Measure GEO-1 would reduce potential impacts to unanticipated discoveries of paleontological resources.

Other than implementation of the City's standard mitigation measure, no other Project-specific mitigation measures are required to reduce impacts to less than significant.

4.7.3 Mitigation Measures

GEO-1 Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-

site for any Project-related excavations that exceed five (5) feet below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the Project Site or within the off-site Project improvement areas until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.

4.7.4 Conclusion

Implementation of **Mitigation Measure GEO-1** would reduce potential impacts of the Proposed Project associated with Geology and Soils to less than significant levels.

4.8 GREENHOUSE GAS EMISSIONS

A Greenhouse Gas Analysis was prepared for the Project in May 2022 as part of the Air Quality Assessment (Appendix A).

4.8.1 Regulatory Setting

Since 1988, many countries around the world have made an effort to reduce GHG emissions since climate change is a global issue. Over the past 30 years, the United States, and the State of California, have enacted a myriad of regulations that have evolved over time aimed at reducing GHG emissions in transportation, building and manufacturing.

South Coast Air Quality Management District

The Project Site is within the SCAB, which is under the jurisdiction of the SCAQMD. SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

For GHG emissions and global warming, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact. While the CARB published draft thresholds in 2008, they were never adopted, and the CARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 $MTCO_2e$ per year screening level threshold for industrial projects for which the SCAQMD is the lead agency. The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1	consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
Tier 2	consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
Tier 3	consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:

	– Industrial projects: 10,000 $MTCO_2e$ per year – Based on land use types: residential is 3,500 $MTCO_2e$ per year; commercial is 1,400 $MTCO_2e$ per year; and mixed use is 3,000 $MTCO_2e$ per year or – All non-industrial land use types: 3,000 MTCO2e per year
Tier 4	has the following options: – Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined – Option 2: Early implementation of applicable AB 32 Scoping Plan measures – Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans; – Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year for plans
Tier 5	involves mitigation offsets to achieve target significance threshold.

The thresholds identified above have not been adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain.

In the absence of other thresholds of significance promulgated by the SCAQMD, the City of Perris has been using the SCAQMD's 10,000 $MTCO_2e$/year threshold for industrial projects and the draft thresholds for non-industrial projects the purpose of evaluating the GHG impacts associated with proposed general development projects. As stated above, SCAQMD staff were proposing to recommend the 10,000 $MTCO_2e$/year threshold for industrial uses by all lead agencies. The City's evaluation of impacts under the 10,000 $MTCO_2e$/year threshold is also considered to be conservative since it is being applied to all of the GHG emissions generated by the Project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the SCAQMD's 10,000 $MTCO_2e$/year threshold applies only to the new stationary sources generated at industrial facilities.

Local jurisdictions, such as the City of Perris, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. The City of Perris adopted its Climate Action Plan on February 23, 2016.

4.8.2 Environmental Setting

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO2), methane (CH4), ozone, water vapor, nitrous oxide (N2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by

electricity generation. Emissions of CO2 and nitrous oxide (NO2) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO2, where CO2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. Table 6 provides a description of each of the greenhouse gases and their global warming potential.

For the purposes of Greenhouse Gas Analysis (Appendix A), the focus was on emissions of CO_2, CH_4, and N_2O because these gasses are the primary contributors to Global Climate Change (GCC) from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

4.8.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion

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

Less Than Significant Impact. The greenhouse gas emissions from Project construction equipment and worker vehicles are shown on Table 12 of Appendix A. The emissions are from all phases of construction. The total construction emissions amortized over a period of 30 years are estimated at 3.93 metric tons of CO_2e per year.

Operational emissions occur over the life of the Project. The operational emissions for the Project are 102.06 metric tons of CO_2e per year as shown in Table 13 of Appendix A. These emissions would not exceed the SCAQMD's draft threshold for industrial uses of 10,000 metric tons of CO_2e per year.

Therefore, the Proposed Project's GHG emissions are considered to be less than significant and no mitigation is required.

b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. As stated previously, the SCAQMD's tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which was phased in starting in 2012.

Therefore, as the Project's emissions meet the threshold for compliance with Executive Order S-3-05, the Project's emissions also comply with the goals of AB 32 and the City of Perris CAP. Additionally, as the Project meets the current interim emissions targets/thresholds established by SCAQMD, the Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, all of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the Project would be required to comply with these regulations as they come into effect.

At a level of 102.06 MTCO2e per year the Project's GHG emissions do not exceed the SCAQMD draft threshold and is in compliance with the reduction goals of the City of Perris CAP, AB-32 and SB-32. Furthermore, the Project would comply with applicable Green Building Standards and City of Perris' policies regarding sustainability (as dictated by the City's General Plan and CAP).

Therefore, potential impacts associated with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant, and no mitigation would be required.

Thus, given the Project's consistency with AB 32, the City's CAP, and the SCAQMD's 10,000 $MTCO_2e$ per year threshold for industrial uses, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, the contribution of the Project to cumulative GHG impacts is not considerable.

4.8.4 Mitigation Measures

No mitigation measures associated with impacts to Greenhouse Gas apply to the Proposed Project.

4.8.5 Conclusion

Potential impacts of the Proposed Project associated with Greenhouse Gas Emissions would be less than significant and no mitigation would be required.

As discussed above, the Proposed Project is consistent with the goals and objectives of AB 32 and the City of Perris CAP.

Thus, given the Proposed Project's consistency with AB 32, the City's CAP, and the SCAQMD's 10,000 $MTCO_2e$ per year threshold for industrial uses, the Proposed Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, the contribution of the Proposed Project to cumulative GHG impacts is less than significant.

4.9 HAZARDS AND HAZARDOUS MATERIALS

A Phase 1 Environmental Site Assessment was prepared for the Project to determine the potential for hazardous materials to exist on site (**Appendix D – *Phase 1 Environmental Site Assessment, Future Storage Yard, Assessor's Parcel Number: 330-080-006, Perris, CA,* Advantage Environmental Consultants, January 4, 2022**).

4.9.1 Regulatory Setting

The Department of Environmental Health of the Riverside County Community Health Agency is responsible for regulating the operations of businesses and institutions that handle hazardous materials or generate hazardous wastes in the City of Perris. As part of the State- mandated Certified Unified Program administered by the California Environmental Protection Agency, the County Department of Environmental Health coordinates regulatory and enforcement for the programs related to hazardous materials and wastes (City of Perris, 2005a).

4.9.2 Environmental Setting

A hazardous material is a substance that is toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high or chronic toxicity, carcinogenic, bioaccumulative properties, persistence in the environment, or that are water reactive. Improper use, storage, transport, and disposal of hazardous materials and waste may result in harm to humans, surface and groundwater degradation, air pollution, fire, and explosion.

Typical equipment which may contain fuel or hydraulic oil that may be used during construction could include a crane, a forklift/pallet jack, jackhammers, and demolition saws.

Perris Valley Airport

The Project Site is located approximately 0.5 mile west of the southern end of the Perris Valley Airport and is located within the portion of Zone D of the Riverside County Airport Land Use Compatibility Plan Policy area for Perris Valley Airport (Mead & Hunt, October 14, 2004) that is approximately 0.98 mile south of E. Ellis Ave (Figure 4). Compatibility Zone D north of E. Ellis Ave limits the average people per acre to 150 per acre and up to 450 people on a single acre for non-residential uses. However, the Project is located south of Ellis Ave, therefore standard occupancy ratings would apply as identified in the Riverside County Airport Land Use Compatibility Plan, Countywide policies (RCALUCP, Mead & Hunt, October 14, 2004).

March Air Reserve Base/Inland Port Airport

The Project Site is also located within Zone E of the March Air Reserve Base/Inland Port Airport (MARB/IPA) which is located approximately 7 miles north of the Project Site (Figure 5). Zone E is defined in the MARB/IPA Airport Land Use Compatibility Plan as being beyond the 55-CNEL noise contour with occasional overflights intrusive to some outdoor activities with a moderate risk for high terrain objects (Mead & Hunt, November 13, 2014).

Project Site

The Phase I Environmental Site Assessment (Appendix D) identified that the site is primarily vacant, with a gravel roadway that traverses the central portion of the Site in a north to south orientation. Multiple office trailers/modular buildings were documented to be stored over asphalt-base ground cover in the northern portion of the Site during the Phase I field review. The Phase 1 field review also found no permanent habitable structures on site. Site improvements were limited to the central gravel access roadway, asphalt-base ground cover in the northern and central portions, perimeter chain link fencing, and an access gate to the south along Mapes Road.

4.9.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard or excessive noise to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?				X

Discussion

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

Less than Significant Impact. Construction of the Proposed Project would involve the use of construction-related chemicals. These include but are not limited to hydraulic fluids, motor oil, grease, runoff, and other related fluids and lubricants. The construction activities would involve the disposal and recycling of materials, trash, and debris.

With mandatory regulatory compliance with federal, State, and local laws (as described above), potential hazardous materials impacts associated with construction of the Project would be less than significant and no mitigation is required.

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

Less than Significant Impact. Construction and operation of the Project would involve the routine transport, use, or disposal of hazardous materials on- and off-site.

Construction

Construction activities would require the temporary use of hazardous substances, such as fuel, lubricants, and other petroleum-based products for operation of construction equipment as well as oil, solvents, or paints. As a result, the Proposed Project could result in the exposure of persons and/or the environment to an adverse environmental impact due to the accidental release of a hazardous material. However, the transportation, use, and handling of hazardous materials would be temporary and would coincide with the short-term Project construction activities. Further, these materials would be handled and stored in compliance with all with applicable federal, state, and local requirements, any handling of hazardous materials would be limited to the quantities and concentrations set forth by the manufacturer and/or applicable regulations, and all hazardous materials would be securely stored in a construction staging area or similar designated location within the Project Site. In addition, the handling, transport, use, and disposal of hazardous materials must comply with all applicable federal, state, and local agencies and regulations, including the Department of Toxic Substances Control; Occupational Health and Safety Administration (OSHA); Caltrans; and the County Health Department - Hazardous Materials Management Services.

With the compliance with local, state, and federal regulations short-term construction impacts associated with the handling, transport, use, and disposal of hazardous materials would be less than significant.

Therefore, because the City and its contractors are required to comply with federal, State, and local regulations, impacts associated with the handling, transport, use, and disposal of hazardous

materials and the release of hazardous materials into the environment would be less than significant and no mitigation would be required.

Operations

In general, the facility is designed to be a construction trailer rental yard where prefabricated construction trailers are stored and can be deployed from the site to the customer job site. The trailers are returned to the storage yard, repaired if necessary, and re-used for rental. However, the Proposed Project is required to required comply with federal, State, and City regulations, standards, and guidelines pertaining to hazardous materials management.

Exposure of people or the environment to hazardous materials during operation of the proposed Project may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected. The U.S. Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for hazardous materials transport, as described in Title 49 of the Code of Federal Regulations; these are implemented by Title 13 of the California Code of Regulations, known as the Hazardous Materials Transportation Act. Hazardous materials or wastes stored on site are subject to requirements associated with accumulation time limits; proper storage locations and containers; and proper labeling. Additionally, for removal of hazardous waste from the site, hazardous waste generators are required to use a certified hazardous waste transportation company which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal.

Although operation of the Proposed Project may involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials), with required compliance with federal, State, and City regulations, standards, and guidelines pertaining to hazardous materials management, there would be a less than significant hazard to the public or the environment through routine use, storage, or disposal of hazardous materials, and no mitigation would be required.

c) *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?*

No Impact. The closest school to the Project Site is Railway Elementary and the Rob Reiner Family Development Center, which are approximately 0.48 mile and 0.51 mile east of the Project Site, respectively. Since there are no schools within one-quarter mile of the Project Site, no impacts would occur and no mitigation is required.

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

No Impact. Government Code Section 65962.5(a)(1) requires that Department of Toxic Substance Control (DTSC) "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code ("HSC")." The hazardous waste facilities identified in HSC § 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment. This is known as the "Cortese List." This is a very small and specific subgroup of facilities and they are not separately posted on the DTSC or Cal/EPA's website. The following databases that meet the "Cortese List" requirements were reviewed for this Project.

Envirostore Database. There are no sites listed in the Envirostore Database within 1,000 feet of the Project Site.

Geotracker Database. Geotracker is the SWRCB's database that manages potential hazardous sites to groundwater. There are no sites listed in the Geotracker Database within 1,000 feet of the Project Site.

