INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

MAPES AND TRUMBLE INDUSTRIAL FACILITY PROJECT
PERRIS, RIVERSIDE COUNTY, CALIFORNIA
CUP 22-05023

February 2023

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LSA Project No. BAV2102

February 2023

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LIST OF ABBREVIATIONS AND ACRONYMS

AAQS	Ambient Air Quality Standards
ADA	Americans with Disabilities Act
ADT	Average Daily Trips
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMP	Best Management Practice
CalEEMod	California Emission Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
City	City of Perris
CNEL	Community Noise Equivalent Level
CO_2e	Carbon Dioxide Equivalent
CWA	Federal Clean Water Act
dBA	A-weighted decibel
DCV	Design Capture Volume
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
EV	Electric Vehicle
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse Gas
HCP	Habitat Conservation Plan

HMBEP	Hazardous Materials Business Emergency Plan
HMMA	Hazardous Materials Management Act
HVAC	Heating, Ventilation and Air Conditioning
IS	Initial Study
ITE	Institute of Transportation Engineers
L_{eq}	Equivalent Continuous Sound Level
LID	Low Impact Development
L_{max}	Maximum Measured Sound Level
LOS	Level of Service
LRA	Local Responsibility Area
LST	Localized Significance Threshold
MEI	Maximum Exposed Individual
MGD	Million Gallons per Day
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
mpg	miles per gallon
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MRF	Materials Recycling Facility
MT	Metric Ton
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NHTSA	National Highway Traffic and Safety Administration
NPDES	National Pollutant Discharge Elimination System
PCE	Passenger Car Equivalent
POTWs	Publicly Owned Treatment Works
PRC	Public Resources Code
REC	Recognized Environmental Condition
ROG	Reactive Organic Compounds
RTP	Regional Transportation Plan
RCFCD	Riverside County Flood Control and Water Conservation District
RWQCB	Regional Water Quality Control Board

SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SO_2	Sulfur Dioxide
STC	Sound Transmission Class
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TNW	Traditionally Navigable Waters
USACE	United States Army Corps of Engineers
USGS	U.S. Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
WDR	Waste Discharge Requirement
WoTS	Waters of the State
WQMP	Water Quality Management Plan

1.0 INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA), and the Guidelines for Implementation of the California Environmental Quality Act (*State CEQA Guidelines*), this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed Mapes and Trumble Industrial Facility Project (project) in the City of Perris. Consistent with Section 15071 of the *State CEQA Guidelines*, this IS/MND includes a description of the proposed project, an evaluation of the potential impacts, and findings from the environmental analysis.

Section 1.0 of this Initial Study describes the purpose, environmental authorization, the intended uses of the IS/MND, documents incorporated by reference, and the processes and procedures governing the preparation of the environmental document. Pursuant to Section 15367 of the *State CEQA Guidelines*, the City of Perris (City) is the Lead Agency for the project under CEQA. The City has primary responsibility for compliance with CEQA and consideration of the proposed project.

The Initial Study is organized as follows:

Section 1.0 *Introduction* provides a discussion of the Initial Study's purpose, intended uses, and public review process.

Section 2.0 *Project Description* provides a detailed description of the existing environmental setting and proposed project.

Section 3.0 *Environmental Checklist* includes a checklist and accompanying analyses of the project's potential effect on the environment. For each environmental issue topic, the analysis identifies the level of the project's environmental impact.

Section 4.0 *References* details the references cited throughout the document.

Appendices Include the technical material prepared to support the analyses contained in the IS.

1.1 PURPOSE OF THE INITIAL STUDY

CEQA requires that the proposed project be reviewed to determine the environmental effects that would result if the project were approved and implemented. The City, as Lead Agency, has the responsibility for preparing and adopting the appropriate environmental document prior to consideration of the proposed project. The City has the authority to make decisions regarding discretionary actions relating to implementation of the proposed project.

This Initial Study has been prepared in accordance with the relevant provisions of CEQA (California Public Resources Code Section 21000 et seq.); the *State CEQA Guidelines,*[1] and the rules, regulations, and procedures for implementing CEQA as adopted by the City. The objective of the

[1] California Code of Regulations. Title 14, Chapter 3, Sections 15000 through 15387.

Initial Study is to inform City decision-makers, representatives of other affected/responsible agencies, the public, and interested parties of the potential environmental effects of the project.

As established in *State CEQA Guidelines* Section 15063(c), the purposes of an IS are to:

- Provide the Lead Agency (City of Perris) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND);
- Enable an applicant or Lead Agency to modify a project, thus mitigating significant impacts before an EIR is prepared, and thereby enabling the project to qualify for an ND or MND;
- Assist in the preparation of an EIR, if one is required;
- Facilitate environmental assessment early in the design of a project;
- Provide a factual basis for finding in an ND or MND that a project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs; and
- Determine if a previous EIR could be used to consider the environmental effects of the project.

1.2 INTENDED USE OF THIS INITIAL STUDY

The City formally initiated the environmental process for the proposed project with the preparation of this Initial Study. The IS screens out those impacts that would be less than significant and do not warrant mitigation, while identifying those issues that require mitigation to reduce impacts to less-than-significant levels. As identified in the following analyses, project impacts related to various environmental issues either would not occur, would be less than significant (when measured against established significance thresholds), or would be rendered less than significant through implementation of mitigation measures. Based on these analytical conclusions, this IS supports adoption of an MND for the proposed project.

CEQA[2] permits the incorporation by reference of all or portions of other documents that are generally available to the public. The IS utilizes information from City planning and environmental documents, technical studies specifically prepared for the project, and other publicly available data. The documents utilized in the IS are identified in Section 4.0 and are hereby incorporated by reference. These documents are available for review at the City of Perris Development Services Department, Planning Division and on the City's website.

[2] *State CEQA Guidelines* Section 15150.

1.3 PUBLIC REVIEW OF THE INITIAL STUDY

The IS and a Notice of Intent (NOI) to adopt an MND will be distributed to responsible and trustee agencies, other affected agencies, and other parties for a 30-day public review period. Written comments regarding this IS should be addressed to:

Lupita Garcia, Associate Planner
City of Perris
Development Services Department, Planning Division
101 N. D Street
Perris, California 92570
(951) 943-5003 ext. 236
lgarcia@cityofperris.org

After the 30-day public review period, comments raised during the public review period will be considered and addressed prior to potential adoption of the MND by the City.

2.0 PROJECT DESCRIPTION

The project includes development and operation of an approximately 396,000-square-foot warehouse building on 19.16 acres of vacant land. The following identifies the project location and existing environmental and regulatory setting and describes the proposed project.

2.1 METHODOLOGY

The environmental analysis in this IS/MND provides an environmental review of the project pursuant to CEQA. The details of this proposed project, off-site improvements, and associated actions are characterized in this section and are also addressed in detail throughout Section 3.0 of this Initial Study. If the project is approved, the proposed development would be allowed without further discretionary approval, under the condition that the development complies with the City's regulations and project-specific mitigation measures and Conditions of Approval.

2.2 PROJECT LOCATION AND SETTING

The project site is located in the southeastern portion of Perris (city), in western Riverside County, California. The project site is located in Section 10 of Township 5 South, Range 3 West of the San Bernardino Baseline and Meridian.[3] Specifically, the center of the project site is at latitude 33°45'23.77" N and longitude -117°11'12.83" W at an elevation of approximately 1,420 feet above mean sea level and consists of four parcels (Assessor's Parcel Numbers [APNs] 329-020-033, -034, -044 and -046).

The project site is approximately 19.16 acres and is bounded by Mapes Road to the north, Trumble Road to the east, Exceed Road and a commercial development with undeveloped property to the south, and Interstate 215 to the west. Industrial and public facilities uses are located immediately north of Mapes Road. Industrial uses and undeveloped property are located immediately east of Trumble Road within the City of Menifee. Commercial and industrial uses and undeveloped land are located immediately south of Exceed Road within the City of Menifee, and the Perris Valley Regional Water Reclamation Facility and undeveloped land are located immediately west of Interstate 215.

The Big League Dreams Perris sports park is located on the opposite site of the Mapes Road/Trumble Road intersection. The distance from the closest construction area to the closest playing field is approximately 650 feet and from the closest loading dock to the closest playing field is approximately 965 feet. Additionally, single-family residential uses are located approximately 1,390 feet east of the site (measured project site boundary to residential property line) within the City of Menifee. Figure 1 and Figure 2 depict the location of the project site on a regional and local scale.

The project site consists of vacant land and is dominated with low-lying ruderal grasses[4] and other vegetation. Historically, the site was utilized for row crop agriculture until the 1990s, by which point

[3] U.S. Geological Survey (USGS) 7.5-minute series *Perris, California* quadrangle map. 1967, Photorevised 1980. https://www.sciencebase.gov/catalog/item/5a8a3308e4b00f54eb3d63d3. (accessed September 23, 2022).
[4] Ruderal vegetation consists of species (often invasive) that are first to colonize disturbed lands.

in time surrounding properties were developed for industrial, commercial, and public facilities uses.[5] The site has since been fallow and subject to routine weed abatement through the present day.[6] A total of 7 eucalyptus trees exist at the western site boundary along the Interstate 215 northbound on-ramp, and 12 sycamore trees planted as part of the Trumble Road street improvements are located along the eastern site boundary with Trumble Road. The Riverside County Flood Control and Water Conservation District (RCFCD) constructed a square-shaped storm water detention basin and associated channel in the center of the site in 2002 as part of Line B of the Romoland Master Drainage Plan to receive runoff from the western terminus of Exceed Road and adjacent properties up-gradient to the south and west.[7] Figures 3a through 3e include photographs of the project site and surrounding land uses.

2.3 REGULATORY SETTING

The project site is within Planning Area 9 of the City and has corresponding Industrial BP-Business Park land use and zoning designations.[8] Table 2.3-A summarizes the project site and surrounding land uses, General Plan designations, and zoning designations.

Table 2.3-A: Surrounding Land Uses

Direction	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Vacant	Business Park (BP)	Business Park (BP)
North	Eastern Municipal Water District headquarters and material yard[1]	Pubic (P)	Pubic (P)
East	Industrial material yard and undeveloped property[2]	Economic Development Corridor (EDC)	Economic Development Corridor – Northern Gateway (EDC-NG)
South	Commercial, Industrial, and undeveloped property[2]	Economic Development Corridor (EDC)	Economic Development Corridor – Northern Gateway (EDC-NG)
West	Interstate 215, Perris Valley Regional Water Reclamation Facility, and undeveloped property[1]	Industrial (I)	Industrial (I)

Sources: City of Perris. *City of Perris General Plan 2030 Land Use Element and City of Perris Zoning Map.* Exhibit LU-1. Updated January 3, 2013. Website: https://www.cityofperris.org/departments/development-services/general-plan (accessed April 1, 2022).
City of Menifee. *General Plan Land Use Map.* Amended March 2020. Website: https://cityofmenifee.us/DocumentCenter/View/11043/General-Plan--Land-Use-Map---March-2020 (accessed October 15, 2021).
City of Menifee. *Zoning Map*. Amended April 2020. Website: https://cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---April-2020 (accessed October 15, 2021).

[1] City of Perris
[2] City of Menifee

[5] Nationwide Environmental Title Research, LLC. *Historic Aerials by NETR Online.* Aerial Photographs from 1966, 1967, 1978, 1985, and 1996. Website: https://historicaerials.com/viewer (accessed April 1, 2022).
[6] *Ibid*.
[7] Line B of the Romoland Master Drainage Plan is being realigned by the Riverside County Flood Control and Water Conservation District underground along Sherman Road in the City of Menifee under a separate action and would avoid the Project site.
[8] City of Perris. *City of Perris General Plan 2030 Land Use Element and City of Perris Zoning Map*. Exhibit LU-1. Updated January 3, 2013. Website: https://www.cityofperris.org/departments/development-services/general-plan (accessed April 1, 2022).