Based on the result of the database review the Project Site is not located on any site that has been identified in accordance with Section 65962.5 of the Government Code.

Additionally, a Phase 1 Environmental Site Assessment was performed for the Project in accordance with ASTM Standard Practice CFR Part E152 13 and the EPA Standards and Practices for All Appropriate 312) and is located in Appendix D. The assessment reviewed Federal, State and local environmental databases provided by Environmental Risk Information Service (ERIS) for information pertaining to documented and/or suspected releases of regulated hazardous substances and/or petroleum products within specified search distances, as well as reviewed unmappable sites listed in the environmental database report by cross-referencing addresses and site names. The Site is not listed on any of the standard ASTM databases reviewed in the ERIS database report.

Therefore, there are no impacts because the Project Site is not located on any site that has been identified in accordance with Section 65962.5 of the Government Code. No impact would occur.

e) For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact With Mitigation Incorporated. The Project Site is located approximately 0.5 mile west of the southern end of the Perris Valley Airport and is located within the portion of Zone D of the Riverside County Airport Land Use Compatibility Plan Policy area for Perris Valley Airport (PV LUCP) that is approximately 0.98 mile south of E. Ellis Ave (Figure 4). The Project Site is also located within Zone E of MARB/IPA which is located approximately 7 miles north of the Project Site (Figure 5).

The Riverside County Airport Land Use Compatibility Plan (RCALUCP, Mead & Hunt, October 14, 2004) identifies general policies for all local airports in Riverside County, except for March Air Reserve Base. Within the Plan, each airport also has its own set of criteria.

Perris Valley Airport

According to the RCALUC, Countywide Policies, Zone D is the Primary Traffic Patterns and Runway Buffer Area (RCALUC, Table – 2A). Zone D is also within a low Noise Impact area (55 decibel (db) Community Noise Equivalent Level (CNEL)) as detailed on Map PV-3 in the Perris Valley LUCP (Figure 4). The City's noise compatibility standards in the Perris Municipal Code (PMC) Section 19.51.080, prevents the establishment of noise-sensitive land uses such as new residences, schools, libraries, museums, hotels, motels, hospitals, nursing homes, places of worship, in portions of the airport environ that are exposed to significant levels of aircraft noise. The Proposed Project is the development of an office building and storage yard, which is consistent with PMC Section 19.51.080 as the Proposed Project does not contain any of the above restricted structures.

Section 4.2.5 in the RCALUC also details the density requirements as they relate to parcel size and number of individuals per acre. For industrial uses, Zone D is subject to a maximum density of 300 people per acre. The Proposed Project is an office building and storage yard with 3 office personnel and approximately 3 warehouse/yard staff. The Proposed Project is compliant with the density restrictions in the RCALUC as the estimated 6 staff members is well below the threshold of 300 people per acre.

Zone D also includes the requirement for 10% of the Proposed Project to remain as open space. As detailed above the Proposed Project would have an office building and trailer storage yard with gravel base. However, the Proposed Project also plans to develop a landscaped area totaling approximately 0.61 acre. The Proposed Project is compliant with the 10% open space requirement as the proposed open space is more than the required 0.59 acre.

Other prohibited uses within Zone D are highly noise-sensitive outdoor nonresidential uses, hazards to flight, children's schools, hospitals, nursing homes discouraged, and airspace review required for objects greater than 70 feet tall. Highly noise-sensitive outdoor nonresidential uses such as amphitheaters and drive-in theaters are discouraged in this zone.

Hazards to flight are described in Table 2A as 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.

The Proposed Project is compliant with the RCALUC as it is within a low noise impact area and does not conflict with PMC 19.51.080, it does not exceed the density requirements, it does not violate the open space requirement, it does not propose the development of a highly noise-sensitive nonresidential use, it does not propose the development of a hazard to flight, it does not propose the development of children's schools, hospitals, or nursing homes, and it does not include the development of a building greater than 70 feet tall

March Air Reserve Base/Inland Port Airport

According to the MARB/IPA ALUCP, Zone E is a low-risk area with low noise impacts (MARB/IPA ALUCP Table MA-1) and does not contain any building restrictions relate to density of individuals or height of buildings (Table MA-2). The only prohibited use within this zone are hazards to flight. Hazards to flight are described as:

> 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. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.

The Proposed Project is compliant with the MARB/IPA ALUCP as it is within Zone E which does not have density or building height requirements, and the Proposed Project does not include any of the described "hazards to flight", as detailed above.

With the above demonstrated compliance with the MARB/IPA ALUCP and the PVA LUCP, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area.

Federal Aviation Administration

Because the Project is within 0.5 mile of the Perris Valley Airport, a notification was submitted to the Federal Aviation Administration (FAA) as required by the Riverside County Airport Land Use Commission (ALUC). On May 27, 2022, the FAA issued a Determination of No Hazard to Air Navigation for the Project, with a condition to notify the FAA within five days after the construction is complete (**Appendix E – *Aviation Compliance Documentation***). As such **Mitigation Measure HAZ-1** is required to ensure compliance with the FAA. The FAA also noted that marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, the FAA recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M. The Proposed Project does not include marking or lighting for aircraft safety.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Development of the Project Site would not interfere with any of the daily operations of the City of Perris Emergency Operation Center, Riverside County Fire Department, or Riverside County Sheriff's Department. Site access would be provided by one driveway. This main entrance would be on Mapes Road at the southern boundary of the site. Emergency response and evacuation for the City are based on numerous access routes. The Project would not interfere with the City's emergency operations plan or impede roadway access through removal or closure of any streets. All construction activities would be required to be performed according to the standards and regulations of the City and county fire and sheriff's departments. For example, the Project Applicant and construction contractor would be required to provide on- and offsite access and circulation for emergency vehicles and services during the construction and operation phases.

The Proposed Project would also be required to undergo the City's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations of the Riverside County Fire Department to ensure that the Project does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants).

Overall, the Proposed Project would not impair implementation of or physically interfere with the City of Perris's emergency operations plan or evacuation plan. Project-related impacts would be less than significant, and no mitigation is required.

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

No Impact. The Project Site is located in an urban area, and there are no wildlands in the vicinity of the Project. The new facilities would be constructed in accordance with all local, State and federal regulations regarding fire safety devices, including but not limited to fire sprinklers in the building. Therefore, there is no impact, and no mitigation is required.

4.9.4 Mitigation Measures

HAZ-1 Within five days after the completion of the office building's greatest height, e-file FAA Form 7460-2 Notice of Actual Construction or Alteration.

4.9.5 Conclusion

Implementation of Mitigation Measure **HAZ-1** would reduce potential impacts of the Proposed Project associated with Hazards and Hazardous Materials to less than significant levels.

4.10 HYDROLOGY AND WATER QUALITY

A Water Quality Management Plan (WQMP) for the Project to address post-construction drainage management (**Appendix F – *Project Specific Water Quality Management Plan,* Cal Land Engineering, April 25, 2022**).

4.10.1 Regulatory Setting

The Santa Ana Regional Water Quality Control Board requires that dischargers whose construction projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD).

The State's Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (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 storm water management plan/program with the goal of reducing the discharge of pollutants to the "maximum extent practicable," which is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify which BMPs would 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.

The Riverside County Flood Control and Water Conservation District, the County of Riverside, the City of Perris, and other incorporated cities (co-permittees) discharge pollutants from their MS4s. Stormwater and non-stormwater enter and are conveyed through the MS4 and discharged to surface water bodies of the Riverside County region. These discharges are regulated under countywide waste discharge requirements per Order No. R8-2010-0033, NPDES Permit No. CAS618033, approved by the Santa Ana RWQCB on January 29, 2010. The MS4 permit requires the development and implementation of a program addressing stormwater pollution issues in development planning for private projects. The primary objectives of the municipal stormwater program requirements are to: 1) effectively prohibit non-stormwater discharges, and 2) reduce the discharge of pollutants from stormwater conveyance systems to the "maximum extent practicable" statutory standard.

4.10.2 Environmental Setting

Hydrologically, the Project Site is located within the Perris hydrologic area, in the 106,456-acre Perris Valley hydrologic sub-area (HSA 802.11) within the Lower San Jacinto River watershed (HUC 180702020306).

Floodplains

The Project Site does not contain any natural drainages or waterways, according to the biological resources report in Appendix B. However, the Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) indicate the Project Site is located within two flood zones. Zone X (Shaded) under Other Flood Areas and Zone AE under Specific Flood Hazard Areas (**Figure 12 – *National Flood Hazard Map***).

Zone X (Shaded)

Zones B and X (shaded) are areas of 0.2-percent-annual-chance floodplain, areas of 1-percentannual-chance (base flood) sheet flow flooding with average depths of less than 1 foot, areas of base flood stream flooding with a contributing drainage area of less than 1 square mile, or areas protected from the base flood by levees. No Base Flood Elevations (BFE) or depths are shown in this zone, and insurance purchase is not required.

Zone AE

Zone AE are the flood insurance rate zones used for the 1-percent-annual-chance floodplains that are determined for the FIS by detailed methods of analysis. In most instances, BFEs derived from the detailed hydraulic analyses are shown at selected intervals in this zone. Mandatory flood insurance purchase requirements apply. AE zones are areas of inundation by the 1-percentannual-chance flood, including areas with the 2-percent wave runup, elevation less than 3.0 feet above the ground, and areas with wave heights less than 3.0 feet. These areas are subdivided into elevation zones with BFEs assigned. The AE zone will generally extend inland to the limit of the 1percent-annual-chance Stillwater Flood Level (SWEL).

Groundwater

The Eastern Municipal Water District (EMWD) delivers water to most of the City including the Project Site. The EMWD has prepared an Urban Water Management Plan (UWMP) comply with the Urban Water Management Planning Act and SBX7-7 and to support water supply assessments and written verifications of water supply (EMWD, July 2021). The EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The service area includes seven incorporated cities, including the City of Perris, in addition to unincorporated areas of Riverside County. The EMWD has a diverse portfolio of local and imported supplies including recycled water, potable groundwater, desalinated groundwater. Approximately half of the water used in the EMWD service area is imported by Metropolitan. The EMWD has been able to maintain a balance of local and imported water even as new connections have been added. This has been accomplished through of local supply projects and increased water use efficiency (EMWD, July 2021).

4.10.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
• result in substantial erosion or siltation onsite or offsite;			X	
• substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;			X	
• create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
• impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Discussion

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

Less Than Significant Impact.

Construction

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas, outdoor work areas, material storage areas, and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). Construction projects that disturb 1 acre or more of soil, including the Proposed Project, are regulated under the construction general permit (CGP, Order No. 2009-009-DWQ) and its subsequent revisions (Order No. 2012-0006-DWQ) issued by the SWRCB. Projects obtain coverage under the CGP by developing and implementing a SWPPP, estimating sediment risk from construction activities to receiving waters, and specifying best management practices that would be implemented as a part of the Project's construction phase to minimize pollution of stormwater prior to and during grading and construction.

Adherence to the BMPs in the WQMP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters; reduce or avoid contamination of urban runoff with sediment; and reduce or avoid contamination with other pollutants such as trash and debris, oil, grease, fuels, and other toxic chemicals.

Furthermore, Section 14.22.100 (Stormwater conveyance system protection) of the City's municipal code regulates grading and construction activities as they relate to stormwater pollution. Any person engaged in development, grading, or construction within the City shall comply with all applicable local ordinances, including the grading and erosion control section in Title 15 of the municipal code, the standard specifications for public works construction when performing public works, and applicable provisions of the National Pollutant Discharge Elimination System CGP for stormwater discharges associated with construction activity issued by the SWRCB and California RWQCB, NPDES No. CAS 618033, Order No. R8-2002-0011.

Therefore, with implementation of the BMPs in the required SWPPP, water quality or waste-discharge impacts from Project-related grading and construction activities would be less than significant and no mitigation is required.

Operations

The Project Site would ultimately discharge to the San Jacinto River via sheet flow. The Proposed Project includes an office building, paved parking, landscaped areas, gravel storage yard, and an infiltration trench (Appendix F).

The Project Applicant has prepared a WQMP that identifies stormwater management for the building operations/post construction. Overall, the existing drainage patterns were identified, and the design preserves the overall drainage pattern. Of the approximately 5.97 acres (260,052 SF),

the Project Applicant would develop approximately 0.7 acre (32,233 SF), or 12 percent, of the site with building and pavement, approximately 0.31 acre (13,620 SF) or 5 percent with landscaping, and approximately 4.9 acres (214,200 SF) or 82 percent would be an all-weather surface, such as gravel, placed on the native ground. As part of the Project, an infiltration trench would be installed along the east and northern perimeter of the office parking lot within the landscaped area to capture water in the developed area. Construction of the Project would also not require the contractor to prepare a Stormwater Pollution Prevention Plan (SWPPP) because no grading is proposed for the 4.9-acre outdoor storage area. An infiltration trench was chosen because at the southeast corner of the site, the topography forms a natural swale where the elevation dips approximately one foot, from approximately 1,417 feet msl to approximately 1,416 feet msl, then gently slopes to 1,415 at the eastern property line. Soils in the area of the infiltration trench are classified by the National Resource Conservation Service as Exeter sandy loam, deep, 0 to 2 percent slope with a drainage class of "Well Drained" and a Runoff Class as "Medium." Therefore, this infiltration trench area would generally follow the existing natural topography and would be developed to ensure positive drainage and revegetated with natural grasses. This infiltration trench is designed to accept drainage from the paved area and building. The trailer storage area would be graded, and gravel placed on the native soil, therefore, percolating in the ground.

Overall, implementation of the BMPs in the WQMP and compliance with NPDES MS4 permit requirements would reduce water quality and waste-discharge impacts from operational activities to less than significant and no mitigation is required.

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

Less Than Significant Impact. The Project Site is in the EMWD Perris South groundwater basin in the San Jacinto Groundwater Management Plan Area. According to the EMWD's Urban Water Management Plan, a cooperative groundwater management plan is already in place for the Groundwater Management Plan Area to insure the reliability and quality of the water supply.

Development of the Project would involve paving a small portion of the Project Site, with the majority of the site being a gravel lot which would not impede the groundwater capabilities of the Project Site or surrounding parcels. The WQMP prepared for the Project identifies that all runoff would be stored and allowed to percolate in the proposed Infiltration Trench that is located at the north and east of the property. Because the Design Capture Volume would be addressed using Infiltration Only BMPs. In such a case, Harvest and Use BMPs are still encouraged, but it would not be required if the Design Capture Volume would be infiltrated or evapotranspired. The Infiltration Trench would retain stormwater runoff during storm events and gradually release it back into the ground. Therefore, the Project would not interfere with groundwater recharge and would beneficially retain water to ensure more groundwater recharge. Thus, impacts to groundwater recharge and groundwater supplies would be less than significant.

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

- *result in substantial erosion or siltation onsite or offsite;*
- *substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;*
- *create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*
- *impede or redirect flood flows?*

Less Than Significant Impact. Grading activities during construction of the Proposed Project may result in wind driven soil erosion and loss of topsoil. All construction and grading activities would comply with City's grading ordinance using BMPs, including the use storm drain inlet protection, efficient irrigation systems and landscape design, and common area litter control. As stated previously, adherence to the BMPs in the SWPPP would not result in substantial erosion onsite or offsite.

The site drainage is designed in a manner that would mimic existing drainage patterns. There are no natural drainages on site, and the site is not located in an area that would be subject to flood flows.

The WQMP prepared for the Project identifies that an infiltration trench would be installed along the east and northern perimeter of the office parking lot within the landscaped area to capture water in the developed area. This would capture runoff from the parking lot and building, while the remainder of the parcel remains a gravel yard.

Therefore, potential impacts associated with erosion would be less than significant and no mitigation would be required.

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

Less Than Significant Impact. According to the Federal Emergency Management Agency (FEMA) flood maps, most of the Project Site is located in Zone AE, which means the Project Site is susceptible to the 100-year flood. Portions of the northern property boundary and southern property boundary are located within Zone X (Shaded)/Other Flood Area (Figure 12). The Proposed Project would be required to comply with the Perris Municipal Code, Chapter 15.05 – Provisions for Flood Hazard Reduction, Section 15.05.01 – Standards of Construction. This Section specifically details the necessary steps that must be taken by a residential or commercial builder when their parcel is within a mapped floodplain. Compliance with the City's municipal code would reduce any potential floodplain impacts to less than significant levels.

The Proposed Project is located inland, more than 30 miles northeast of the Pacific Ocean and is therefore not subject to tsunami hazards.

Seiches are surface waves created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to development near large water bodies and water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall,

such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The closest dam is Lake Perris, approximately 6.5 miles northeast of the Project Site. However, the Project Site is not within the maximum inundation zone of Lake Perris. There are no impacts, and no mitigation is required.

Therefore, overall, potential Project impacts as a result of a flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation are less than significant and no mitigation is required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

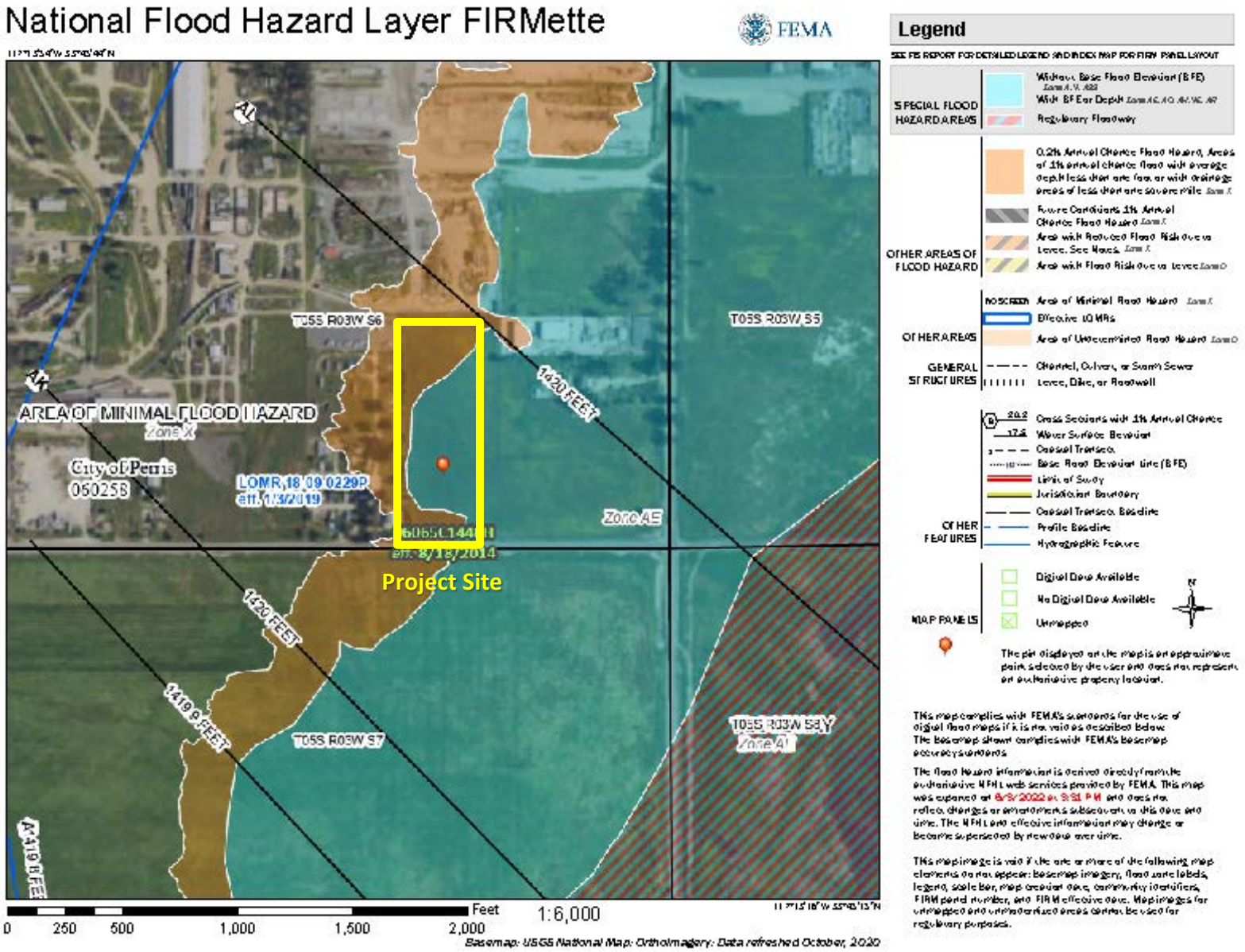
Less Than Significant Impact. The Proposed Project would comply with the City's and County's MS4 permit, as noted above. Implementation of Project's Specific Water Quality Management Plan during proposed construction activities would reduce any impacts associated with water quality to less than significant. In addition, the Proposed Project does not include any activities that would interfere with any groundwater management plan as all construction would occur entirely within the Proposed Project Site. Impacts would be less than significant. Therefore, overall, impacts are less than significant and no mitigation is required.

4.10.4 Mitigation Measures

No mitigation measures associated with impacts to Hydrology and Water Quality apply to the Proposed Project.

4.10.5 Conclusion

Potential impacts of the Proposed Project associated with Hydrology and Water Quality would be less than significant and no mitigation would be required.



Source: Federal Emergency Management Agency

COMPASS Consulting Enterprises, Inc.

Not to Scale

Figure 12 – National Flood Hazard Map

Mapes Road Modular Trailer Rental Yard Initial Study

4.11 LAND USE PLANNING

4.11.1 Environmental Setting

The Project Site is located on a vacant parcel within the city of Perris - General Industrial zone where the use is identified as manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. The Project Site is surrounded by industrial development, except for a pocket of non-conforming residential located along the western portion of the property boundary.

4.11.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion

a) Would the project physically divide an established community?

No Impact. The Proposed Project Site is undeveloped and bordered by vacant lots to the south southwest, and northeast with, nonconforming residential uses to the west and east, and industrial use parcels to the north and east. The planned land uses in the vicinity of the Proposed Project Site have city of Perris zoning land use designations of General Industrial. Therefore, the Proposed Project is consistent with the surrounding land uses and there are no impacts with regard to the division of an established community.

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

Less Than Significant Impact. According to the City's General Plan, the Project Site is zoned General Industrial. The Proposed Project is consistent with the allowable uses of General Industrial land use designation and zoning, which include a wide range of manufacturing and nonmanufacturing uses, from warehousing and distribution facilities to industrial activities and emergency shelters (City of Perris, Title 19, Chapter 19.44 – "Industrial Zones" February 20, 2019). Chapter 19.44 of the City's Municipal Code also states that the GI zone "correlates with the

general industrial general plan land use designation." Outdoor storage facilities are consistent with the approval of a Conditional Use Permit (CUP). The Applicant is applying for a CUP to allow for the development of outdoor storage for the purpose of operating a modular trailer rental business. If approved, the Project would be consistent with the existing Site zoning designation.

Land use is guided by City of Perris General Plan. **Table 10 - *General Plan Consistency*** provides an evaluation of the Proposed Project's consistency with General Plan goals, policies and implementation measures that have been adopted for the purpose of avoiding or mitigating an environmental effect.

The General Plan identifies "Goals" as representing a synthesis of input from those who live and work in the City of Perris and define desired General Plan outcomes. "Policies" provide the overall direction for choosing among alternative courses of action necessary to achieve the Goals while also providing a measure of flexibility needed to adapt the action to changes over the life of the General Plan. "Implementation Measures" are specific, discreet actions the City may take to achieve the future conditions reflected in the General Plan element. Implementation Measures define the municipal work program for providing transportation improvements needed to meet Goals identified in the General Plan element, consistent with the element's policies.

For the purposes of Table 10, only those Goals, policies and implementation measures that are applicable to the Proposed Project approvals are identified. As shown in Table 10, the Proposed Project would not conflict with any of the applicable General Plan goals, policies and implementation measures that have been adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the impact of the Project would be less than significant, and no mitigation measures are required.