The City's General Plan *Land Use Element* indicates Planning Area 9 is anticipated to provide opportunities for commercial and business park uses that draw upon a regional market made accessible by the Interstate 215 Freeway.[9] Furthermore, Chapter 19.44, Section 19.44.010(1) of the City's Municipal Code indicates the *BP, Business Park* zone is provided for uses, including warehousing/distribution and large-scale warehousing, generally served by arterial roadways and freeways pursuant to a Conditional Use Permit. The proposed project would be subject to conditions of approval pursuant to Municipal Code Chapter 19.61 (Conditional Use Permits) in order to be developed in a manner consistent with the existing *BP, Business Park* zone.

2.4 PROJECT DESCRIPTION

The proposed project would result in development of the site with a 396,000-square-foot warehouse building that would include 45 freight truck loading docks with trailer parking on the south side of the building and employee parking on the east and west sides of the building, as well as associated improvements. Individual project components are described below. The conceptual site plan is presented in Figure 4.

2.4.1 Facility and Site Design

The project would be a modern industrial building approximately 46 feet in height and up to 55 feet in height at its tallest parapet (Figure 5 details the building elevations). The industrial building would contain 12,000 square feet of office space and approximately 384,000 square feet of warehouse space, with a total of 45 truck loading docks. The building's design would be comprised of tempered glazed aluminum and painted concrete. The northeast and northwest corners of the building where the offices are proposed would contain parapets with glass façades, which are intended to provide visual relief and varied massing.

As the future tenant of the proposed warehouse is unknown at this time, the warehouse would be designed to facilitate up to 50 percent cold storage space. The 50 percent of cold storage is the maximum that is being proposed and would be limited by a Project Design Feature as part of the City's development review process through modularity in design. For example, to ensure the warehouse electrical room is sufficiently sized to accommodate the potential cold storage, either a secondary electrical room would be provided in the building, or the primary electrical room would be sized 25 percent larger than is required to satisfy the service requirements of the building, or the electrical gear would be installed with the initial construction with 25 percent excess demand capacity depending on the ultimate tenant of the facility. Additionally, a conduit would be installed from the electrical room to the loading dock doors that have potential to serve the refrigerated space. If the ultimate tenant requires cold storage, building improvement permits would be required for any refrigerated warehouse space, at which point electric plug-in units would be installed at every dock door servicing the refrigerated space to allow transport refrigeration units to plug in.

The project would include installation of 8-foot-tall tubular steel fencing along the western property boundary adjacent to Interstate 215, while the southern areas of the site containing the freight truck loading docks and trailer parking would be screened from public views via 14-foot-tall tilt-up

[9] City of Perris. *City of Perris General Plan 2030 Land Use Element.* Page 6. Updated January 3, 2013. Website: https://www. .org/departments/development-services/general-plan (accessed April 1, 2022).

screen walls pursuant to Section 19.44.080 (Site and Architectural Design Guidelines) of the City Municipal Code for Industrial Zones.

Light poles would be installed throughout the surface parking lots and along on-site pedestrian pathways. The warehouse building would have security lighting located on the building façades. Additionally, streetlights will be installed along the project frontages of Mapes Road, Trumble Road, and Exceed Road. All project lighting would be installed in accordance with Section 19.02.110(a) (Lighting) of the City Municipal Code, which requires light shielding, functional and aesthetic design, and compatibility with surrounding uses.

The proposed project would be designed and developed in accordance with the 2022 California Green Building Standards Code, which is Part 11 of the California Code of Regulations, commonly referred to as the CALGreen Code that became effective on January 1, 2022. Requirements of the 2022 CALGreen Code that are applicable to the proposed project include the following:

5.106.4 **Bicycle Parking.** Provide bicycle racks within 200 feet of the visitor's entrance for 5 percent of new visitor motorized vehicle parking spaces, with a minimum of one two-bike capacity rack.

5.106.5.3 **Electric Vehicle (EV) charging.** Provide EV infrastructure and facilitate EV charging in compliance with the California Building Code and the California Electrical Code. The number of EV capable spaces required are specified at approximately 20 percent of the total spaces. Provisions for medium- and heavy-duty EV spaces shall be included.

5.106.12 **Shade Trees.** Shade trees shall be planted to provide shade over 50 percent of the parking area within 15 years unless solar photovoltaic shade structures provide this shade.

5.303.3 **Water Conserving Plumbing Fixtures and Fittings.** All water fixtures shall comply with the California Code of Regulations, Title 20, (Appliance Efficiency Regulations), Section 1605.1(h)(4) and Section 1605.3(h)(4)(A).

5.304.1 **Outdoor Water Use.** Development shall comply with the City's water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent.

5.408.1 **Construction Waste Management.** Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.408.1.2, or 5.408.1.3, or meet the City's construction and demolition waste management ordinance, whichever is more stringent.

5.410.1 **Recycling by Occupants.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals, or meet the City's local recycling ordinance, whichever is more restrictive.

A portion of the project site is within Flood Zone AE[10] of the Federal Emergency Management Agency (FEMA). Section 60.3(d) of the National Flood Insurance Program (NFIP) requires a developer to obtain a FEMA permit for a Floodway Encroachment for construction in Flood Zone AE 100-year flood zone indicating the lowest floor (including basement) must be built above a predetermined base flood elevation (BFE) for Flood Zone AE. Accordingly, the project would be conditioned to obtain a Conditional Letter of Map Improvement (CLOMR) and a Letter of Map Revision (LOMR) and construct the site such that the finished floor elevation would be at least one foot above the 100-year flood plain elevation of 1,420 as identified in FEMA's Flood Insurance Rate Map (FIRM) Panel 06065C1440H.

2.4.2 Site Access

Access to the project site would be facilitated via Mapes Road, Trumble Road, and Exceed Road. In the existing condition, vehicular and pedestrian access to the site is restricted due to the lack of on-site drive aisles from the adjacent roadways, and only one pedestrian facility occurs along Trumble Road.

Passenger vehicle and pedestrian access to the project site would be provided by an ingress/egress driveway and sidewalk at the western terminus of Mapes Road and another ingress/egress driveway and sidewalk off Mapes Road near the intersection with Trumble Road. An additional passenger vehicle driveway with sidewalk would be constructed along Trumble Road between Mapes Road and Exceed Road. Freight truck access would occur only from Exceed Road[11] via an improved cul-de-sac with two ingress/egress driveways to be used only by trucks to access the warehouse loading docks and a separate trailer parking area to the south of the warehouse building. An on-site drive aisle along the east, west, and south of the warehouse building would connect the driveways with the passenger vehicle parking areas and offices on the east and west sides of the warehouse and would facilitate internal access to freight loading docks and trailer parking areas proposed on the south side of the warehouse. Additionally, the on-site drive aisle would serve as an emergency fire lane to ensure adequate access for first responders to an emergency.

Entrances and exits to and from the parking and loading facilities would be marked with appropriate directional signage, and all site access points and driveway aprons are designed and would be constructed to adequate widths for public safety pursuant to the California Fire Code and City Municipal Code Section 19.44.080(b)(5) and (6).

2.4.3 Transit, Pedestrian, and Bicycle Connectivity

The project site is accessible from nearby public bus stops along State Route 74 approximately 0.4 mile south of the site, as well as via other facilities such as Class III bikeways along nearby major corridors. Pedestrian access to the project site would occur via curb and sidewalks to be constructed and/or improved along the project frontage with Mapes Road, Trumble Road, and Exceed Road.

10 Flood Zone AE is a 100-year flood zone designation (1 percent chance of being equaled or exceeded during a given year) with base flood elevations determined.

11 Truck freeway access would be restricted solely via Exceed Road, Trumble Road to State Route 74 to Interstate 215 and vice versa.

2.4.4 Landscaping

The City requires a minimum 12 percent of the overall project site to be landscaped, and the project includes approximately 158,843 square feet of landscaping,[12] which equates to approximately 19 percent of the site. The project would incorporate landscaping through a combination of accent plantings/groundcovers, hedges, and trees along the site perimeter and include additional trees throughout the parking area and along the internal drive aisles. Enhanced landscaping would be installed throughout the project site pursuant to Chapter 19.70 (Landscaping) and Section 19.02.130(b) of the City Municipal Code, which requires the proponent to incorporate a variety of plant materials with an emphasis on drought-tolerant species compatible with the scale of adjacent structures, streets, and public spaces. Design elements of the proposed project include landscaped setbacks and street trees along the site perimeter and on-site trees throughout the parking areas and internal drive aisles. The proposed landscaping is intended to complement existing natural and manmade features, including the dominant landscaping of surrounding areas (Figure 6 details the project landscape design).

2.4.5 Drainage

The majority of the project site consists of pervious surface area. Storm water generally sheet flows in a northeasterly direction and collects in the RCFCD constructed storm water detention basin in the center of the site, before discharging northbound through an abandoned segment of Line B of the Romoland Master Drainage Plan into the Perris Channel located adjacent to Interstate 215 approximately 500 feet northwest of the project site.[13] Upon development of the site, all on-site storm water would be captured on site in accordance with Santa Ana Regional Water Quality Control Board *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities,* Order No. R8-2010-0033, National Pollutant Discharge Elimination System Permit No. CAS618033 Construction General Permit), also known as the Municipal Separate Storm Sewer System or MS4 permit. The runoff from the site would drain to multiple on-site grate inlets and catch basins and be conveyed into a series of modular wetland facilities and underground water treatment/storage tanks proposed in the northeast and northwest portions of the site. Discharged storm water would be conveyed off site into an existing catch basin and earthen channel at volumes that do not exceed the existing, pre-developed condition.

2.4.6 Infrastructure and Off-site Improvements

The project would include dedication of approximately 9 feet of right-of-way along the site's northern frontage with Mapes Road, buildout of the ultimate full width of Mapes Road (78 feet/56 feet) in accordance with the City's General Plan designation for a Major Collector Street, completion of the cul-de-sac at the western terminus of the roadway, and construction of curb, gutter, sidewalk, street trees, and streetlights along the northern frontage of the site. Additionally, the project would include dedication of approximately 27 feet of right-of-way along the project site's eastern frontage with Trumble Road along APN 329-020-034 and one foot of right-of-way for Trumble Road along APN 329-020-044. Trumble Road would be built out to the ultimate full width (94 feet/64 feet with

[12] In addition to the proposed landscaping, the project would add 6,675 square feet of flatwork (paved pedestrian features such as sidewalk).

[13] Line B of the Romoland Master Drainage Plan is being realigned by the Riverside County Flood Control and Water Conservation District underground along Sherman Road in the City of Menifee under a separate action and would avoid the project site.