Table 10 – General Plan Consistency

General Plan Goal or Policy	Project Consistency Analysis
Land Use Element	
Goal II: New development consistent with infrastructure capacity and municipal services capabilities.	
Policy II.A: *Require new development to pay its full, fair share of infrastructure costs.*	*Consistent*. As required by City Ordinance No. 1182, the Applicant will pay applicable development fees to mitigate the cost of public facilities that support new development.
Policy II.B: *Require new development to include school facilities or pay school impact fees, where appropriate*.	*Consistent*. The Project Applicant will pay applicable school facilities as required by local and state laws.
Goal V: Protection from natural or manmade disasters.	
Policy V.A: *Restrict development in areas at risk of damage due to disasters.*	*Consistent.* The closest fault to the Project Site is the Elsinore Fault, approximately 9 miles to the

General Plan Goal or Policy	Project Consistency Analysis
Implementation Measure V.A.1 Consult hazards maps as part of the review process for all development application.	east. The Proposed Project would comply with the most recent version of the CBC, which contains universal standards related to seismic load requirements. Compliance with the CBC would ensure the structural integrity in the event that seismic ground shaking is experienced at the Project Site. In addition, the Project Site is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. Further, the Proposed Project would comply with the site plan review and permitting requirements of the City. The Project Site is in an area that is relatively flat and is not near any areas that possess potential landslide characteristics. Therefore, the Proposed Project would be consistent with this policy. As discussed in Section 4.10, Hydrology and Water Quality, the Project Site is not within a tsunami, or seiche area. The Project Site is partially within a 100-year flood zone according to FEMA mapping. The Project Site is also not within the Lake Perris dam inundation zone. Therefore, the Proposed Project would be consistent with this policy.
Circulation Element	
Goal I: A comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City.	
Policy I.B: *Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.* **Implementation Measure I.B.1:** Require on-site improvements that accommodate public transit vehicles (i.e., bus pullouts and transit stop and cueing lanes, bus turnarounds and other improvements) at major trip attractions (i.e., community centers, tourist and employment centers, etc.).	*Consistent.* The Riverside Transit Agency (RTA) operates 29 fixed bus routes providing public transit service throughout a 2,500 square mile area of Western Riverside County. Other public transportation available in the region includes Greyhound Bus Lines, Amtrack Passenger Rail Service and Metrolink. The RTA currently has an existing bus route on Goetz Road, approximately 783 feet east of the Project Site (Bus Route 30).

General Plan Goal or Policy	Project Consistency Analysis
Goal II: A well planned, designed, constructed and maintained street and highway system that facilitates the movement of vehicles and provides safe and convenient access to surrounding developments.	
Policy II.B: *Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.* **Implementation Measure II.B.1:** Limiting access points and intersections of streets and highways based upon the road's General Plan classification and function to reduce motorist conflicts and enhance continual traffic flow. Access points must be located a sufficient distance away from major intersections and from access points on adjoining parcels to allow for safe, efficient operation.	*Consistent.* Street improvements include curb, gutter and installation of a median and dedicated turn lanes, consistent with the General Plan Circulation Element requirements as directed and approved by City Engineers.
Goal III: To financially support a transportation system that is adequately maintained.	
Policy III.A *Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.* **Implementation Measure III.A.4:** Require developers to be primarily responsible for the improvement of streets and highways to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.	*Consistent*. Street improvements include curb, gutter and installation of a median and dedicated turn lanes, consistent with the General Plan Circulation Element requirements as directed and approved by City Engineers. The Proposed Project is subject to all transportation and development fees for future road improvements.

General Plan Goal or Policy	Project Consistency Analysis
Goal V: Efficient goods movement.	
Policy V.A *Provide for safe movement of goods along the street and highway system.*	*Consistent*. As discussed in Section 4.17, Transportation, all improvements are designed to be consistent with applicable engineering and design improvements to ensure that the Proposed Project would not result in unsafe movements.
Implementation Policy V.A.7 Require streets abutting properties in Light Industrial and General Industrial zones to conform to standard specifications for industrial collector streets to accommodate the movement of heavy trucks.	
Goal VII: A transportation system that maintains a high level of environmental quality	
Policy VII.A *Implement the Transportation System in a manner consistent with federal, State, and local environmental quality standards and regulations.*	*Consistent*. As discussed in Section 4.17, Transportation, all improvements are designed to be consistent with applicable engineering and design improvements to ensure that the Proposed Project would not result in unsafe movements.
Implementation Policy VII.A.3 Identify adequate flood control measures along roadways located within identified flood areas.	
Implementation Policy VII.A.4 Control dust and mitigate other environmental impacts during all stages of roadway construction consistent with air quality regulations and mitigation measures established in environmental documents.	*Consistent*. The Project Applicant is required to comply with all SCAQMD regulations, including Rule 403 regarding dust control during construction. Therefore, the Project is consistent with this policy.
Implementation Policy VII.A.5 Avoid, where practicable, disturbance of existing neighborhoods and biotic resource areas when identifying alignments for new roadways or for improvements to existing roadways and other transportation system improvements.	*Consistent*. The City would require the Project Applicant to prepare a traffic control plan for the construction planned along the Mapes Road Project frontage. The traffic control plan would allow residents and emergency responders access to Mapes Road at all times. All construction planned for Mapes Road occurs within the road right-of-way, and/or within areas along the frontage that would be dedicated to the City. These areas are already disturbed and/or do not contain biotic resources. Therefore, the Project is consistent with this policy.

General Plan Goal or Policy	Project Consistency Analysis
Implementation Policy VII.A.6 Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.	*Consistent*. As part of the Project approvals, the City would approve the landscape plan, which includes the use of drought-tolerant native plants. Therefore, the Project is consistent with this policy.
Implementation Policy VII.A.7 Implement NPDES Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.	*Consistent*. As part of the Project approvals, the City would require the Applicant to submit an SWPPP that would identify Best Management Practices relating to construction of the roadway and control of contamination that would affect the groundwater supply. Therefore, the Project is consistent with this Policy.
Conservation Element	
Goal II – Biological Resources. Preservation of areas with significant biotic communities	
Policy II.A: *Comply with state and federal regulations to ensure protection and preservation of significant biological resources.* **Implementation Measure II.A.2:** For public and private projects located in areas with potential for moderate or high plant and wildlife sensitivity, require biological surveys as part of the development review process.	*Consistent*. The Biological Resources Assessment prepared for the Proposed Project included biological surveys on the Project Site. Mitigation measures in Section 4.4, Biological Resources, would ensure that the Proposed Project would comply with state and federal regulations to ensure biological resources on site are protected to the extent feasible. Therefore, the Proposed Project would be consistent with this policy.
Goal III – Biological Resources. Implementation of the Multi-Species Habitat Conservation Plan (MSHCP)	
Policy III.A: *Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP*.	*Consistent*. Section 4.4, Biological Resources, addresses the consistency of the Proposed Project with the requirements of the MSHCP. Therefore, the Proposed Project would be consistent with this policy.
Goal IV. Cultural Resources: Protection of historical, archaeological and paleontological sites.	
Policy IV.A: *Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.*	*Consistent*. The Cultural Resources Report and Paleontological Resources Report prepared for the Proposed Project identified no significant resources on site. The Project Site is underlain by alluvial valley deposits, dating from the early

General Plan Goal or Policy	Project Consistency Analysis
	Pleistocene epoch, which are considered to be of high sensitivity. No paleontological resources were discovered on-site during the Cultural and Paleontological resources study. The Proposed Project is required to comply with mitigation measures as identified in Section 4.5, Cultural Resources, Section 4.7, Geology and Soils, and Section 4.18, Tribal Cultural Resources, to ensure all known and undiscovered resources on site are protected to the extent feasible. These measures also ensure that the Proposed Project would comply with state and federal regulations ensuring the preservation of historical, archaeological and paleontological resources. Therefore, the Proposed Project would be consistent with this policy.
Goal V - Water Supply. Provide an adequate water supply to support existing and future land uses, as anticipated in the Land Use Element.	
***Policy V.A**: Coordinate land-planning efforts with local water purveyors.*	*Consistent*. The Applicant has reviewed the Project's water needs and obtained a "will serve" letter (Appendix I).
Goal VI – Water Quality. Achieve regional water quality objectives and protect the beneficial uses of the region's surface and groundwater.	
***Policy VI.A:** Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).*	*Consistent*. The Proposed Project is subject to the NPDES General Construction Permit. Section 4.10, Hydrology and Water Quality, discusses how the Proposed Project will comply with requirements of the NPDES. Therefore, the Proposed Project would be consistent with this policy.
Goal VIII – Sustainable Future. Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices.	
***Policy VIII.A:** Adopt and maintain development regulations that encourage water and resource conservation.*	*Consistent*. Drought tolerant ground cover is proposed around the building perimeter and along the property boundary perimeter. The existing drainage patterns were identified during site design, and the design preserves the overall drainage pattern. As part of the Proposed Project, a network of an on-site storm drain system will be constructed to collect and convey the storm

General Plan Goal or Policy	Project Consistency Analysis
	water runoff to match the existing site gradients to proposed permanent structural best management practices (BMPs) for treatment purpose, which includes MWS to treat the on-site runoff prior to discharging the treated flow into the extension of Lateral A-B-10, which will eventually flow into the PVSD. Therefore, the Proposed Project would be consistent with this policy (Policy VIII.A) and comply with the requirements of the WQMP guidance document for the Santa Ana Region of Riverside County, dated October 22, 2012. Therefore, the Proposed Project would be consistent with this policy.
Policy VIII.B: *Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.*	*Consistent*. The Proposed Project will comply with applicable City and state policies intended to encourage waste reduction. This includes Perris Municipal Code Section 7.44.050, which requires that Project construction divert a minimum of 50 percent of construction and demolition debris; Section 7.44.060, which requires the submittal of a waste management plan; and the 2022 CalGreen Code, which requires that 65 percent of non-hazardous construction waste is diverted. Therefore, the Proposed Project would be consistent with this policy.
Noise Element	
Goal I – Land Use Siting. Future land uses compatible with projected noise environments.	
Policy I.A: *The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.* **Implementation Measure I.A.1:** All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.	*Consistent.* The General Plan Noise Element identifies noise levels of up to 70 dBA CNEL as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. The Project is for a modular trailer rental yard with associated office space for employees. As such, it would fall under the guidance of the City of Perris General Plan, Noise Element Exhibit N-1 with a normally acceptable dB rating of up to 70 dBA CNEL. As noted within Section 4.13 of this Initial Study, the Project Site is located within the Ultimate Noise Impact Zone of 55 dBA CNEL noise contour for the Perris Valley Airport (PVA). According to the Noise Element of the City of

General Plan Goal or Policy	Project Consistency Analysis
	Perris General Plan, the Project Site is also not located within the future 70 dBA CNEL noise contour for any roadways or highways. Therefore, the Proposed Project would not be exposed to noise levels in excess of City standards and the Proposed Project would be consistent with this policy.
Goal V – Stationary Source Noise: Future non-residential land uses compatible with noise sensitive land uses.	
Policy V.A: *New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.*	*Consistent*. The nearest residential uses are the non-conforming residential uses adjacent to the west of the Project Site. As discussed in Section 5.13, Noise, the noise levels associated with operational activities at the Project Site would not exceed 60 dBA CNEL.
Safety Element	
Goal S-2: A community designed to effectively respond to emergencies and ensure the safety of residents and businesses.	
Policy S-2.1 - Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	*Consistent.* The Proposed Project Site Plan has been designed to meet all requirements for emergency vehicle access to the property, including Fire Department vehicles. The site plan has been reviewed by City staff from relevant departments (including Planning, Fire, Engineering, and Traffic) and a preliminary finding of compliance with regulations has been made. Further review of the site plan will take place during the permit plan check process.
Policy S-2.2 - Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	*Consistent.* The Proposed Project includes the necessary infrastructure improvements, including roadway and utility improvements, to support the proposed use of the property. Vehicular access improvements have been designed to not conflict with future right-of-way acquisitions and future roadway improvements along Mapes Road.
Policy S-2.5 - Require all new developments, redevelopments, and	*Consistent.* The Proposed Project provides one driveway access point onto Mapes Road into the

General Plan Goal or Policy	Project Consistency Analysis
major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	Project Site. The width and design of the driveway entrance complies with City of Perris engineering standards for commercial driveways.
Goal S-4: A community where the potential impacts associated with flood-related hazards are minimized.	
Policy S-4.1 - Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	*Consistent*. According to the Federal Emergency Management Agency (FEMA) flood maps, most of the Project Site is located in Zone AE under Specific Flood Hazard Areas, while a portions of the north and south are located within Zone X (Shaded)/Other Flood Area. The Proposed Project would be required to comply with the Perris Municipal Code, Chapter 15.05 – Provisions for Flood Hazard Reduction, Section 15.05.01 – Standards of Construction. This Section specifically details the necessary steps that must be taken by a residential or commercial builder when their parcel is within a mapped floodplain. Compliance with the City's municipal code would reduce any potential floodplain impacts to less than significant. Therefore, the Proposed Project would be consistent with this policy.
Policy S-4.3 - Require new development projects and major remodels to control stormwater runoff on site.	*Consistent.* The Proposed Project requires approval of a PWQMP by City Staff prior to issuance of grading or building permits, which requires retention and treatment of all construction and operation stormwater runoff on-site as part of the system design. Therefore, the Proposed Project would be consistent with this policy.
Policy S-4.4 - Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	*Consistent.* Most of the Project Site is within Flood Zone AE, except for a portion in the north and the south property boundaries. As part of Project approvals, the City would require that the Project comply with Perris Municipal Code, Chapter 15.05 – Provisions for Flood Hazard Reduction, Section 15.05.01 – Standards of Construction. This Section specifically details the necessary steps that must be taken by a residential or commercial builder when their parcel is within a mapped

General Plan Goal or Policy	Project Consistency Analysis
	floodplain. Compliance with the City's municipal code would reduce potential floodplain impacts to less than significant levels. Therefore, the Proposed Project would be consistent with this policy.
Goal S-5: A community prioritizing fire hazard reduction and mitigation for residents, businesses, and visitors.	
Policy S-5.3 – Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	*Consistent*. The Safety Element Wildfire Hazards map shows that the Project Site is not located in a Very High Fire Hazard Severity Zone. (VHFHSZ). Therefore, the Proposed Project would be consistent with this policy.
Policy S-5.6 – All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	*Consistent.* The Proposed Project provides one driveway access point onto Mapes Road, the only adjacent roadway to the Project Site. The width and design of the driveway entrance complies with City of Perris engineering standards for commercial driveways. Therefore, the Proposed Project would be consistent with this policy.
Policy S-5.10 - Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	*Consistent.* The Applicant has obtained a "will serve" letter (Appendix I).
Goal S-6: Ensure effective response to aircraft hazards.	
Policy S-6.1 – Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	*Consistent.* The Project Site is within Compatibility Zone E of the MARB/IPA Influence Area where non-residential intensity is not restricted. The Riverside County Airport Land Use Commission found the Project consistent with the MARB/IPA Land Use Compatibility Plan on June 1, 2022. Therefore, the Proposed Project would be consistent with this policy.
Policy S-6.2 – Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport	*Consistent.* On June 1, 2022, the Riverside County Airport Land Use Commission found the Project consistent with the 2011 Perris Valley

General Plan Goal or Policy	Project Consistency Analysis
Authority on development within its influence areas.	Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan with conditions that the City would include in its Project approval. Therefore, the Proposed Project would be consistent with this policy.
Policy S-6.3 - Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	*Consistent.* On June 1, 2022, the Riverside County Airport Land Use Commission found the Project consistent with the 2011 Perris Valley Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan with conditions that the City would include in its Project approval. Therefore, the Proposed Project would be consistent with this policy.
Goal S-7: A built environment that is resilient to the effects of seismic ground shaking and other geologic hazards and better able to recover from these events.	
Policy S-7.1 - Require all development to provide adequate protection from damage associated with seismic incidents.	*Consistent.* The Proposed Project would comply with the most recent version of the California Building Code (CBC), which contains universal standards related to seismic load requirements. Compliance with the CBC would ensure the structural integrity in the event that seismic ground shaking is experienced at the Project Site. Therefore, the Proposed Project would be consistent with this policy.
Policy S-7.2 - Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.	*Consistent.* A geotechnical report (Appendix H) has been prepared to evaluate the impacts on seismic and geologic hazards as part of the preparation of the IS-MND. The geotechnical report identified that the Project is feasible from a geotechnical standpoint, and the report provided various recommendations. As part of Project approvals, the City would review all construction plans to ensure consistency with the geotechnical report. Therefore, the Proposed Project would be consistent with this policy.
Healthy Community Element	

General Plan Goal or Policy	Project Consistency Analysis
Goal HC-1: Citywide Health – Foster educational opportunities that show a connection between "place" and health.	
• **Policy HC 1.3:** *Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.*	*Consistent.* The Proposed Project would include installation of lighting, including security lighting consistent with lighting requirements contained in Riverside County Ordinance No. 655. Any illumination would utilize full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way. Therefore, the Proposed Project would be consistent with this policy.
• ***Policy HC 6.3:*** *Promote measures that will be effective in reducing emissions during construction activities.*	*Consistent.* As discussed in Section 4.3, Air Quality, the Proposed Project would comply with applicable regulations, including those from the SCAQMD that would reduce emissions during construction activities. Therefore, the Proposed Project would be consistent with this policy.
Environmental Justice Element	
Goal 3.1: A community that reduces the negative impacts of land use changes, environmental hazards and climate change on disadvantaged communities.	
• ***Policy:*** *Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.*	*Consistent.* The Project Site and the vicinity is zoned General Industrial. The Project is a modular trailer storage yard and office, with fewer than 50 trips per day. Non-conforming residential land uses exist to the west of the Project Site. And though the use is non-conforming to the current zoning, the Project would construct a 6-foot-high concrete block wall for a portion of the western boundary of the Project Site that is adjacent to residential land uses. The block wall would assist in attenuating any sound from the Project. House – to construct a block wall along western boundary. Non-conforming land use. 100-foot-long block wall along west property boundary side. Therefore, the Proposed Project would be consistent with this policy.

General Plan Goal or Policy	Project Consistency Analysis
• ***Policy:*** *Support identification, clean-up and remediation of local toxic sites through the development review process.*	*Consistent.* The Project Site is not located on any site that has been identified as a hazardous materials site in accordance with Section 65962.5 of the Government Code (Appendix D). Therefore, no remediation activities are required as part of the Proposed Project.
• ***Policy:*** *As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."*	At the time of the preparation of this report, the City of Perris has not adopted a "good neighbor policy" for industrial development. Additionally, the Project does not propose an industrial building larger than 100,000 square feet. The Project proposes a 186,736-sf open yard for modular trailer storage, and a 6,115-sf office/warehouse building. Therefore, the Proposed Project would not be subject to such a policy if it was in place.
Goal 5.1: Neighborhoods designed to promote safe and accessible connectivity to neighborhood amenities for all residents.	
• ***Policy:*** *Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.*	*Consistent* Street frontage improvements along Mapes Road would include sidewalks and a Class III bike lane consistent with City of Perris engineering standards. The Property Owner/Developer would pay applicable development impact fees (DIF), which may be used by the City to support development of transportation options as outlined in the Active Transportation plan.

4.11.3 Mitigation Measures

No mitigation measures associated with impacts to Land Use and Planning apply to the Proposed Project.

4.11.4 Conclusion

Potential impacts of the Proposed Project associated with Land Use and Planning would be less than significant and no mitigation would be required.

4.12 MINERAL RESOURCES

4.12.1 Regulatory Setting

In 1975, the California legislature enacted the Surface Mining and Reclamation Act (SMARA). This act provides for the reclamation of mined lands and directs the State Geologist to classify (identify and map) the non-fuel mineral resources of the state to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data.

4.12.2 Environmental Setting

The Project Site is located on a vacant parcel within a General Industrial zone where the use is identified as Warehousing and distribution facilities, industrial uses. The California Department of Conservation, Division of Mines and Geology has not identified significant mineral resources within the City of Perris.

4.12.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion

a) 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?

No Impact. According to the California Geologic Survey "Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties, California" map and the City of Perris General Plan EIR, the Project Site is designated Mineral Resource Zone (MRZ) 3 (CGS 2008, Perris 2004). Areas designated MRZ-3 are defined as areas containing known or inferred mineral occurrences of undetermined mineral resource significance. MRZ-2 areas are where geologic data indicate that significant mineral resources are present. Since the site is not designated MRZ-2, development of the Project Site would not impact the availability of known mineral resources in the Project area.

b) 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?

No Impact. See response to Threshold Question XIIa, above. Additionally, no areas in the City of Perris have been designated as locally important mineral resource recovery sites on any local plan. Thus, the Project would have no impact on the availability of locally important mineral resource recovery sites.

4.12.4 Mitigation Measures

No mitigation measures associated with impacts to Mineral Resources apply to the Proposed Project.

4.12.5 Conclusion

There are no potential impacts of the Proposed Project associated with Mineral Resources and no mitigation would be required.

4.13 NOISE

In 2005, the city of Perris adopted the General Plan Noise Element. The Noise Element was then amended in 2016.

Environmental noise is commonly measured in A-weighted decibels (dBA). A decibel (dB) is a unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called a "sound level") measured in dB. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response that duplicates the sensitivity of human ears. Decibels are measured on a logarithmic scale. Generally, a three dBA increase in ambient noise levels represents the threshold at which most people can detect a change in the noise environment; an increase of 10 dBA is perceived as a doubling of loudness.

Noise Descriptors

The noise descriptors utilized in the noise study for this Project include but are not limited to the following:

- Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

- Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24- hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

- Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Vibration

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Table 10 - ***Vibration Source Levels for Construction Equipment*** identifies typical construction sources of vibration as identified by the Federal Transit Administration.

Table 11 - Vibration Source Levels for Construction Equipment

	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	11 2
	0.644 (typical)	10 4
Pile driver (sonic)	0.734 upper range	10 5
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.		

4.13.1 Regulatory Setting

Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being constructed adjacent to a highway or, or alternatively that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

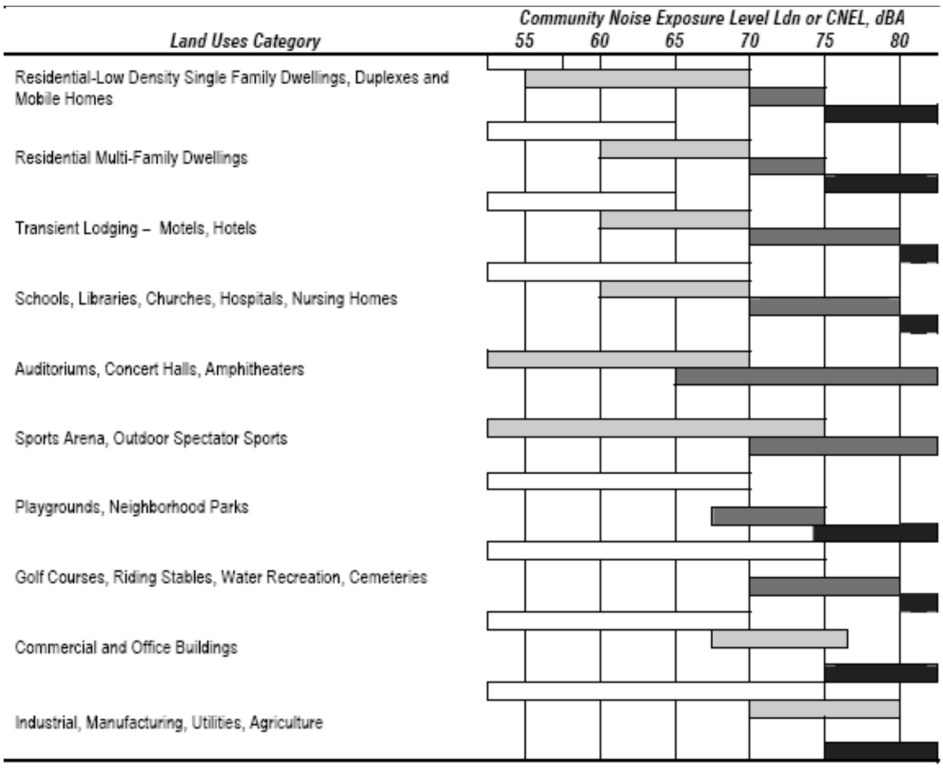
Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

State Regulations

The State of California has established noise insulation standards as outlined in Title 24 and the Uniform Building Code (UBC) which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold.

The State Department of Health Services has published guidelines that rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable as illustrated in **Table 12 - *Land Use Compatibility Guidelines***.

Table 12 - Land Use Compatibility Guidelines



Source: California Office of Noise Control

City of Perris

The City of Perris outlines its noise regulations and standards within the Municipal Code and the General Plan, Noise Element, adopted in 2005.

The City of Perris Municipal Code sets limits for exterior noise levels. Section 7.34.060 states that between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays no one may erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA L_{max} in residential zones in the City.

March Air Reserve Base /Inland Port Airport Land Use Compatibility Plan

The MARB/IPA ALUCP requires that all new residences and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior levels from exterior aviation-related sources to no more than 40 dBA CNEL. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. However, the Proposed Project is not within the noise contours for MAPB/IPA.