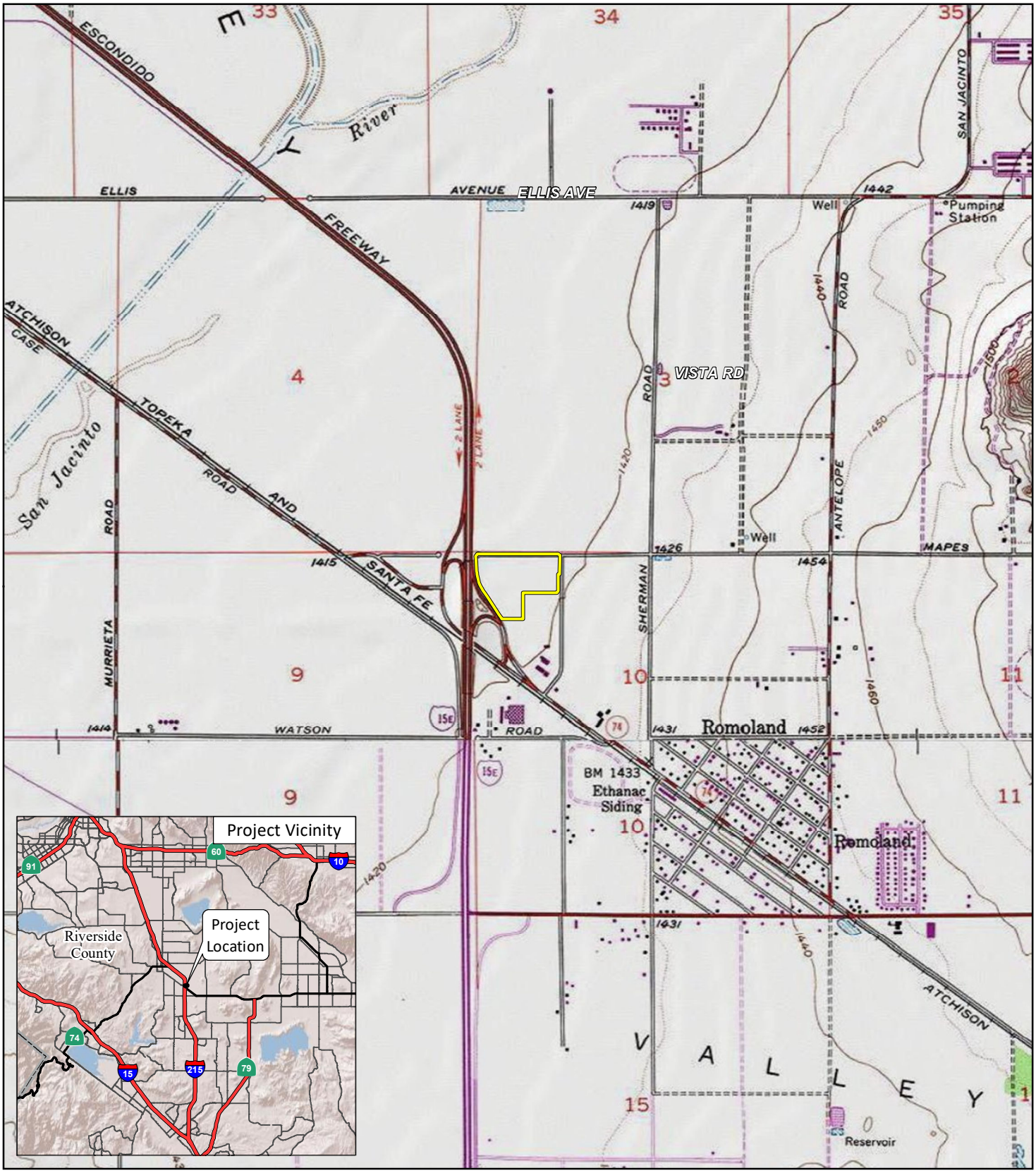
12-foot painted median) in accordance with the City's General Plan designation for a Secondary Arterial Street and include construction of curb, gutter, sidewalk, street trees, and streetlights along the eastern frontage of the site. The project would include adequate dedication along Exceed Road in order to construct an offset cul-de-sac at the western terminus of the roadway. The project would include buildout of the ultimate full width of Exceed Road (60 feet/40 feet) in accordance with the City's General Plan designation for a Local Road and construction of curb, gutter, sidewalk, street trees, and streetlights along the southern frontage of the site along this roadway. Finally, the project also would interconnect to existing sewer, water, gas, and telecommunications utilities within the Mapes Road and Trumble Road rights-of-way.

2.4.7 Construction

Construction activities would involve removal of existing on-site vegetation, including the trees along the western and eastern boundaries of the site, and the vacated square detention basin from the middle of the site. Construction would also include excavation, grading, paving, construction of the warehouse building and parking areas, and the installation of lighting, landscaping, and utility connections. During grading, on-site soils would be excavated and recompacted in accordance with the 2022 California Building Code (CBC) to accommodate the proposed industrial building and parking areas.

Construction parking and staging areas would occur on site. According to the project conceptual grading plans, approximately 28,891 cubic yards of soil import would be required during the grading phase of construction for excavation, compaction, and rough grading in order to raise the site one foot above the 100-year flood plain elevation of 1,420 as identified in FEMA's Flood Insurance Rate Map (FIRM) Panel 06065C1440H. Construction hours would generally conform to City standards (Chapter 7.34, Section 7.34.060, Construction Noise of the City Municipal Code) and be limited to 7:00 a.m. to 7:00 p.m. Monday through Saturday. During project construction, it is possible there would be temporary lane closures and/or detours necessary along Trumble Road, Mapes, Road, and/or Exceed Road. In addition, it is possible that concrete pouring activities may need to occur at night to facilitate proper concrete curing. Pours during hot weather would typically occur between the approximate hours of 1:00 a.m. and 7:00 a.m.

Construction of the project is anticipated to commence in spring of 2023 and be completed in the summer of 2024, resulting in a total construction duration of approximately 17 months. Construction equipment anticipated to be used includes rubber-tired dozers, tractors/loaders/ backhoes, excavators, graders, scrapers, cranes, forklifts, generators, welders, air compressors, and paving equipment.



LSA

LEGEND

Project Site

FIGURE 1

N

0 1000 2000

FEET

SOURCE: USGS Topo

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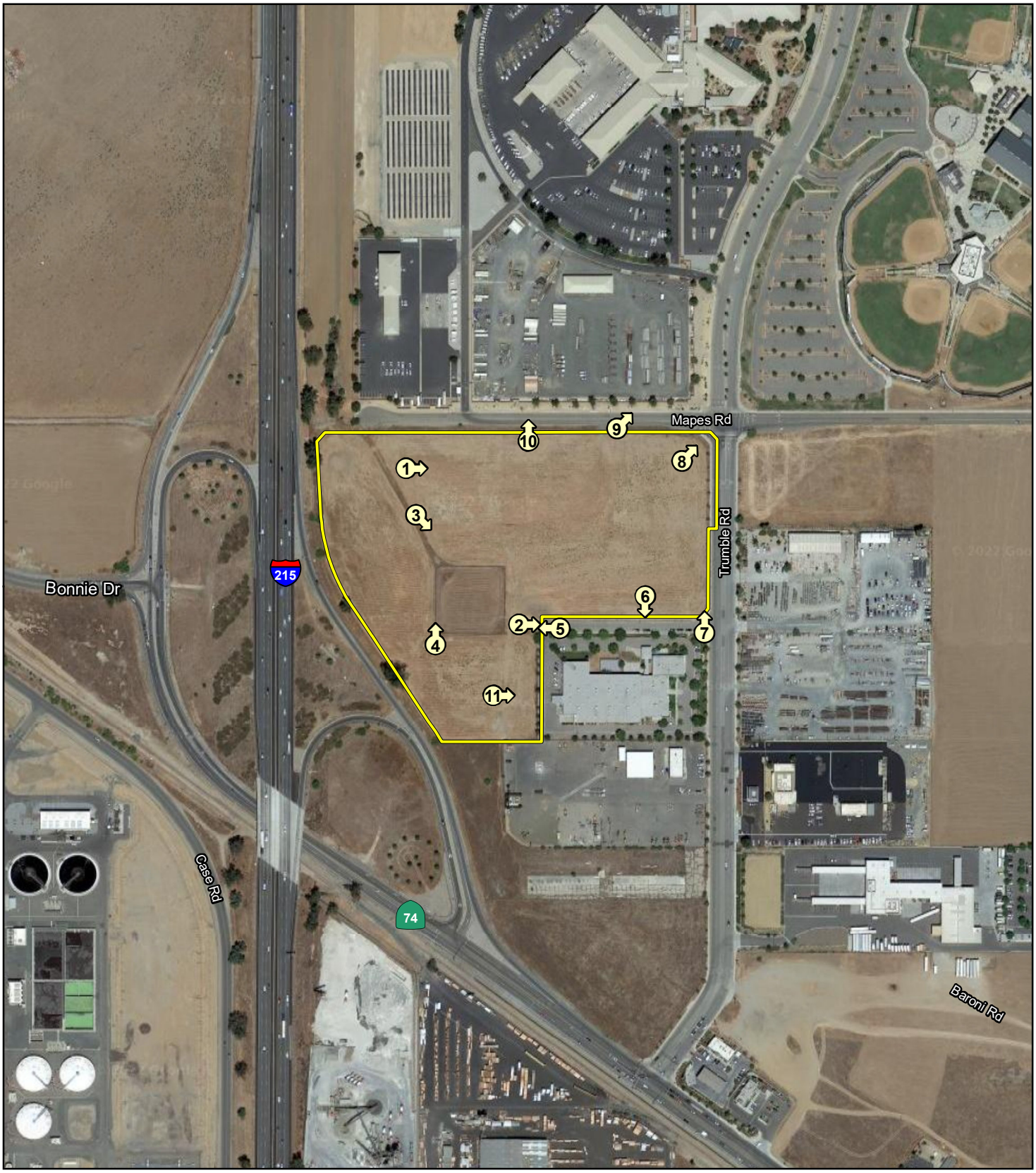
Mapes and Trumble Industrial Facility Project

Project Location and Regional Vicinity



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LEGEND

Project Site

Photo Locations

*Note: Photo location viewpoints are depicted in Figure 3a through 3e.

N

0 210 420

FEET

SOURCE: Google (2021)

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FIGURE 2

Mapes and Trumble Industrial Facility Project

Aerial Photograph of Project Site and Surrounding Land Uses

Photo 1: Project Site Overview Facing East.

Photo 2: Project Site Boundary along Exceed Road Facing East

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* Note: Viewpoint locations are depicted in Figure 2.

FIGURE 3a

Mapes and Trumble Industrial Facility Project
Site Photographs

Photo 3: Abandoned Riverside County Flood Control Line B-Romoland Master Drainage Plan Facing Southeast.

Photo 4: Detention Basin and Northern Project Site Boundary Facing North.

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* Note: Viewpoint locations are depicted in Figure 2.

FIGURE 3b

Mapes and Trumble Industrial Facility Project
Site Photographs

Photo 5: On-site Detention Basin and Interstate 215 Facing West

Photo 6: Offsite Uses South of Exceed Road Facing South

LSA

* Note: Viewpoint locations are depicted in Figure 2.

FIGURE 3c

Mapes and Trumble Industrial Facility Project
Site Photographs

Photo 7: Intersection of Exceed Road and Trumble Road Facing North.

Photo 8: Northeast Corner of the Project Site showing Big League Dreams Sports Park Facing Northeast

LSA

* Note: Viewpoint locations are depicted in Figure 2.

FIGURE 3d

Mapes and Trumble Industrial Facility Project
Site Photographs

Photo 9: Northern Boundary of the Project Site Facing Northeast.

Photo 10: Northern Boundary of Project Site Facing North.

Photo 11: Southern Portion of Project Site Facing East.