Perris Valley Airport Land Use Compatibility Plan

Pursuant to the State Aeronautics Act, the Compatibility Plan establishes the criteria by which the public's exposure to airport-related noise would be evaluated. These criteria are intended to reduce the public's exposure to noise by limiting residential densities and concentrations of people in locations near Perris Valley Airport. Pursuant to the Compatibility Plan, residential projects subject to review by the Commission and its staff within the *55* decibel ("dB") Community Noise Equivalent Level ("CNEL") contour at Perris Valley Airport shall be subject to a condition requiring that noise attenuation measures be incorporated into residential construction to ensure that interior noise levels from aircraft operations are at or below 45 dB CNEL. (In most cases, mitigation to 45 dB CNEL may be achieved with standard construction if the exterior aircraft noise level is at or below 60 dB CNEL.) Residential projects subject to outdoor noise levels less than *55* dB CNEL are not considered to be impacted. However, the Proposed Project is for a commercial development in an area zoned General Industrial.

4.13.2 Environmental Setting

The Project Site is located on a vacant parcel within a General Industrial zone where the use is identified as manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities.

The Project Site is not located within confines of the noise contours for MARB/IPA. However, the Project Site is located within the 55db CNEL noise contour for the PVA and is therefore subject to conditions identified within PVA LUCP (PVA LUCP, Figure W8-7).

4.13.3 Impact Analysis

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

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

Less Than Significant Impact.

Construction

Construction is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times as described in the City's Municipal Code Section 7.34.060. Construction is anticipated to occur during the permissible hours according to the City's Municipal Code.

The Project Site is located in a General Industrial zoned area, and the nearest residential zone is located approximately 0.5 mile to the west of the site. However, several non-conforming residential uses exist directly adjacent to the Project boundary on the west although the properties are zoned General Industrial. The residential uses 0.5 mile to the west would not be impacted by the Project noise due to distance.

Operations

Adjacent uses that may be affected by Project operational noise include general industrial to the north and east and future industrial uses to the west and south (per the zoning). Worst-case

assumes that all Project activities are always operational when, in reality, the noise would likely be intermittent and cycle on/off depending on usage.

The Project would comply with the Perris Municipal Code, Chapter 7.34 Noise Control. It is not anticipated that the rental yard would create any noise conflicts as the equipment would loaded and unloaded during normal business hours. Also, it is not anticipated that the noise levels during normal business hours would conflict with acceptable levels for an area zoned as General Industrial.

When evaluating traffic noise impacts, the City of Perris considers a 5 dBA increase as being significant when the existing noise level at a sensitive receptor is 60 dBA CNEL or less. A 3 dBA increase is significant when the existing noise level at a sensitive receptor is greater than 60 dBA CNEL. A doubling of sound energy is needed to increase sound levels by 3 dBA. An increase of 5 dBA requires more than a tripling of sound energy.

The Project is expected to generate approximately 46 trips per day, according to the Traffic Study in Appendix G. The Project traffic would utilize roadways to the east of the Project Site and would not pass by or utilize residential areas located to the west of the Project Site. Although the average daily traffic volumes along Mapes Road are unknown, the amount is assumed to be low but greater than 46 average daily trips. The 46 daily trips generated by the Project would not double the sound energy at any existing sensitive receptor along the local roadways. Therefore, the project would not result in a substantial permanent increase in ambient noise levels in the vicinity of the Project Site.

Because the Proposed Project would comply with the Perris Municipal Code and would not generate a substantial permanent increase in ambient noise levels in the vicinity of the Project Site, operational impacts on ambient noise levels are less than significant and no mitigation is required.

b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. As shown previously in Table 11, a large bulldozer typically yields a worst-case vibration level of 0.089 peak particle velocity (PPV) (in/sec). Pile drivers are not proposed to be used for Project development and the other construction equipment that would be used at the Project Site generates less vibration than a large bulldozer. The vibration levels may be perceptible for short periods of time during grading along the western property line of the Project Site.

The California Department of Transportation has determined that maximum vibration levels of 0.1 PPV are strongly perceptible to persons and levels of 0.3 PPV have the potential to cause damage at older residential structures. The maximum vibration level of 0.089 PPV would be below the thresholds of significance for both building damage and human annoyance.

The Proposed Project, once operational, is not likely to cause any groundboure vibration as rental equipment is picked up or dropped off. The site would be compacted to the required specifications and the rental equipment would remain stationary when stored on-site. Therefore, the Project's generation of excessive groundborne vibration or groundborne noise levels is less than significant, and no mitigation is required.

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

Less Than Significant Impact. The General Plan Noise Element identifies noise levels of up to 70 dBA CNEL as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. The Project is for a modular trailer rental yard with associated office space for employees. As such, it would fall under the guidance of the City of Perris General Plan, Noise Element Exhibit N-1 with a normally acceptable dB rating of up to 70 dBA CNEL.

As discussed in Section 4.9.4, Criterion IX(e), the Project Site is not within the noise contours for the MARB/IPA. However, it is within the 55 dBA CNEL noise contour for the PVA LUCP. Because the aircraft noise levels at the Project Site would not exceed 70dBA CNEL, the Project would not expose people working with the project site to excessive noise levels. The impact of the Project is are less than significant and no mitigation is required.

4.13.4 Mitigation Measures

No mitigation measures associated with impacts to Noise apply to the Proposed Project.

4.13.5 Conclusion

Potential impacts of the Proposed Project associated with Noise would be less than significant and no mitigation would be required.

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

Census data in 2019 identified the population of the city of Perris as 79,291, which is a 15 percent increase from the population identified in 2010. The 2019 Census data did not have data on the number of housing units in the city but identified that 6 percent of the housing was owner occupied. The City spans over 32 miles and has a population density estimated at 2,537 people per square mile.

4.14.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

Discussion

a) 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)?

Less Than Significant Impact. The Project would not directly increase the City's population as it does not increase residential land use designations nor construct any housing. The Project may create a small amount of jobs both during construction and operation and, therefore, may indirectly contribute to population growth within the City. However, it is anticipated that the majority of new jobs would be filled by workers who already reside in the City and that the Project would not attract a significant amount of new residents to the City.

Although the Proposed Project would include some expansion of infrastructure, this new infrastructure would all be constructed to serve the Proposed Project's needs and would not cause additional unplanned growth. The creation of jobs and necessary infrastructure to support the land uses proposed in the General Plan were already addressed and analyzed in the previous General Plan EIR.

Therefore, construction and operation of the Proposed Project would not significantly induce substantial unplanned population growth either directly or indirectly. Therefore, impacts would be less than significant and no mitigation is required.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project Site is currently vacant and does not contain any structures. Therefore, the Project would not displace any existing housing and would not necessitate construction of replacement housing elsewhere. Thus, no impact is anticipated.

4.14.3 Mitigation Measures:

No mitigation measures associated with impacts to Population and Housing apply to the Proposed Project.

4.14.4 Conclusion

Potential impacts of the Proposed Project associated with Population and Housing would be less than significant and no mitigation would be required.

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

Fire and police services are provided by contract with the County of Riverside. The Perris Elementary School District (PESD) and the Perris Union High School District (PUHSD) provide the school services within the Project vicinity. Recreation services are provided by the City of Perris.

4.15.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Recreation/Parks?			X	
Other public facilities?			X	

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

Fire Protection

Less Than Significant Impact. The closest fire station to the Project Site is Fire Station 1 (Headquarters) at 210 W. San Jacinto Ave., approximately 2 miles north of the Project Site. This station would be the first to respond to calls for service from the site. Fire Station 9 (Goodmeadow Station) at 21565 Steele Peak Dr., approximately 3.3 miles south of the Project Site, would provide secondary response to the Project Site.

Development of the Project consists of a rental yard and an office on an all-weather surface. The remaining Project Site would be paved parking and landscaped areas. The facility may increase the number of fire or emergency services calls; however, considering the proposed use, existing firefighting resources available at the Headquarters only 2 miles away from the Project Site, adverse impacts on the Riverside County Fire Department (RCFD) services are

not expected to occur. The increase in fire service demand generated by the Proposed Project would not require the construction of a new fire station or improvements to either RCFD stations serving the City of Perris.

Additionally, the Project is required to comply with the most current adopted fire, building, and electrical codes and nationally recognized fire and life safety standards of the City and RCFD, as outlined in Chapter 16.08 (Building, Plumbing and Other Codes Adopted) of the City's municipal code. Compliance with these codes and standards would be enforced through the City's development review and building plan check process.

Therefore, potential impacts associated with fire protection would be less than significant and no mitigation would be required.

Police Protection

Less Than Significant Impact. The Perris Police Station is at 137 North Perris Boulevard, approximately 2 miles north of the Project Site. Typically, impacts on police services are analyzed based on increases in permanent residents from projects involving residential developments. Although the Project does not involve an increase in residential development, the Proposed Project could generate a typical range of police service calls, such as vehicular burglaries or thefts and disturbances.

The site would have perimeter fences/walls and would be secured during closure hours. The Project Site is within the Perris Police Station service area, and the Project would not require an expansion of Riverside County Sheriff's Department (RCSD) service area.

Development of the Project Site would not result in the need for new or physically altered police protection facilities. Therefore, potential impacts associated with police protection would be less than significant and no mitigation would be required.

Schools

Less Than Significant Impact. The Proposed Project is located within the boundaries of the Perris Elementary School District (PESD) and the Perris Union High School District (PUHSD). The Project would not directly increase the City's population as it does not increase residential land use designations nor construct any housing. Therefore, it would not generate the need for new or altered school facilities. It may indirectly affect schools by providing a source of employment that may draw new residents into the area; however, appropriate developer impact fees, as required by state law, shall be assessed and paid to the school district. Since the Proposed Project does not include any new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate development impact fees. Thus, the Proposed Project would not result in substantial adverse physical impacts related to schools. Therefore, potential impacts associated with schools would be less than significant and no mitigation would be required.

Recreational/Parks

Less Than Significant Impact. The Proposed Project would not directly require the construction or expansion of public recreational facilities as it does not propose new residential uses. However, it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. The applicable Recreational Facilities Developer Impact Fees (DIFs) shall be assessed and paid towards parks. With the payment of these fees, the impacts to parks and other public recreational facilities are considered mitigated to a less than significant level. Based on the above discussion, impacts are considered to be less than significant.

Other public facilities

Less Than Significant Impact. The Proposed Project would not directly increase the demand for library or other public services because it does not propose new residential uses. The City contracts with the Riverside County Public Library System and provides library services at Cesar E. Chavez Library located at 163 E. San Jacinto Boulevard. The Proposed Project is subject to development impact fees that are used to construct new library facilities or expand existing library facilities subsequent to increased demand. Since the Proposed Project does not include new housing, any impacts would be considered incremental and can be offset through the payment of the appropriate library mitigation fees. Therefore, impacts related to libraries are less than significant.

The nearest emergency medical service available to the Proposed Project area is the Kindred Hospital Riverside located at 2224 Medical Center Dr. Healthcare facilities are developed in response to perceived market demand by free enterprise. Therefore, the development of the Proposed Project would not result in the construction for new or expanded medical facilities. The Perris General Plan EIR determined that any substantial adverse physical impacts associated with the provisions of new or physically altered medical facilities associated with development within General Plan Area is considered to be less than significant. Therefore, impacts are considered less than significant.

4.15.3 Mitigation Measures:

No mitigation measures associated with impacts to Public Services apply to the Proposed Project.

4.15.4 Conclusion

Potential impacts of the Proposed Project associated with Public Services would be less than significant and no mitigation would be required.

4.16 RECREATION

The City of Perris provides recreational services throughout the City. There are no parks or recreational facilities within the Project vicinity.

4.16.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion

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

Less Than Significant Impact. Impacts on parks and recreational facilities are typically analyzed based on increases in permanent residents from projects involving residential developments. The Project Applicant proposes to construct a modular trailer rental yard in an existing General Industrial zone, and therefore, it does not include any residential development or permanent residents. Although the Proposed Project may indirectly affect recreational facilities by creating new jobs in the area which may draw new residents to the area, it is anticipated that the majority of jobs would be filled by individuals already residing in the Project vicinity. Indirect impacts to park facilities would be offset through payment of the applicable Recreational Facilities DIFs. With payment of these fees, impacts to parks and other public recreational facilities would be less than significant and no mitigation is required.

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

No Impact. The Proposed Project does not include development of any recreational facilities. Therefore, no impacts are anticipated.

4.16.2 Mitigation Measures

No mitigation measures associated with impacts to Recreation apply to the Proposed Project.

4.16.3 Conclusion

Potential impacts of the Proposed Project associated with Recreation would be less than significant and no mitigation would be required.