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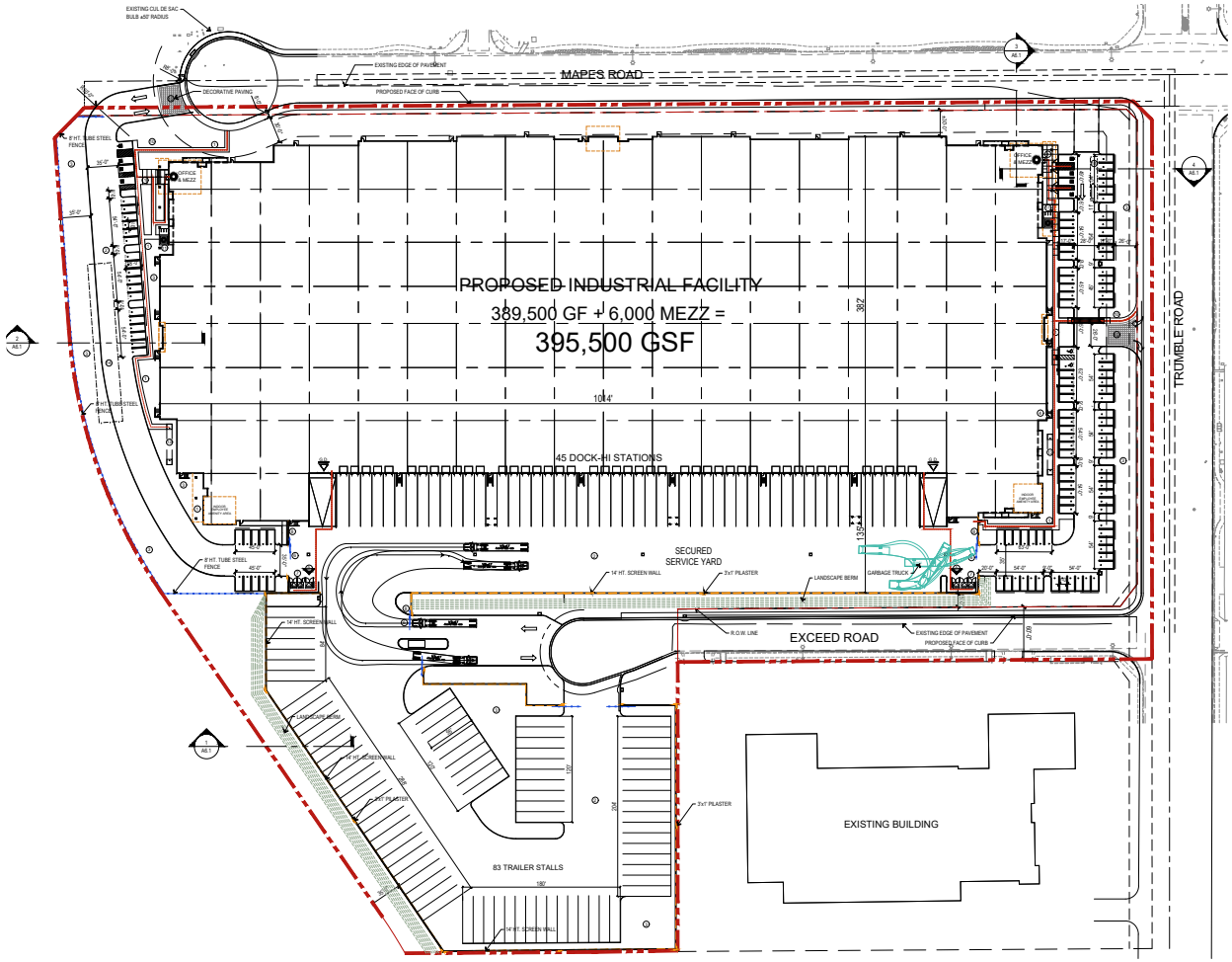
* Note: Viewpoint locations are depicted in Figure 2.

FIGURE 3e

Mapes and Trumble Industrial Facility Project
Site Photographs



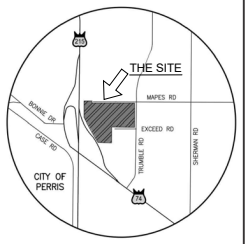
GRAPHIC LEGEND:

- = OFFICE ENTRY
- G.D. = GRADE DOOR (14'X14')
- = A.D.A. ACCESSIBLE PRKG.
- = PROPERTY LINE (SEE CIVIL)
- = DOCK DOOR & LEVELER
- = CANOPY OR OVERHANG
- = CENTERLINE OR GRID LINE
- = EASEMENT (SEE CIVIL)
- = TRASH ENCLOSURE W/ SOLID ROOF A.D.A ACCESIBLE
- = WB-67' TRACTOR TRAILER
- = ADA PATH OF TRAVEL
- = 12' X 55' TRAILER PARKING
- = 12' to 14' HT. CONC. SCREEN WALL
- = 8' HT. TUBE STEEL FENCE

KEY NOTES: (#)

1. PEDESTRIAN PAVING (SEE CIVIL & LANDSCAPE)
2. CONCRETE VEHICULAR PAVING (SEE CIVIL)
3. LANDSCAPE AREA (SEE LANDSCAPE)
4. ACCESS DOOR OR EMERGENCY ACCESS DOOR
5. STEEL TUBULAR FENCE (8' HEIGHT)
6. AUTOMATIC ROLLING GATE (8'-HEIGHT)
7. TRASH ENCLOSURE (ADA COMPLIANT)
8. PROVIDE KNOX BOX (LOCATION PER FIRE DEPT.)
9. ADA RAMP (AS REQUIRED)
10. ADA PATH OF TRAVEL
11. OUT DOOR BREAK AREA & BIKE RACKS CLASS II
12. DECORATIVE PAVING
13. OUTDOOR AMENITY(HORSESHOE PIT)
14. UNDERGROUND DETENTION (SEE CIVIL)

VICINITY MAP



PROJECT DATA:

APN #:	329-020-046, 329-020-033, 329-020-034, 329-020-044
SITE ADDRESS:	MAPES RD & TRUMBLE RD PERRIS, CA 92571
SITE AREA:	± 834,785 SF 19.16 ACRES

DEVELOPMENT STANDARDS:

ZONING:	BP - BUSINESS PARK (INDUSTRIAL)
MAX. F.A.R.:	0.75
MAX COVERAGE:	50%
MAX HEIGHT:	50'-0"
BUILDING SETBACKS:	
FRONT:	
LOCAL ST:	5'
ARTERIAL ST:	10'
FREEWAY:	15'
SIDE:	
ADJOINING NON RES:	NONE
IF LOADING PROVIDED:	25'
STREET SIDE YARD:	SEE FRONT YARD
REAR:	
ADJOINING NON RES:	NONE
IF LOADING PROVIDED:	25'
LANDSCAPE SETBACKS:	
FRONT:	
SIDE:	
REAR:	
LANDSCAPE REQUIRED:	10% 1 TREE/30 LIN FT. 25' BUFFER WHERE LOADING AREA ABUTS STREET
PARKING LOT LANDSCAPE:	1 TREE /6 STALLS 8' MIN ISLANDS
OFF-STREET PARKING:	
STANDARD:	9'x19'
PARALLEL:	8'x24'
DRIVE AISLE:	26'
FIRE LANE:	20'
REQUIRED TRAILER PARKING RATIOS:	
HIGH-CUBE:	1/5000
REQUIRED AUTO PARKING RATIOS:	
HIGH-CUBE WAREHOUSE:	
1ST 20K SF:	1/1000
20K - 40k SF:	1/2000
OVER 40K SF:	1/5000
OFFICE:	
IF LESS THAN 10%:	INCLUDED
IF MORE THAN 10%:	1/300
LANDSCAPE PROVIDED	156,100 SQFT
LANDSCAPE COVERAGE	17% OF TOTAL SITE

SITE DATA TABLE

BUILDING	LAND AREA AC	LAND AREA SF	FAR %	BLDG FOOT PRINT	BLDG MEZZ.	TOTAL BLDG SF	OFFICE SF	WAREHOUSE SF	WHSE PRKG. 0-20K	WHSE PRKG. 20-40k	WHSE PRKG. 40K+	PRKG REQ. AUTOS	PRKG PROV. AUTOS	PRKG REQ. TRAILERS	PRKG PROV. TRAILERS	PRKG PROV. EVCS	PRKG PROV. EVSE
1	20.656 AC	±899,798	43.9 %	389,500	6,000	395,500	12,000	383,500	20	10	71	101	125	79	83	25	6
									(1/1000)	(1/2000)	(1/5000)		(.30/1000)	(1/5000)	(1/4747)		

0 50 100
FEET

SOURCE: AO Architecture

I:\BAV2102\G\Site_Plan.ai (12/16/2022)

FIGURE 4

Mapes and Trumble Industrial Facility Project

Proposed Conceptual Site Plan

NORTH (MAPES ROAD) ELEVATION

SOUTH ELEVATION

EAST (TRUMBLE ROAD) ELEVATION

WEST ELEVATION

EAST (TRUMBLE ROAD) PARTIAL ENLARGED ELEVATION

KEY NOTES:

1. CONCRETE TILT-UP PANEL WITH REVEALS
2. MEDIUM PERFORMANCE GLASS IN CLEAR ANOD. ALUM. MULLION SYSTEM.
3. TRELLIS CANOPY WITH LATTICE INFILL AND VERTICAL SUN SHADE DEVICE
4. SMOOTH METAL PANEL SYSTEM
5. CORRUGATED METAL PANEL SYSTEM
6. CLERESTORY MEDIUM PERFORMANCE GLASS IN CLEAR ANOD. ALUM. MULLIO SYSTEM
7. METAL CORNICE - COLOR TO MATCH KEYNOTE #4

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FIGURE 5

N

0 10 20

FEET

SOURCE: AO Architecture

Mapes and Trumble Industrial Facility Project

Proposed Building Elevations

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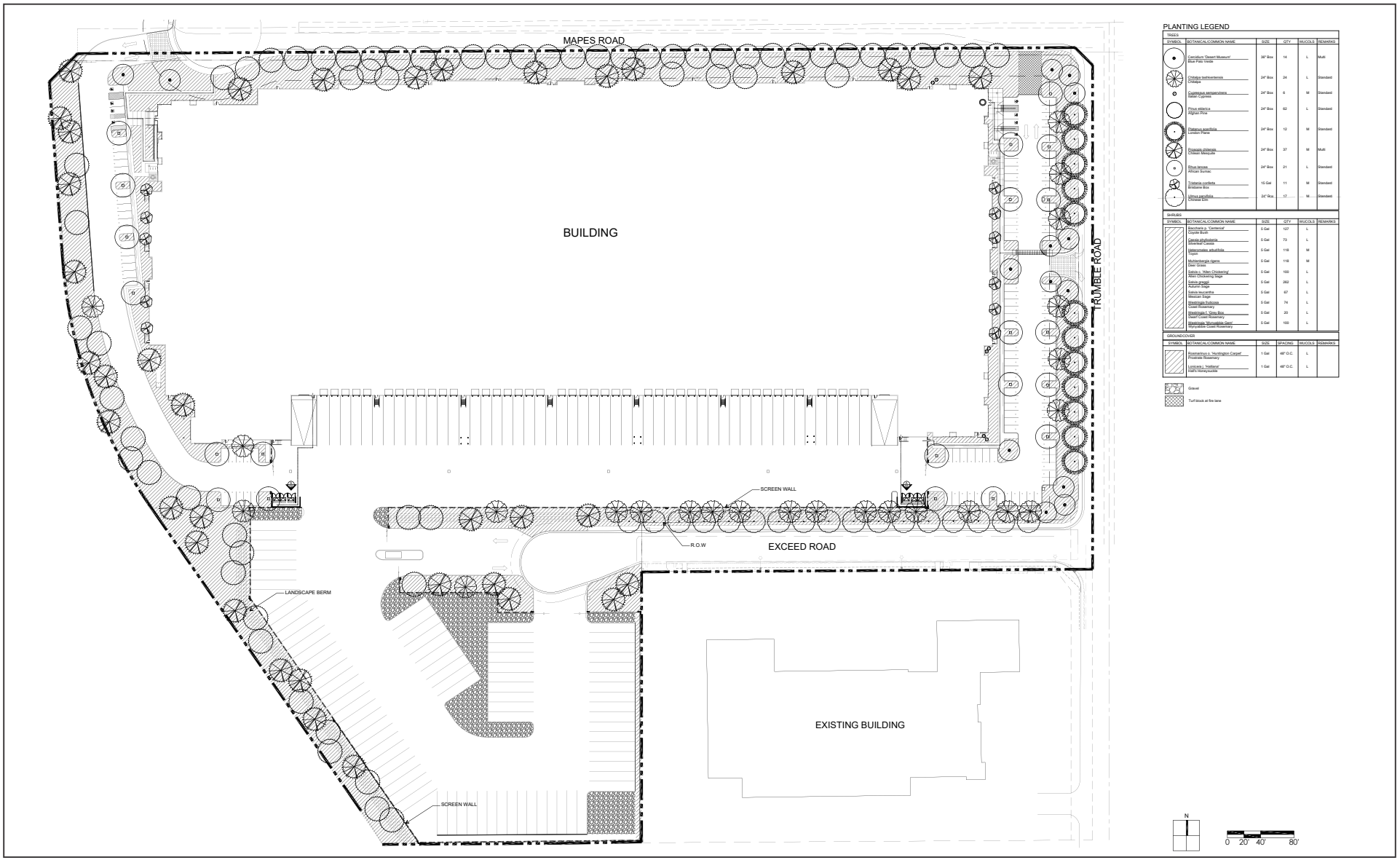

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FIGURE 6

N

0 40 80

FEET

SOURCE: Hunter Landscape

Mapes and Trumble Industrial Facility Project

Proposed Conceptual Landscape Plan

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3.0 INITIAL STUDY CHECKLIST

1. Project Title:

Mapes and Trumble Industrial Facility Project

2. Lead Agency Name and Address:

City of Perris
101 N. D Street
Perris, California 92570

3. Contact Person and Phone Number:

Lupita Garcia, Associate Planner
(951) 943-5003 ext. 236
lgarcia@cityofperris.org

4. Project Location:

The project site is located in the southeastern portion of Perris (city), in western Riverside County, California. The project site is located in Section 10 of Township 5 South, Range 3 West of the San Bernardino Baseline and Meridian.[14] Specifically, the center of the project site is at latitude 33°45'23.77" N and longitude -117°11'12.83" W at an elevation of approximately 1,420 feet above mean sea level and consists of four parcels (Assessor's Parcel Numbers [APNs] 329-020-033, -034, -044 and -046). The project site is approximately 19.16 acres and is bounded by Mapes Road to the north, Trumble Road to the east, Exceed Road and a commercial development with undeveloped property to the south, and Interstate 215 to the west. Figure 1 and Figure 2 depict the location of the project site on a regional and local scale.

5. Project Sponsor's Name and Address:

Blue Arch Investments, Inc.
6300 Wilshire Boulevard, Suite 1420
Los Angeles, California, 90048

6. General Plan Designation:

(BP) Business Park

7. Zoning:

(BP) Business Park

[14] U.S. Geological Survey (USGS) 7.5-minute series *Perris, California* quadrangle map. 1967, Photorevised 1980. Website: https://www.sciencebase.gov/catalog/item/5a8a3308e4b00f54eb3d63d3 (accessed September 23, 2022).

8. Description of Property:

The project site consists of vacant land and is dominated with low-lying ruderal grasses[15] and other vegetation. Historically, the site was utilized for row crop agriculture until the 1990s, by which point in time surrounding properties were developed for industrial, commercial, and public facilities uses.[16] The site has since been fallow and subject to routine weed abatement through present day.[17] Seven eucalyptus trees occur at the western site boundary along the Interstate 215 northbound onramp, and twelve sycamore trees planted as part of the Trumble Road street improvements are located along the eastern site boundary with Trumble Road. The Riverside County Flood Control and Water Conservation District (RCFCD) constructed a square-shaped storm water detention basin and associated channel in the center of the site in 2002 as part of Line B of the Romoland Master Drainage Plan to accept runoff from the western terminus of Exceed Road and adjacent properties up-gradient to the south and west.[18] Figures 3a through 3e include photographs of the project site and surrounding land uses.

9. Surrounding Land Uses and Setting:

The project site is approximately 19.16 acres and is bounded by Mapes Road to the north, Trumble Road to the east, Exceed Road and a commercial development with undeveloped property to the south, and Interstate 215 to the west. Industrial and public facilities uses are located immediately north of Mapes Road. Industrial uses and undeveloped property are located immediately east of Trumble Road within the City of Menifee. Commercial and Industrial uses and undeveloped property are located immediately south of Exceed Road within the City of Menifee, and the Perris Valley Regional Water Reclamation Facility and undeveloped property are located immediately west of Interstate 215.

The Big League Dreams Perris sports park is located on the opposite site of the Mapes Road/Trumble Road intersection. The distance from the closest construction area to the closest playing field is approximately 650 feet and from the closest loading dock to the closest playing field is approximately 965 feet. Additionally, single-family residential uses are located approximately 1,390 feet east of the site (measured project site boundary to residential property line) within the City of Menifee.

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

- A National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.

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15 Ruderal vegetation consists of species (often invasive) that are first to colonize disturbed lands.

16 Nationwide Environmental Title Research, LLC. *Historic Aerials by NETR Online.* Aerial Photographs from 1966, 1967, 1978, 1985, and 1996. Website: https://historicaerials.com/viewer (accessed April 1, 2022).

17 *Ibid*.

18 Line B of the Romoland Master Drainage Plan is being realigned by the Riverside County Flood Control and Water Conservation District underground along Sherman Road in the City of Menifee under a separate action and would avoid the Project site.

- Approval of water and sewer improvement plans by the Eastern Municipal Water District.
- Approval of permits to install and operate a diesel fire pump from the South Coast Air Quality Management District.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun? Yes. The City has prescribed **Mitigation Measures TCR-1** and **TCR-2**. Please refer to Checklist Section 3.20.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code Section 21083.3.2.) Information may also be available from the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

3.2 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of the initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to project have been made by or agreed to by the project proponent, or mitigation measures have been prescribed that would reduce impacts to less than significant levels. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

☐ I find that the amended project has previously been analyzed as part of an earlier CEQA document. Minor additions and/or clarifications are needed to make the previous documentation adequate to cover the project which are documented in this ADDENDUM to the earlier CEQA document (CEQA Section 15164.)

Signature:_____ Date:_____

Lupita Garcia, Associate Planner

3.3 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

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

Threshold A: Would the Project have a substantial adverse effect on a scenic vista?

Less than Significant Impact

Discussion of Effects: The City of Perris General Plan identifies a number of scenic resources that are visible from scenic vistas, including the surrounding foothills toward the western and eastern horizon and the San Bernardino Mountains located to the north of the City.[19]

Scenic vistas are views of an area that is visually or aesthetically pleasing. The criterion for a scenic vista is more narrowly defined as a view through an opening, between a row of buildings or trees, or at the end of a vehicular right-of-way. The bulk of developable land in the City is located on a flat broad basin; therefore, most future development would obstruct views of the foothills from some vantage points. However, the City's existing and planned roadway network will preserve scenic vistas from the broad basin to the surrounding foothills and distant horizons.[20]

Views of scenic vistas such as the San Bernardino Mountains from adjacent industrial and public uses to the north of the project site are already obstructed by existing development, such as industrial structures and associated landscaping and the Big League Dreams Perris sports park and its associated structures and landscaping, as well as street trees along Mapes Road and Trumble

[19] Hogle-Ireland, Inc. *Draft Environmental Impact Report, City of Perris General Plan 2030. State Clearinghouse # 2004031135.* Page IV-15. October 2004. Website: https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000 (accessed April 11, 2022).

[20] *Ibid.* Page VI-2.

Road. Sycamore trees planted as part of Trumble Road street improvements located along the eastern site boundary obstruct views of the foothills to the east for motorists along Interstate 215. Additionally, industrial structures and residential structures located immediately east of the project site and 0.25 mile east of the project site, respectively, already obstruct views of the foothills to the east for motorists along Interstate 215. Views in the area primarily consist of urbanized views of industrial centers, residential developments, mature landscaping, sports park features such as lighting and backstops, and transportation and utility infrastructure. Remaining scenic vistas available from the project site and near the project would not be significantly obstructed as a result of project implementation.

The proposed project is consistent with the General Plan land use designation of Industrial Business Park (BP) for the site and would be constructed in accordance with the City's Industrial Business Park zoning district. The Industrial Business Park zoning district permits structures up to 50 feet tall. The proposed warehouse structure would be constructed up to 46 feet in height with parapets reaching up to 55 feet in height. City Municipal Code Section 19.44.030 (Development Criteria) states that maximum building structure height within the Business Park Zone is 50 feet but may be increased to a maximum of 100 feet above grade, provided that the front and street side yards are increased at least one foot for every one foot of height increase beyond the standard set forth in Section 19.44.030, and provided that side and rear yard setbacks are increased by one foot for every two foot increase beyond the standard set forth in Section 19.44.030. Furthermore, for buildings greater than 20 feet in height, such as the proposed warehouse, the front and street side yard setbacks shall be increased by five feet for each ten feet of structure height (or portion thereof). Since the proposed warehouse building would be generally 46 feet tall with parapets reaching up to 55 feet, the minimum setback along the major collector (Mapes Road) would be 37.5 feet[21] and would be achieved via the proposed 39 feet of setback from the Mapes Road right-of-way. The minimum setback along the secondary arterial (Trumble Road) would be 42.5 feet[22] and would be achieved via the proposed 100 feet of setback from the Trumble Road right-of-way. The minimum setback along Interstate 215 (Expressway and Freeway) would be 47.5 feet[23] and would be achieved via the proposed 79 feet of setback from the Interstate 215 right-of-way. Finally, the minimum setback along the rear yard where loading and unloading is proposed would be 30 feet[24] and would be achieved via the proposed 150 feet of setback from the Exceed Road right-of-way; the structure setback from properties to the east and south of Exceed Road would be greater than 150 feet. Additionally, on-site drive aisles would serve as emergency fire lanes to the east and west of the warehouse structure and would create an additional property line setback from the warehouse to

[21] 37.5 feet of front yard setback is calculated as follows: 5 feet base setback plus 5 feet additional setback (one foot additional setback for every one foot of height increase beyond the 50-foot standard) plus 27.5 feet additional setback (Front yards for structures >20 feet in height shall be increased by five feet for each ten feet of structure height, or portion thereof, so 55 foot structure ÷ 10 feet = 5.5 ratio x 5 feet = 27.5 feet).

[22] 42.5 feet of side street yard setback is calculated as follows: 10 feet base setback plus 5 feet additional setback (one foot additional setback for every one foot of height increase beyond the 50-foot standard) plus 27.5 feet additional setback (Side street yards for structures >20 feet in height shall be increased by five feet for each ten feet of structure height, or portion thereof, so 55 foot structure ÷ 10 feet = 5.5 ratio x 5 feet = 27.5 feet).

[23] 47.5 feet of side street yard setback is calculated as follows: 15 feet base setback plus 5 feet additional setback (one foot additional setback for every one foot of height increase beyond the 50-foot standard) plus 27.5 feet additional setback (Side street yards for structures >20 feet in height shall be increased by five feet for each ten feet of structure height, or portion thereof, so 55 foot structure ÷ 10 feet = 5.5 ratio x 5 feet = 27.5 feet).

[24] 30 feet of rear yard setback is calculated as follows: 25 feet base setback plus 5 feet additional setback (one foot additional setback for every one foot of height increase beyond the 50-foot standard).

improve the horizontal line of site from surrounding properties and reduce visual obstructions in the area.

Development of the proposed project in accordance with the Industrial Business Park (BP) land use designation and zoning district and at the height and setback distances detailed above would ensure scenic vistas would not be adversely affected. Therefore, the project would have a **less than significant impact** on scenic vistas, and mitigation is not required.

Threshold B: Would the Project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact

Discussion of Effects: The California Department of Transportation (Caltrans) Scenic Highway Program does not identify any State-designated scenic highways near the project site.[25] The nearest officially designated State Scenic Highways are Highway 243, approximately 20 miles east of the project site, and State Route 74 at the boundary of the San Bernardino National Forest located approximately 20 miles east of the site. Urban development and topographical features such as hills located between the site and the scenic highways obstruct views of the site from these roadways. Accordingly, the scenic highways are not near enough for the project to affect scenic resources within view of these scenic highways. **No impact** would occur, and no mitigation is required.

Threshold C: In non-urbanized areas, would the Project 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 it conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact

Discussion of Effects: According to the 2020 Population Census, the United States Census Bureau estimates the City's population to be 78,700 persons and the City's land area to be approximately 31.39 square miles.[26] The project site is located in an area with at least 1,000 persons per square mile and therefore meets the definition of *Urbanized Area* under Section 15387 of the *State CEQA Guidelines*.

During construction, the presence of construction vehicles and equipment could temporarily degrade the visual quality of the project site by removal of vegetation, heavy equipment use, excavation, and the presence of other visible general construction activity. The project site is adjacent to the Eastern Municipal Water District headquarters and material yard to the north, an industrial material yard to the east, and commercial and industrial development to the south. The presence of construction equipment and vehicles would be temporary and would cease once construction is complete. Construction equipment would not appear out of place, nor would it necessarily clash with the existing visual character of the site and its surroundings based on existing

[25] California Department of Transportation. *California State Scenic Highway System Map*. Website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (accessed April 12, 2022).

[26] United States Census Bureau. *QuickFacts, Perris City, California.* Website: https://www.census.gov/quickfacts/fact/table/perriscitycalifornia,US/PST045221. (accessed April 12, 2022).

activities near the project site. Given that the project site is in an urbanized area and the temporary nature of construction activities, impacts to visual character of the site and its surroundings would be **less than significant** during construction.