4.17 TRANSPORTATION

A Trip Generation and Vehicle Miles Traveled Screening Analysis for the Proposed Project was prepared to determine potential impacts from transportation associated with development of the Project (**Appendix G - *Trip Generation and Vehicle Miles Traveled Assessment for CSLM Construction Equipment Rental, & Storage Project, City of Perris*, Integrated Engineering Group, May 2, 2022**).

4.17.1 Environmental Setting

This Project is proposing the development of a construction rental facility including 6,115 square foot office and a 4.9-acre open yard for modular trailer rental and storage on a vacant 5.97-acre parcel in the City of Perris. It is anticipated that the proposed development would be built in one phase with vehicular access provided via one driveway along Mapes Road. The proposed development would be required to provide on-site parking spaces consistent with City of Perris parking requirements.

4.17.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Less Than Significant Impact. The City of Perris' Circulation Element for its General Plan was established to provide for a safe, convenient and efficient transportation system for the city. In order to meet this objective, the Circulation Element has been designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. The Perris General Plan Circulation Element (Policy II.A) has established a minimum level of service (LOS) D for all City-maintained roads and intersections, and LOS D along Interstate 215 and State Route 74. LOS E is acceptable at intersections of any Arterials and Expressways with

State Route 74, Ramona-Cajalco Expressway, or Interstate 215 (I-215) ramps. A project that would result in a LOS in excess of these standards could be considered to have a significant impact.

Mapes Road is classified as a Secondary Arterial (City of Perris, 2005a). The analysis presented in Appendix G identified that the Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type) is 46 daily trips, which is far below the 500 vehicle threshold that requires a full Traffic Impact Analysis in the General Industrial zoned portion of the city of Perris; therefore, due to the small increment of Project trips to the study area, the Project would not cause levels of service to deteriorate to levels considered unacceptable.

Public/Mass Transit

The Riverside Transit Agency (RTA) operates 29 fixed bus routes providing public transit service throughout a 2,500 square mile area of Western Riverside County. Other public transportation available in the region includes Greyhound Bus Lines, Amtrack Passenger Rail Service and Metrolink.

The RTA currently has an existing bus route on Goetz Road, approximately 783 feet east of the Project Site (Bus Route 30). Therefore, the Project is not required to design bus stops at the Project location based on the General Plan Circulation Element.

Trails and Bikeways

The General Plan, Exhibit CE-14, identifies future recreational trail systems in the City of Perris. Mapes Road, within the Project area is classified as a Bicycle Route (Class III) in the General Plan Circulation Element. A Class III Bicycle Route provides a signed bike route that people biking shared with motor vehicles. It can include pavement marking and is a comfortable facility for a more confident bicyclist. These are recommended when space for a bike lane may not be feasible.

The Proposed Project would include an entrance with a sidewalk and access ramp consistent with the City standards. The Project Applicant would also install a Class III Bike Lane sign as required by the City. Therefore, the Project is consistent with the objectives to support bikeways near the Project Site.

Therefore, because the Project would implement enhancements to ensure consistency with the General Plan Circulation Element, and because the vehicle trips are minimal for a typical project within an industrial zone, potential impacts associated with the circulation system would be less than significant and no mitigation would be required.

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

Less Than Significant Impact. CEQA Guidelines Section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the Project's vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA.

On June 9, 2020, the City of Perris adopted its *Transportation Impact Analysis Guidelines for CEQA* (TIA Guidelines) to help ensure that land use development and transportation projects comply with the latest CEQA requirements regarding VMT. These guidelines include a CEQA Assessment for VMT analysis and lists the VMT thresholds, screening tools, and methodologies. The City also maintains Level of Service (LOS) policies as part of the General Plan and discretionary review process.

A trip generation evaluation and VMT screening analysis consistent with the City's guidelines was prepared for the Project (Appendix H). The City's guidelines allow for screening criteria to be used to determine where a project would be expected to cause a less than significant impact without having to conduct a detailed study. The screening criteria adopted by the City of Perris are based on recommendations from Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) and the Western Riverside Council of Governments (WRCOG) *Draft Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (updated March 2020) for setting screening thresholds for land use projects.

The following threshold is applicable to the Project:

> *E. Are the project's net daily trips less than 500 ADT?* Projects that generate less than 500 daily trips (ADT) would not cause substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT.

The analysis presented in Appendix G identified that the Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type) is approximately 46 daily trips. Based on the trip generation shown in Appendix H, the Proposed Project would generate less than 500 daily trips. Since the Project generates less than 500 daily trips, the Project is presumed to have a less than significant impact on VMT. Therefore, the impact is less than significant and no mitigation is required.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

Less Than Significant Impact. The Proposed Project does not include the construction or widening of any road facilities, other than the dedication to the City of 17 feet of right-of-way along Mapes Road for a total half-width of 47 feet. Thus, the Project does not entail any design features that would increase traffic hazards due to geometric design. The Project would be reviewed by City staff to ensure that adequate sight distance is provided at the driveway location. Therefore, the impact is less than significant and no mitigation is required.

To ensure no conflicts between autos and trucks, the main entrance for both autos and trucks is from Mapes Road. Additionally, the Project Applicant would install a Truck Left Turn Only Sign as required by the City.

Employee and visitor auto parking is within the proposed parking lot adjacent to the office building. The parking configuration places workers near the building so workers do not have to cross truck traveled ways to enter and exit the building.

Therefore, the Project does not create hazards or conflicts between pedestrians and vehicles internally, nor does it create a conflict between autos and trucks for the ingress and egress. The impact is less than significant and no mitigation is required.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. The Proposed Project is required to comply with the City's development review process including review by the City Fire Department for compliance with all applicable fire code requirements for construction and access to the site. The access and circulation features within the site would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Emergency vehicles would enter the Project Site using the driveway entrance on Mapes Road. The internal circulation includes ample area that can accommodate vehicle delivery trucks as well as fire trucks. The roadway paving and design as well as the final design plans for the Project Site's ingress and egress would be reviewed by the City Engineer for appropriate width and lanes. All access lanes would meet City requirements pursuant to the Uniform Building and Fire Code to ensure adequate emergency access throughout the Project Site.

Therefore, impacts are less than significant, and no mitigation is required.

4.17.3 Mitigation Measures

No mitigation measures associated with impacts to Transportation apply to the Proposed Project.

4.17.4 Conclusion

Potential impacts of the Proposed Project associated with Transportation would be less than significant and no mitigation would be required.

4.18 TRIBAL CULTURAL RESOURCES

A Cultural Resources Assessment for the Proposed Project was prepared by BCR Consulting in April 2022 (Appendix C). The assessment addressed the ethnographic and archaeology of the Native American occupation in the City of Perris.

City of Perris AB 52 Tribal Consultation

On July 27, 2022, the City of Perris notified the following tribal entity representatives of the Project and that the 30-day timeframe in which to request consultation would end August 25, 2022, in accordance with AB52. The following summarizes the results of the AB52 consultation.

- Mr. Joseph Ontiveros, Director of Cultural Resources, Soboba Band of Luiseño Indians. Result: no response received. Consultation concluded.

- Ebru Ozdil, Planning Specialist, Pechanga Band of Luiseño Indians. Result: request for consultation received August 8, 2022. The City attempted to schedule consultation meetings, but no response received. Consultation concluded.

- Mary Resvaloso, Chairperson, Desert Cahuilla Indians (Torres-Martinez). Result: no response received. Consultation concluded.

- William J. Pink, Luiseno Indians. Result: no response received. Consultation concluded.

- Michael Contreras, Cultural Heritage, Morongo Band of Mission Indians. Result: no response received. Consultation concluded.

- Jim McPherson, Manager, Rincon Band of Luiseno Indians. Result: no response received. Consultation concluded.

- Patricia Garcia, Director of THPO, Agua Caliente Band of Cahuilla Indians. Result: no response received. Consultation concluded.
-

4.18.1 Environmental Setting

According to current ethnohistorical scholarship, the Project Site is situated within the traditional boundaries of the Cahuilla and the Luiseño.

Cahuilla. The Cahuilla belong to the Cupan group of the Takic subfamily of languages (Bean and Smith 1978). Like other Native American groups in southern California, they practiced semi-nomadic hunter-gatherer subsistence strategies and commonly exploited seasonably available plant and animal resources. Spanish missionaries were the first outsiders to encounter these groups during the late 18th century. The Cahuilla are generally divided into three groups: Desert Cahuilla, Mountain Cahuilla, and Western (or Pass) Cahuilla (Kroeber 1925; Bean and Smith 1978). The term Western Cahuilla is preferred over Pass Cahuilla because this group is not confined to the San Gorgonio Pass area. The distinctions are believed to be

primarily geographic, although linguistic and cultural differences may have existed to varying degrees (Strong 1929). Cahuilla territory lies within the geographic center of Southern California and the Cocopa-Maricopa Trail, a major prehistoric trade route, ran through it. The first written accounts of the Cahuilla are attributed to mission fathers; later documentation was by Strong (1929), Bright (1998), and others.

Luiseño. Typically, the native culture groups in southern California are named after nearby Spanish missions, and such is the case for this Takic-speaking population. For instance, the term "Luiseño" is applied to the natives inhabiting the region within the "ecclesiastical jurisdiction of Mission San Luis Rey…[and who shared] an ancestral relationship which is evident in their cosmogony, and oral tradition, common language, and reciprocal relationship in ceremonies" (Oxendine 1983:8). The first written accounts of the Luiseño are attributed to the mission fathers. Sparkman (1908), Oxendine (1983) and others produced later documentation. Prior to Spanish occupation of California, the territory of the Luiseño extended along the coast from Agua Hedionda Creek to the south, Aliso Creek to the northwest, and the Elsinore Valley and Palomar Mountain to the east. These territorial boundaries were somewhat fluid and changed through time. They encompassed an extremely diverse environment that included coastal beaches, lagoons and marshes, inland river valleys and foothills, and mountain groves of oaks.

4.18.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) 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			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

Discussion

a) 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)?

Less Than Significant Impact With Mitigation Incorporated. According to PRC Chapter 2.5, Section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and items with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in Section 5020.1.

There are no resources that have been identified as eligible for listing to the California Register of Historic Places within or near the Project Site. Therefore, there would be no impact to known tribal cultural resources. However, the City's standard mitigation measure CR-1 would be implemented to require monitoring during any ground disturbing activities on the Project Site and to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. The City's standard mitigation measure CR-2 would be implemented if any human remains – including Native American human remains – are unearthed by Project construction activities. Implementation of these measures would ensure that Project-specific impacts would be less than significant.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact With Mitigation Incorporated. The Project Site is previously disturbed land and are no resources that have been identified as significant within or near the Project Site. Although ground-disturbing activities would occur on previously disturbed land, there is the potential to uncover unanticipated tribal cultural resources.

There are no resources that have been identified as eligible for listing to the California Register of Historic Places within or near the Project Site. As discussed above, the City's standard mitigation measure CR-1 would be implemented to require monitoring during any ground disturbing activities on the Project Site and to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. The City's standard mitigation measure CR-2 would be implemented if any human remains – including Native American human remains – are unearthed by Project construction activities. Implementation of these measures would ensure that Project-specific impacts would be less than significant.

4.18.3 Mitigation Measures:

The Project would implement mitigation measures CR-1 and CR-2 as identified in Section 4.5 of this IS, which would ensure impacts to tribal cultural resources are less than significant.

4.18.4 Conclusion

Implementation of mitigation measures CR-1 and CR-2 as identified in Section 4.5 would reduce potential impacts of the Proposed Project associated with Tribal Cultural Resources to less than significant.

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

Water is supplied to the Project Site by the EMWD. Electricity is provided by Southern California Edison (SCE), and natural gas is provided by The Gas Company (TGC).

Public sewer service is not yet available to the Project Site; however, several large developers are in the process of working with the City and the EMWD to construct the main wastewater pipeline system in the Project vicinity, which is expected to be completed by 2024. The Applicant does not plant to construction the Project until such time the public wastewater system is available.

4.19.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The Proposed Project Site would be serviced by the existing electric lines, gas lines, and water lines within the vicinity of the Project Site. Project developers are working with the EMWD to install sewer lines to service the area. The Project's connection to this new system would be factored into the sizing need of the pipelines, and this Project does not trigger the need for new or expanded wastewater treatment facilities.

Water Facilities

The Project involves the construction and operation of a modular trailer rental yard that contains a 6,115-square-foot office and a 4.9-acre open yard for rentals and storage on a single 5.97-acre parcel, with approximately six office and yard staff. The 4.9 acres of open yard would contain a gravel overlay which would reduce the need to water the storage area to control dust. Therefore, the Project would require a small demand for water supply at the Project Site. The Project would receive potable and recycled water purchased from the EMWD. The City purchases approximately 640 million gallons of water each year from the EMWD. Currently, the City has a storage capacity of 2.5 million gallons of potable water. The Project developer would construct domestic waterline laterals with meters and recycled waterline laterals to connect to existing EMWD facilities along Mapes Road.

In July 2021, the EMWD approved the Urban Water Management Plan (UWMP) which determined that existing and planned EMWD water supplies are sufficient to meet Project-related demands within EMWD service area. Therefore, it can be concluded that there are sufficient water supplies available to serve the Proposed Project from the EMWD's existing entitlements and resources as set forth in its 2021 UWMP.

As mentioned in Section 4.14(a), no residential use or other land uses typically associated with directly inducing population growth and substantially increasing water demand are included as part of the Project. Furthermore, as is discussed in Section 4.19(b), the Project would have sufficient supplies during normal, dry, and multiple dry years.

Wastewater Treatment Facilities

Wastewater generated within the regional area would be treated by the EMWD. The EMWD treats approximately 46 million gallons per day (mgd) of wastewater at its five active regional water reclamation facilities through 1,813 miles of sewer pipelines. The Perris Valley Regional Water Reclamation Facility (PVRWRF) would receive wastewater from the Project Site. The PVRWRF produces tertiary-treated water and can store more than 2 billion gallons of recycled water for use by surrounding agricultural customers. PVRWRF receives a typical daily flow of 13.8 mgd. The current capacity at the PVRWRF is 22 mgd; however, the ultimate capacity is 100 mgd (EMWD 2016b).

There is currently no wastewater mainline that serves the Project area. Several larger developers of projects in the vicinity are currently working with the City and EMWD to construct the main line. The Project would connect to the main line when constructed. Once connected, the Project would not discharge wastewater into the domestic sewer system in a way that would cause the PVRWRF to exceed requirements, as determined by the Santa Ana RWQCB's Water Discharge Requirements. Therefore, development of the Project would not require or result in the relocation or construction of new wastewater treatment facilities. Thus, impacts would be less than significant.

Stormwater Drainage Facilities

As detailed in Section 4.10.3(a), Stormwater runoff in the Project area would discharge into an infiltration trench that would be installed along the southeastern portion of the office parking lot within a landscaped area to capture water in the developed area. Thus, impacts would be less than significant.

Electric Power Facilities

Electrical energy is accessed by transmission and distribution lines from substations owned by Southern California Edison (SCE). At full buildout, the Project's operational phase would require electricity for building operation (appliances, lighting, etc.). In addition, the Project would be required to comply with the most recent Title 24 standards at the time of building permit issuance. The energy-using fixtures within the Project would likely be newer technologies, using less electrical power. Implementation of the Project would not require new or expanded SCE facilities. Therefore, impacts associated with electrical power facilities would be less than significant.

Natural Gas Facilities

Natural gas is provided to the City by Southern California Gas Company, Pacific Region. Although the Project would require natural gas for building heating, the Project would comply with the most up to date Title 24 building energy efficiency standards, reducing energy used in the state. Based on compliance with Title 24, the Project would generate a need for natural gas that is consistent with industrial uses. Implementation of the Project would not require new or expanded Southern California Gas Company facilities. Therefore, impacts to natural gas facilities would be less than significant

Telecommunications Facilities

The City is served by various telecommunication companies. Since the Project Site is in an urbanized area and is largely surrounded by industrial uses, there are existing telecommunication facilities that would be able to serve the Project Site. The telephone and cable provider specific to the Project Site is Frontier Communications. Once the Project is completed, future employees of the Project would be able to connect to existing telecommunication services without the need for expansion or construction of new facilities. Therefore, impacts associated with telecommunications facilities would be less than significant.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. The EMWD provides potable water to an area of approximately 555 square miles in western Riverside County. The EMWD is both a retail and wholesale agency, serving a retail population of 546,146 people and a wholesale population of 215,075 people. The majority of the EMWD's supplies are imported water purchased through the Metropolitan Water District from the State Water Project and the Colorado River Aqueduct. The EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. The EMWD produces potable groundwater from two management plan areas within the San Jacinto Groundwater Basin, the West San Jacinto Water Groundwater Basin Management Plan area and the Hemet/San Jacinto Water Management Plan area. Native potable groundwater production in the Hemet/San Jacinto Basin is limited according to Hemet/San Jacinto Management Plan provisions to prevent continued overdraft. The EMWD anticipated the limitations on native groundwater production it has experienced and has developed alternatives to assure reliability, including an Integrated Recharge and Recovery Program, filtration plants to treat and deliver imported water to areas dependent on groundwater, and recycled water use for irrigation of landscape and agriculture. Additionally, the EMWD is developing the Enhanced Recharge and Recovery Program to increase conjunctive use and facilitate groundwater banking (EMWD 2016a).

In 2015, the State Water Resources Control Board, in its Emergency Regulation, required water suppliers to reduce water usage by 25% statewide as a means of reducing stress on California's water supplies during the ongoing drought. The mandatory water restrictions required the EMWD to implement Stage 4 of its Water Shortage Contingency Plan to meet conservation targets, which helped the EMWD reduce demands in 2015 by over 20%. The EMWD plans to meet increases in projected demands through a combination of local supply development and ongoing water conservation. The EMWD will continue to rely on imported water from the Metropolitan Water District 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. Customer demands vary with local rainfall. In general, water demand tends to increase in dry years, primarily due to increased water activities such as landscape irrigation. Thus, to assess the reliability of water supply service, every urban water supplier is required to assess its water service under normal, dry, and multiple-dry years within a UWMP. The EMWD UWMP details the expected water supply and demand for both retail and wholesale customers.

Because the City's water demands can be met under normal, dry, and multiple-dry years and the Project's water need is nominal given that the use would be for less than 10 employees, the Project's water demands would be adequately served by the EMWD's projected, current, and future water supplies. Additionally, the Project Applicant has received a letter from the EMWD stating it could supply the Project's water needs (**Appendix I - "Will Serve"** ***SAN 53 – WS 20220000514 - APN: 330-080-006*****, Eastern Municipal Water District, April 20, 2022**). Therefore, impacts to water supply as a result of the Project would be less than significant.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. As outlined above under Section 4.19(a), wastewater generated at the Project Site would be serviced by the EMWD, once the main pipeline service is constructed within the Project area. The EMWD provides wastewater services to approximately 239,000 customers within its service area and currently treats approximately 43 mgd of wastewater at its four active regional water reclamation facilities through 1,813 miles of sewer pipelines. Wastewater generated at the Project Site would be treated at the PVRWRF, one of the EMWD's water reclamation facilities. The PVRWRF provides primary, secondary, and tertiary treatment for an estimated 13.8 mgd. The PVRWRF has a current capacity of 22 mgd and has an ultimate capacity of 100 mgd (EMWD 2016b).

Based on the wastewater generation factor of 300 gallons per day per 1,000 square feet (sq. ft.) for Commercial use designations applied in the General Plan EIR, the Project's approximate 6,115-sq. ft. Project Site of proposed light industrial warehouse uses would generate approximately 1,860 gallons per day of wastewater that would be treated at the PVRWRF. Wastewater generated by the Project would represent a nominal percentage in the average daily wastewater treated per day at the PVRWRF and would be factored into the plan to develop the main line for the Project vicinity. Therefore, implementation of the Project would have a less-than-significant impact on the EMWD's ability to treat wastewater and would not require construction or expansion of existing wastewater facilities.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. Trash, recycling, and green waste service in the City of Perris is provided by CR&R Waste Services. In addition to normal trash collection, the County of Riverside also sponsors several hazardous waste collection events throughout the year. Waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road, approximately 0.73 mile north of the Project Site. At this facility, recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste produced from the Proposed Project would be transported to a variety of landfills.

Future development within the City is estimated to add approximately 120,018 persons in the City of General Plan build-out, with an associated 9,420,849 square feet (sq. ft.) of commercial development, as well as increased residential and industrial uses. This increase in development as a result of General Plan 2030 would result in an increase of solid waste stream to the landfill, and increased demand for solid waste services throughout the City. Development under General Plan 2030 would result in an additional 22,610 tons/year of solid waste to be disposed of at either the El Sobrante Landfill or the Badlands Landfill as a result of commercial activities.

Based on the Solid Waste generation factor of 0.0024 tons, per sq. ft., per year for Commercial use designations applied in the General Plan EIR, the Project's approximate 6,115-sq. ft. office would generate approximately 0.015 tons per year of solid waste that would be disposed of in current landfills. Solid waste generated by the Project would represent a nominal percentage in the average daily solid waste. Therefore, implementation of the Project would have a less-than-

significant impact on the County of Riverside's landfills and would not require construction or expansion of existing solid waste facilities.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. All collection, transportation, and disposal of solid waste generated by the Project would comply with all applicable federal, state, and local statutes and regulations. Under AB 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. In addition, the state has set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill and AB 1826 is a mandatory organic recycling bill. The County adopted its Integrated Waste Management Plan in 1998, which includes the Countywide Summary Plan, Source Reduction and Recycling Elements, and Non-Disposal Facility Elements for the County and each city in the County. Waste generated by the Project would enter the City's waste stream but would not adversely affect the City's ability to meet the requirements of AB 939, AB 341, or AB 1826, since the Project's waste generation would represent a nominal percentage of the waste created within the City. The Project would comply with all regulatory requirements regarding solid waste, and impacts associated with solid waste disposal regulations would be less than significant.

4.19.3 Mitigation Measures:

No mitigation measures associated with impacts to Utilities and Service Systems apply to the Proposed Project.

4.19.4 Conclusion

Potential impacts of the Proposed Project associated with Utilities and Service Systems would be less than significant and no mitigation would be required.

4.20 WILDFIRE

4.20.1 Environmental Setting

The City's General Plan identifies that the City has a very low risk and a very low incidence of brush fires.

4.20.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Proposed Project Site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). Therefore, no impacts associated with wildfire would occur and no mitigation is required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Proposed Project Site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). Therefore, no impacts associated with wildfire would occur and no mitigation is required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Proposed Project Site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). Therefore, no impacts associated with wildfire would occur and no mitigation is required.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Proposed Project Site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). Therefore, no impacts associated with wildfire would occur and no mitigation is required.

4.20.3 Mitigation Measures

No mitigation measures associated with impacts to Wildfire apply to the Proposed Project.

4.20.4 Conclusion

The Proposed Project would have no impact associated with Wildfire risk and no mitigation would be required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant With Mitigation Incorporated. The Project Site is vacant, contains no drainages, and does not contain suitable habitat for any sensitive species. There are also no cultural or archaeological sites within the Project boundaries or surroundings.

The Project would be required to comply with Project-specific mitigation measures relative to biological and cultural resources. Implementation of these measures would ensure that Project-specific impacts would be less than significant.

Thus, the Proposed Project would not 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, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts are less than significant with mitigation incorporated.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant With Mitigation Incorporated. The Proposed Project is being developed according to the General Plan and is an allowed use under the General Industrial land use designations. The analysis contained in the General Plan EIR determined that construction associated within the General Plan may have cumulatively significant impacts in the following areas: (General Plan EIR, p. I-4)

- Aesthetics
- Air Quality
- Hazards
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population, Housing and Employment
- Public Services
- Recreation
- Transportation/Circulation
- Utilities and Service Systems

However, as demonstrated by the analysis in this IS, the Proposed Project would not result in any potentially significant environmental impacts. The Project is consistent with local and regional plans, and the Project's air quality emissions do not exceed established thresholds of significance.

Additionally, the Proposed Project would not cause a substantial increase in ambient noise levels. The Project adheres to all other land use plans and policies with jurisdiction in the Project area and would not cause a significant increase in traffic volumes within the Project area. Although the impacts of the Proposed Project are determined to be less than significant, the Project would be subject to all of the applicable mitigation measures from the General Plan EIR, which would further reduce any Project contribution to cumulative impacts. Therefore, the Proposed Project would not have impacts that are individually limited, but cumulatively considerable, and impacts would be than significant with mitigation incorporated.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant With Mitigation Incorporated. The Project is required to comply with a number of Project-specific mitigation measures that are identified throughout this document. Implementation of these measures would ensure that Project-specific impacts would be less than significant.

Therefore, with mitigation incorporated, the Proposed Project would not directly or indirectly cause substantial adverse effects on human beings.

5 LIST OF PREPARERS

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6 REFERENCES

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