Construction of the proposed project includes landscape treatments over 19 percent of the site, or approximately 158,843 square feet, which exceeds the 12 percent required under the City's Business Park zoning district. Enhanced landscaping would be installed throughout the project site pursuant to Chapter 19.70.060 (Landscape Design Guidelines) and Section 19.02.130(b), of the City Municipal Code, which requires the project proponent to incorporate a variety of plant materials with an emphasis on drought-tolerant species compatible with the scale of adjacent structures, streets, and public spaces. Landscaping would be incorporated into the project through a combination of accent plantings/groundcovers, hedges, and trees along the site perimeter, as well as trees that would be planted throughout the parking area and along the internal drive aisles. Proposed landscaping would complement existing natural and manmade features, including the dominant landscaping of surrounding areas (Figure 6 details the project landscape design).

All site access points and driveway aprons are designed and would be constructed to adequate widths for public safety pursuant to the California Fire Code and City Municipal Code Section 19.44.080(b)(5) and (6). The project would result in the dedication of approximately 9 feet of right-of-way and widening of Mapes Road to the ultimate full width (78 feet/56 feet) identified per the General Plan standard for a Major Collector Street and completion of the cul-de-sac at the western terminus of the roadway. Additionally, the project would result in the construction of curb, gutter, sidewalk, street trees, and streetlights along the northern frontage of the site. The project would include dedication of approximately 27 feet of right-of-way along the project site's eastern frontage with Trumble Road along APN 329-020-034 and one foot of right-of-way for Trumble Road along APN 329-020-044. Trumble Road would be built out to the ultimate full width (94 feet/64 feet with 12-foot painted median) in accordance with the City's General Plan designation for a Secondary Arterial Street, and the project would include construction of curb, gutter, sidewalk, street trees, and streetlights along the eastern frontage of the site. The project would include adequate dedication along Exceed Road in order to construct an offset cul-de-sac at the western terminus of the roadway and include buildout of the ultimate full width of Exceed Road (60 feet/40 feet) in accordance with the City's General Plan designation for a Local Road, as well as construction of curb, gutter, sidewalk, street trees, and streetlights along the southern frontage of the site along this roadway. These drive aisle and roadway improvements would be implemented pursuant to design review from various City departments such as Planning, Fire, and Public Works to ensure a high-quality, cohesive development schema that would seamlessly integrate the project site with surrounding neighborhood.

Development of the project would result in an overall improved, updated site and streetscape through the development of a modern warehouse building of varied massing, 360-degree articulation, and landscaped areas in accordance with Section 19.44.080 (Site and Architectural Design Guidelines) of the City Municipal Code for Industrial Zones (Figure 5 details the on-site building elevations). Parapets would shield heating, ventilation, air conditioning (HVAC) and other rooftop equipment from view. Furthermore, City Municipal Code Section 19.44.030 (Development Criteria) would require the project design to include a 39-foot setback with landscaping along Mapes

Road to the northern frontage of the structure, over 100 feet of setback from Trumble Road to the eastern side of the building structure, a 79-foot setback from Interstate 215 to the western side of the building, and 150 feet of setback from Exceed Road to the rear yard of the building where loading and unloading is proposed to reduce any potentially imposing features of the building and to improve the horizontal line of site from surrounding properties and reduce visual obstructions in the.

The proposed project would be designed and constructed in conformance with City requirements to ensure a high-quality development compatible with the surrounding community in accordance with the Industrial Business Park (BP) General Plan land use designation and Business Park (BP) industrial zoning district. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be **less than significant,** and mitigation is not required.

Threshold D: Would the Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Less than Significant with Mitigation Incorporated

Discussion of Effects: Light-sensitive uses within proximity of the project site include residential uses located approximately 1,400 feet east of the site within the City of Menifee. Existing sources of light and glare in the project area are off-site industrial lighting adjacent to the north, east and south, in addition to street lighting and vehicle lighting on adjacent roadways. Sports field lighting of the Big League Dreams Perris sports park occurs approximately 650 feet northeast of the project site and includes stadium lighting for six baseball fields, which contributes to sources of light and glare in the project area. Interstate 215 to the west also is heavily lit by vehicles traveling through the area.

Development of the project site would introduce new sources of light into the project area. Light poles would be installed throughout the surface parking lot and along on-site pedestrian pathways. The warehouse building would have security lighting located on the building façades and functional lighting at the loading docks, which would face south toward Exceed Road. Freight trucks would include head, tail, and auxiliary lights during nighttime operations.

On-site trucking operations (e.g., driving, loading/unloading, and parking) are proposed only along the south side of the warehouse building and therefore would be located a minimum of 60-feet from the nearest off-site property based on the 60-foot ultimate build-out width of Exceed Road. Trucking operations would be buffered from adjacent uses by a 14-foot-tall tilt-up screen wall and minimum 25-foot setback landscaping. Moreover, any street lighting associated with the proposed project would be consistent with City standards. All lighting on the project site would comply with Sections 19.02.110(a) and 19.69.030(C)(5)(h) of the City Municipal Code, which require light shielding, functional and aesthetic design, and compatibility with surrounding uses. The purpose of these lighting standards is to minimize light pollution, glare, and spillover, conserve energy resources, and curtail the degradation of the nighttime visual environment. In addition, the project would be subject to design review on a site-specific basis to ensure light and glare impacts would

not substantially impact adjacent uses.[27] Through compliance with Sections 19.02.110(a) and 19.69.030(C)(5)(h) of the City Municipal Code, and the City's standard design review process, operational project impacts from light and glare would be **less than significant.** Mitigation is not required.

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 motorists on Interstate 215, Trumble Road, and Mapes Road, such security lights may result in glare to motorists. Implementation of Mitigation Measure AES-1 would ensure that project-specific impacts to nighttime lighting would be **less than significant with mitigation incorporated**.

Mitigation Measure AES-1 Prior to issuance of grading permits, the property owner/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.

3.4 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

[27] Hogle-Ireland, Inc. *Draft Environmental Impact Report, City of Perris General Plan 2030. State Clearinghouse # 2004031135.* Page IV-17. October 2004. Website: https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000 (accessed April 11, 2022).

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Threshold A: Would the Project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact

Discussion of Effects: The Farmland Mapping and Monitoring Program (FMMP) designates the project site as "Farmland of Local Importance" which is defined as land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.[28] The project site is also currently vacant and undeveloped while the surrounding area is built-up with industrial uses. Neither the site nor adjacent properties are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Therefore, **no impact** to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would occur. Mitigation is not required.

Threshold B: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

Discussion of Effects: There are approximately 712 acres under Williamson Act contract in the city of Perris. The contractual land is owned by a single individual and is now utilized for sod farming.[29] Historically, the site was utilized for row crop agriculture until the 1990s, by which point in time surrounding properties were developed for industrial, commercial, and public facilities uses.[30] Additionally, the project site is zoned Business Park (BP) (refer to Table 2.3-A). Therefore, the project

[28] California Department of Conservation. *California Important Farmland Finder.* Website: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed April 5, 2022).

[29] City of Perris General Plan, Conservation Element, (City Council Adoption- July 12, 2005) (Sustainable Community Amendment City Council Adoption – February 18, 2008). Page 8 Microsoft Word - FINAL Merge Conserv + Sustain Com Element 1-7-09.doc (cityofperris.org) (accessed April 5, 2022).

[30] Nationwide Environmental Title Research, LLC. *Historic Aerials by NETR Online.* Aerial Photographs from 1966, 1967, 1978, 1985, and 1996. Website: https://historicaerials.com/viewer (accessed April 1, 2022).

would not conflict with existing zoning for agricultural use or a Williamson Act contract. **No Impact** would occur, and no mitigation is required.

Threshold C: Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact

Discussion of Effects: As detailed in Table 2.3-A, neither the project site nor adjacent lands are zoned for forest land or timberland. Therefore, there is no potential for the project to conflict with existing zoning for forest land or timberland. **No impact** would occur, and no mitigation is required.

Threshold D: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact

Discussion of Effects: The project site and adjacent land are not occupied by forest resources. Implementation of the proposed project would not result in the loss or conversion of forest land to non-forest land. **No impact** would occur to forest land, and no mitigation is required.

Threshold E: Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact

Discussion of Effects: No Farmland or forest land occur on site or on adjacent land.[31] Although the site was utilized for row crop agriculture until the 1990s, surrounding properties were developed for industrial, commercial, and public facilities uses,[32] and the site has since been fallow and subject to routine weed abatement through present day.[33] The project site is not currently used for agriculture; it is designated for development of industrial Business Park uses while the surrounding area is built-up with local roadways, interstate highway, industrial uses, and public facilities. Therefore, implementation of the proposed project would not involve other changes in the existing environment which could result in the conversion of Farmland to non-agricultural use, or conversion of forest land to non-forest use. **No impact** would occur, and no mitigation is required.

31 California Department of Conservation. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed April 5, 2022).

32 Nationwide Environmental Title Research, LLC. *Historic Aerials by NETR Online.* Aerial Photographs from 1966, 1967, 1978, 1985, and 1996. Website: https://historicaerials.com/viewer (accessed April 1, 2022).

33 *Ibid*.

3.5 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

The analysis for Section 3.3 (Air Quality) is based on the project-specific *Air Quality, Energy, and Greenhouse Gas Analysis* prepared for the proposed project (Appendix A).[34]

Threshold A: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact

Discussion of Effects: The 2016 Air Quality Management Plan (AQMP) incorporates current scientific, technological, and planning assumptions, and updated air pollution emission inventory methodologies for various air pollution source categories. The 2016 AQMP addresses new and changing Federal requirements, implements new technology measures to reduce air pollution, and continues the South Coast Air Quality Management District (SCAQMD) legacy of developing economically sound and flexible regulatory compliance approaches.

The 2016 AQMP incorporates local General Plan land use assumptions and regional growth and population projections developed by the Southern California Association of Governments (SCAG) to estimate stationary and mobile source emissions associated with projected population and planned land uses. Consistency[35] with the AQMP is affirmed when a project: (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation; and (2) is consistent with the growth assumptions in the AQMP. If a proposed land use is consistent with the local General Plan and the regional growth projections adopted in the 2016 AQMP, then the added

[34] LSA. *Air Quality, Energy, and Greenhouse Gas Analysis for the Mapes and Trumble Industrial Facility Project.* August 2022.

[35] Pursuant to the methodology provided in Chapter 12 of the 1993 South Coast Air Quality Management District (SCAQMD) *CEQA Air Quality Handbook.*

emissions are considered to have been evaluated, are contained in the AQMP, and would not conflict with or obstruct implementation of the regional 2016 AQMP.

As detailed in Section 3.3, Threshold B below, the project would result in short-term construction and long-term operational emissions that would not exceed the CEQA significance emissions thresholds established by the SCAQMD. Therefore, the project would not increase the frequency or severity of an air quality standards violation or cause a new violation. Furthermore, the project is consistent with the City's Business Park (B-P) land use and zoning designation through development of a proposed logistics/distribution warehouse building, as discussed in Section 3.11, Threshold B, below. Because the project would be consistent with the City's General Plan, it is also consistent with the regional growth projections adopted in the 2016 AQMP. Air quality emissions generated by the proposed project are considered to be evaluated in the AQMP, and project development in accordance with the City's General Plan would not conflict with or obstruct implementation of the regional 2016 AQMP. A **less than significant impact** would occur with development of the project. Mitigation is not required.

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

Less than Significant Impact

Discussion of Effects: The SCAQMD's *CEQA Air Quality Handbook* establishes suggested significance thresholds based on the volume of pollution emitted. According to the *Handbook*, any project in the South Coast Air Basin (Basin) with daily emissions that exceed any of the following thresholds generally is considered as having individually and cumulatively significant air quality impacts:

- 55 lbs. per day of VOC (volatile organic compounds) (75 lbs./day during construction);
- 55 lbs. per day of NOx (oxides of nitrogen) (100 lbs./day during construction);
- 550 lbs. per day of CO (carbon monoxide) (550 lbs./day during construction);
- 150 lbs. per day of PM_{10} (particulate matter with a diameter of 10 microns or smaller) (150 lbs./day during construction)
- 55 lbs. per day of $PM_{2.5}$ (particulate matter with a diameter of 2.5 microns or smaller) (55 lbs./day during construction); and
- 150 lbs. per day of SOx (oxides of sulfur) (150 lbs./day during construction).

The project would generate short-term and long-term emissions of air pollutants, respectively, during construction and operation of the proposed warehouse use. The impacts associated with these emissions are summarized below based on the California Emissions Estimator Model, Version 2020.4.0 (CalEEMod) runs prepared for the project (Appendix A). The CalEEMod calculations include both on-site and off-site construction activities as described in Section 2.4.

***Short-term Emissions*:** Short-term emissions would result from construction-related activities such as excavation and grading, operation of machinery and equipment, vehicle trips from construction employees,[36] and other similar activities. Emissions during demolition, grading, and construction activities would vary as construction activity levels change. Air pollutant emission sources during project construction would include:

- Exhaust gas and particulate emissions generated by construction equipment engines;
- Fugitive dust from soil disturbance during site preparation, grading, and excavation activities; and
- VOCs that evaporate during site paving and architectural coating (e.g., painting of new structures).

The construction analysis includes estimating the construction equipment that would be used during each construction phase, the hours of use for that construction equipment, the quantities of earth and debris to be moved, and on-road vehicle trips (worker, soil hauling, and vendor trips).

The duration of construction activity and associated construction equipment was based on the CalEEMod Version 2020.4.0 defaults for phasing, except for the assumption that architectural coatings would be applied during the building construction phase and that the grading phase would occur over the course of 30 days and include approximately 28,891 cubic yards of soil import that would require approximately 121 haul truck round trips per day.[37] Construction is assumed to start in spring of 2023 and conclude approximately 17 months later.

Table 3.5-A identifies the maximum daily emissions associated with construction activities and indicates no criteria pollutant emission thresholds would be exceeded from construction of the proposed project.

[36] This analysis assumes an average construction worker trip length of 14.7 miles one-way per default values in CalEEMod.

[37] The CalEEMod values for hauling trips assume that a truck can haul 20 tons (or 16 cubic yards) of material per load. If one load of material is delivered, CalEEMod assumes that one haul truck importing material will also have a return trip with an empty truck (e.g., 2 one-way trips). 28,891 cubic yards ÷ 16 cubic yards per load x 2 (round trip for each truck) ÷ 30 days for grading phase = 120.38 haul truck round trips per day.

Table 3.5-A: Short-Term Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions, lbs/day							
	VOC	NO_x	CO	SO_x	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	3	28	19	<1	9	1	5	1
Grading	4	45	32	<1	6	2	2	1
Building Construction	3	20	31	<1	5	<1	1	<1
Paving	2	10	15	<1	<1	<1	<1	<1
Architectural Coating	16	1	4	<1	<1	<1	<1	<1
Peak Daily	**19**	**45**	**35**	**<1**	**10**		**6**	
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**		**55**	
Emissions Exceed Threshold?	**No**	**No**	**No**	**No**	**No**		**No**	

Source: LSA. *Air Quality, Energy, and Greenhouse Gas Analysis, Mapes and Trumble Industrial Facility Project, City of Perris, California, Riverside County.* Table J. November 2022. (Appendix A).
Note: These estimates assume the Building Construction and Architectural Coating phases would occur simultaneously and reflect control of fugitive dust required by SCAQMD Rule 403. The values shown are the maximum summer or winter daily emissions results from the California Emissions Estimator Model.
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides
VOC = volatile organic compounds

The construction calculations prepared for the project assume that dust control measures would be employed to reduce emissions of fugitive dust during site grading. Adherence to Rule 403, including the implementation of Best Available Control Measures (BACMs), is a standard requirement for any construction activity occurring within the Basin. Among the requirements under this rule, fugitive dust must be controlled so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. These measures may include, but are not limited to:

- Water active sites at least two times daily (locations where grading is to occur would be thoroughly watered prior to earthmoving).
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.

As detailed in Table 3.5-A, emissions generated during project construction would not exceed the SCAQMD thresholds for regional construction emissions. Short-term regional construction emissions would be **less than significant.** Mitigation is not required.

Long-term Emissions: Long-term air pollutant emission impacts are those associated with area and mobile sources involving any project-related changes. The proposed project would result in increases to both. The area source emission categories include sources such as consumer products,

architectural coatings, and landscaping equipment. Mobile source emissions are those associated with any form of transportation related to the project. Energy sources include natural gas consumption for the heating of water and indoor air temperature.

The proposed project would generate emissions from daily operations and a large amount of heavy-duty truck trips from warehouse operations. As the final configuration of the warehouse is not known at the time of this analysis, the CalEEMod land use inputs include both an unrefrigerated warehouse and a refrigerated warehouse, splitting the full warehouse space in half. It was also assumed there would be standard warehouse equipment (e.g., forklifts, material handlers), and to analyze the worst-case scenario, it was assumed they would all be diesel-powered. The Mapes and Trumble Industrial Facility Project Traffic Study determined that the project would generate 719 vehicle trips, comprised of 495 car trips, 49 two-axle truck trips, 40 three-axle truck trips, and 135 four-plus axle truck trips daily.[38] Using the trip rates from the traffic study for the non-refrigerated portion of the warehouse and standard Institute of Transportation Engineers (ITE) trip rates for a cold-storage warehouse (ITE land use 157), the project would generate 779 daily vehicle trips, comprised of 519 car trips, 76 two-axle truck trips, 36 three-axle truck trips, and 148 four-plus axle truck trips daily.[39] Furthermore, trip lengths as recommended by SCAQMD of 15.3 miles for the smaller trucks and 39.9 miles for the heavy-duty trucks were used to calculate operational mobile emissions. CalEEMod includes evaporative, starting, and idling emissions for each vehicle for every trip. Table 3.5-B shows the long-term operational emissions associated with the implementation of the proposed project.

Table 3.5-B: Opening Year Regional Operational Emissions

Emission Category	Pollutant Emissions, lbs/day					
	ROC	NO_x	CO	SO_x	PM10	PM2.5
Area Sources	9	<1	<1	0	<1	<1
Energy Sources	<1	3	2	<1	<1	<1
Mobile Sources	1	21	24	<1	12	3
Warehouse Equipment	1	14	18	<1	<1	<1
Total Project Emissions	**12**	**38**	**45**	**<1**	**13**	**4**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Emissions Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA. *Air Quality, Energy, and Greenhouse Gas Analysis, Mapes and Trumble Industrial Facility Project, City of Perris, California, Riverside County.* Table L. November 2022. (Appendix A).

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides
VOC = volatile organic compound

38 LSA Associates, Inc (LSA). 2022. Mapes and Trumble Industrial Facility Traffic Study. Table 5-A. June.

39 LSA Associates, Inc. (LSA). Air Quality, Energy, and Greenhouse Gas Analysis, Mapes and Trumble Industrial Facility Project, City of Perris, California, Riverside County. 2022. Page 35.

As shown in Table 3.5-B, operation of the proposed warehouse would not exceed the SCAQMD daily emission thresholds for any criteria pollutant.

The cumulative impacts analysis is based on projections in the regional AQMP. As detailed in Section 3.3 (Threshold A), the proposed project is consistent with growth projections of the General Plan and would not conflict with or obstruct implementation of the regional AQMP.

Due to the nonattainment status of the Basin, the primary air pollutants of concern would be NOx and ROCs, which are ozone precursors, and PM_{10} and $PM_{2.5}$. As detailed in Table 3.5-B, long-term emissions were calculated for NOx, ROC, CO, SOx, PM_{10}, and $PM_{2.5}$ expected to be generated through operation of the proposed project, and project-related emissions would not exceed the established SCAQMD daily emission thresholds for any criteria pollutants.

No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions would contribute to existing cumulatively significant impacts to air quality. The SCAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also have a cumulatively considerable contribution to a significant cumulative impact. Since the proposed project would not exceed any air quality emissions thresholds, the project would not result in a cumulatively considerable contribution to significant air quality impacts. Short-term and long-term cumulative air quality impacts would be **less than significant.** Mitigation is not required.

Threshold C: Would the Project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact

Discussion of Effects: The SCAQMD recommends the evaluation of localized CO, NOx, PM_{10}, and $PM_{2.5}$ construction- and operation-related impacts to sensitive receptors[40] in the immediate vicinity of the project site. The appropriate SRA is the Perris Valley area (SRA 24). The nearest sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. The nearest sensitive receptors are identified as the single-family residences located approximately 1,390 feet east of the proposed project site. Additionally, the Big League Dreams Perris sports park is just to the northeast of the project site. The distance from the closest construction area to the closest playing field is approximately 650 feet and from the closest loading dock to the closest playing field is approximately 965 feet.

***Short-term Emissions*:** The SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003 and updated it in July 2008,[41] recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive

[40] According to the SCAQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (May 6, 2005), sensitive receptors (individuals) are those segments of a population such as children, athletes, elderly, and sick that are more susceptible to the effects of air pollution than the population at large. Land uses where sensitive receptors are most likely to spend time include schools and schoolyards, parks and playgrounds, day care centers, nursing homes, hospitals, and residential communities (Pp. G-6).

[41] South Coast Air Quality Management District. *Final Localized Significance Thresholds Methodology*. June 2003, Revised July 2008.

receptors. Localized significance thresholds (LSTs) represent the maximum emissions from a project site of up to 5 acres that are not expected to result in an exceedance of the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) for CO, NO_2, PM_{10} and $PM_{2.5}$. LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor.

The LST screening table lookup methodology was created for projects up to 5 acres in size. Large-scale grading or other mass ground-disturbing activities would not occur. Although the project site is approximately 19.16 acres in size, construction equipment listed in the CalEEMod for the project is not expected to disturb more than 5 acres per day (Appendix A). Therefore, the 5-acre LSTs are applied for construction emissions.

Table 3.5-C indicates that pollutant emissions on the peak day of construction emissions would not exceed the SCAQMD's construction LSTs. Therefore, construction activities of the proposed project would not result in a significant impact on nearby sensitive receptors.

Table 3.5-C: Construction Localized Impact Analysis

On-site Emissions Sources	Pollutant Emissions (lbs/day)			
	NOx	**CO**	**PM10**	**PM2.5**
Construction Equipment	35	28	10	6
LST	**486**	**6,792**	**95**	**31**
Emissions Exceed Threshold?	**No**	**No**	**No**	**No**

Source: LSA. *Air Quality, Energy, and Greenhouse Gas Analysis, Mapes and Trumble Industrial Facility Project, City of Perris, California, Riverside County.* Table K. November 2022. (Appendix A).

Note: LST analysis is based on SRA 24 – Perris Valley, 5 acres, sensitive receptors located approximately 650 feet away.

CO = carbon monoxide
lbs/day = pounds per day
LST = local significance threshold
NOx = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SRA = Source Receptor Area

As detailed in Table 3.5-C, emissions generated during project construction would not exceed the SCAQMD LSTs for the existing sensitive receptors in proximity to the project site. Short-term construction emissions would be **less than significant.** Mitigation is not required.

Long-term Emissions: By design, the localized impacts analysis only includes on-site sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for operations. For a worst-case scenario assessment, the emissions detailed in Table 3.5-D include all on-site project-related stationary sources and 5 percent of the project-related new mobile sources, which is an estimate of the amount of project-related new vehicle traffic that would occur on site. A total of 5 percent is considered conservative because the average round-trip lengths assumed are 16.6 miles for commercial-work trips, 8.4 miles for commercial-customer trips, and 6.9 miles for other types of trips. Table 3.5-D shows the peak day emissions of the operational activities compared with the appropriate LSTs based in SRA 24, Perris Valley. Table 3.5-D indicates that the operational emission rates would not exceed the LSTs for sensitive receptors in the project area. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

Table 3.5-D: Long-Term Operational Localized Impacts Analysis

Emissions Sources	Pollutant Emissions (lbs/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
On-site Emissions	15	19	1.1	<1
LST	**579**	**11,770**	**31**	**14**
Emissions Exceed Threshold?	**No**	**No**	**No**	**No**

Source: LSA. Air Quality, Energy, and Greenhouse Gas Analysis, Mapes and Trumble Industrial Facility Project, City of Perris, California, Riverside County. Table M. November 2022. (Appendix A).
Note: LST analysis is based on SRA 24 – Perris Valley, 5 acres, sensitive receptors located approximately 965 ft away.

CO = carbon monoxide
LST = localized significance threshold
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SRA = Source Receptor Area

Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts could occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating with extremely high traffic volumes at unacceptable levels of service. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the Lake Elsinore Station, the closest station with complete monitored CO data, showed a highest recorded 1-hour concentration of 1.6 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 0.8 ppm (the State standard is 9 ppm) during the past 3 years. The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

Given the extremely low level of CO concentrations in the project area, the project-related vehicles are not expected to contribute significantly or to result in CO concentrations exceeding the State or federal CO standards. Because no CO hot spots would occur, there would be no project-related impacts on CO concentrations.

According to the California Air Resources Board (CARB), air pollution studies have shown that diesel exhaust and other cancer-causing chemicals emitted from cars and trucks are responsible for much of the overall cancer risk from airborne toxics in California and also have shown an association between both respiratory and other non-cancerous health effects and proximity to high-traffic

roadways. Accordingly, the project is subject to a site-specific Health Risk Assessment (HRA)[42] (Appendix B) to estimate the increased health risk levels for people living and/or working near the site from generation of toxic air contaminants (TACs). The majority of the estimated health risks from TACs are attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (diesel particulate matter [DPM]).

In accordance with SCAQMD guidance, health risk is considered significant under the following conditions:

- Cancer risk at a nearby receptor location (i.e., area where persons reside, work, or attend school—not including streets or sidewalks) is greater than ten (10) cases per one million persons over a period of 30 years for adults and 9 years for children (residential uses) and 25 years for workers.

- The cumulative increase in total chronic Hazard Index[43] or total acute Hazard Index[44] for any target organ system would exceed 1.0 at any receptor location.

As stated in Section 3.5 Threshold B above, the proposed project would generate emissions from daily operations and a large amount of heavy-duty truck trips from warehouse operations. As the final configuration of the warehouse is not known at the time of this analysis, the health risk analysis evaluates a proposed warehouse designed to facilitate up to 50 percent cold storage space depending on the end user. Using the trip rates from the traffic study for the non-refrigerated portion of the warehouse and standard Institute of Transportation Engineers (ITE) trip rates for a cold-storage warehouse (ITE land use 157), the project would generate 779 daily vehicle trips, comprised of 519 car trips, 76 two-axle truck trips, 36 three-axle truck trips, and 148 four-plus axle truck trips daily.[45]

Table 3.5-E details the carcinogenic and chronic health risks from the operation of the proposed project. The residential risk incorporates both the risk for a child living in a nearby residence for 9 years (the standard period of time for child risk) and an adult living in a nearby residence for 30 years (considered a conservative period of time for an individual to live in any one residence).

Table 3.5-E: Health Risk Levels for Nearby Residents and Workers

Location	Maximum Cancer Risk	Maximum Non-cancer Chronic Risk (Hazard Index)	Maximum Non-cancer Acute Risk (Hazard Index)
Residential Risks	0.26 in 1 million	0.00006	0.00003
Big League Dreams Sports Complex User Risks	0.36 in 1 million	0.0001	0.00006
Worker Risks	0.40 in 1 million	0.001	0.0004

42 LSA. *Health Risk Assessment, Mapes and Trumble Warehouse, City of Perris, Riverside County, California.* August 2022. (Appendix B).

43 Chronic Hazard Index is the ratio of the estimated long-term level of exposure to a TAC for a potential maximum exposed individual to its chronic reference exposure level. The chronic Hazard Index calculations include multipathway consideration, when applicable.

44 Acute Hazard Index is the ratio of the estimated maximum 1-hour concentration of a TAC for a potential maximum exposed individual to its acute reference exposure level.

45 LSA. *Health Risk Assessment, Mapes and Trumble Warehouse, City of Perris, Riverside County, California.* Page 9. November 2022 (Appendix B).

SCAQMD Significance Threshold	**10 in 1 million**	**1.0**	**1.0**
Significant?	**No**	**No**	**No**

Source: LSA. Health Risk Assessment, Mapes and Trumble Warehouse, City of Perris, Riverside County, California. Table B. November 2022 (Appendix B).
SCAQMD = South Coast Air Quality Management District

As indicated in Table 3.5-E, the maximum cancer risk for the residential maximum exposed individual (MEI) would be 0.26 in 1 million, the maximum cancer risk for children at the Big League Dreams Perris sports park would be 0.36, and the maximum cancer risk for the worker MEI would be 0.40 in 1 million, all less than the threshold of 10 in 1 million. The chronic and acute health risks from the proposed project are also shown in Table 3.5-E and indicate the hazard index for each of these risks is below the threshold of 1.0.

As detailed in the project-specific HRA (Appendix B), all health risk levels to nearby residents, children at the Big League Dreams Perris sports park, and workers from project-related emissions of TAC from the proposed project would be below SCAQMD's HRA thresholds. Impacts to sensitive receptors from TACs would be **less than significant,** and mitigation is not required.

Threshold D: Would the Project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less than Significant Impact

Discussion of Effects: Project construction would generate limited odors over the short term, mainly from fumes emanating from gasoline and diesel-powered construction equipment and architectural coating, asphalt laying, and paving activities. These odors would be temporary and are expected to be isolated to the immediate vicinity of the construction site.

SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." Pursuant to SCAQMD Rule 403, fugitive dust must be controlled so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Additionally, Title 13, Section 2449(d)(D) of the California Code of Regulations requires operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) to limit vehicle idling to five minutes or less.

SCAQMD Rules 402 and 403, and Title 13, Section 2449(d)(D) of the California Code of Regulations require the project proponent to implement standard control measures to limit fugitive dust and construction equipment emissions. These temporary emissions are expected to be isolated to the immediate vicinity of the construction site. Therefore, operation of fueled equipment during construction would not adversely affect a substantial number of people.

The painting of buildings and structures or the installation of asphalt surfaces may also create odors. SCAQMD Rule 1113 outlines standards for paint applications, while Rule 1108 identifies standards regarding the application of asphalt. Adherence to the standards identified in these SCAQMD rules is required for all construction projects in the City to reduce emissions and objectionable odors impacts.

Land uses generally associated with long-term objectionable odors include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The project is a proposed logistics/ distribution warehouse development that does not include uses that would generate long-term objectionable odors. During project operation, freight trucks entering/exiting and loading/unloading at the site, as well as temporary storage of typical solid waste (refuse) associated with occupation of the site could generate potential odors. As a matter of State policy, medium- and heavy-duty freight vehicles accessing the project site must comply with the SCAQMD's and CARB's regulations pertaining to particulate filter requirements, idle time limits, smoke opacity, greenhouse gas emissions, and NOx emissions standards.[46] Furthermore, project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations.

Compliance with mandated regulatory policies designed to reduce emissions from construction equipment and materials and medium and heavy-duty freight vehicles, in conjunction with removal of solid waste (refuse) at regular intervals, would ensure the project would not involve short-term or long-term emissions or sources of odors that could affect a substantial number of people. Impacts would be **less than significant**. Mitigation is not required.

[46] South Coast Air Quality Management District. *Regulations & Other Commitments.* Website: https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures/regs-commitments#Trucks%20-%20Existing%20State. (accessed August 1, 2022).

3.6 BIOLOGICAL RESOURCES

Would the project:

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

The analysis in this section is based in part on the *Biological Resources Assessment & MSHCP Consistency Analysis* prepared by Kinsinger Environmental Consulting, December 2022 (Appendix C).

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

Less than Significant Impact with Mitigation Incorporated

Discussion of Effects: To address regional biological resources and habitat sustainability, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was developed in 2001 by the County of Riverside in cooperation with State and federal agencies. The MSHCP applies to unincorporated and incorporated Riverside County land, excluding Native American tribal land, west of the crest of the San Jacinto Mountains to the Orange County line. It applies to a total area of approximately 1.26 million acres (approximately 1,997 square miles) and is one of the largest conservation plans in the United States. The MSHCP covers multiple species and multiple habitats within multiple jurisdictions. The City of Perris is a member agency to the MSHCP.

The MSHCP was conceived, developed, and is being implemented specifically to address the direct, indirect, cumulative, and growth-related effects on covered species resulting from build out of planned land use and infrastructure, including the proposed project. The MSHCP involves efforts by the County, State, and federal governments, the fourteen cities in western Riverside County, and private and public entities engaged in construction activities that potentially affect the species covered under the MSHCP. The plan specifies an obligation of local projects, both public and private, to mitigate their impacts on species.

The project site is located within the boundaries of the MSHCP and is mapped within a MSHCP Burrowing Owl Survey Area. Accordingly, various reconnaissance-level biological resources assessment field studies were conducted at the site from September 2021 through August 2022. Field surveys conducted in accordance with the MSHCP requirements included a burrowing owl habitat suitability assessment, jurisdictional delineation, floristic botanical surveys, focused wet season & dry season fairy shrimp surveys, and focused burrowing owl surveys (Appendix C).

The reconnaissance-level biological resources assessment field studies determined the habitat on the project site has been altered. The site has undergone disturbance due to drainage and agricultural impacts. Consequently, non-native grassland is the only vegetation community present. The site and its surrounding areas are described as having many non-native "ruderal" or weedy species and no longer support native habitats. Four sensitive species were observed on the project site during the reconnaissance-level field surveys. Cooper's hawk (*Accipiter cooperii*), merlin (*Falco columbarius*), and horned lark (*Eremophila alpestris*) are all California Department of Fish & Wildlife (CDFW) watch list species and are covered under the MSHCP. The biologist of a previous biological resources study prepared by L&L Environmental in 2016 for this site did note a fly over of white-faced Ibis (*Plegadis chihi),* a riparian-associated species, CDFW watch list species, and species covered under the MSHCP. The merlin was observed on site briefly during a survey and was noted by the Kinsinger Environmental Consulting (KEC) biologist as a questionable identification. Cooper's hawk is known to forage within the site and routinely roosts within the Eucalyptus trees on site; this species is broadly adapted to urban environments. Flocks of horned larks that are ground nesting birds were present and foraging in the grasslands in the spring but not detected nesting on site. Furthermore, the site does not contain structures or vegetation that would serve as breeding or roosting habitat for bats, but adjacent uses may harbor bats that could enter the project site.

During the bird breeding season (typically February 1 through August 31 but may be earlier or later due to weather conditions in any given year), the project site may be used by hawks, ravens, or

other common or special status open ground birds for nesting. Shrubs and other vegetation may provide nest sites for smaller birds, and burrowing owls may nest in ground squirrel burrows, pipes, or similar features. Direct impacts to sensitive and common avian species from development of the project site would be reduced to less than significant levels with implementation of **Mitigation Measure BIO-1** by ensuring nesting birds would be protected until the young have fledged**.** Indirect impacts from loss of habitat would be less-than-significant as a result of conservation planning through the MSHCP.[47] None of the potentially-occurring federal or State-listed species is expected to occur within the project vicinity due to the site's lack of suitable habitat.

Mitigation Measure BIO-1

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 shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits to determine if active nests of species protected by the Migratory Bird Treaty Act 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 onsite qualified biologist shall review and verify compliance with these

[47] MSHCP conservation planning includes incentives for conservation or the purchase of properties from willing sellers and will eventually result in a Conservation Area in excess of 500,000 acres, focusing on conservation of 146 species. The MSHCP Conservation Area includes approximately 347,000 acres of existing Public/Quasi-Public Lands and approximately 153,000 acres of Additional Reserve Land.

nesting avoidance buffers and shall 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.

The reconnaissance survey indicates the project site does not contain any sensitive habitats, including any United States Fish and Wildlife Service (USFWS) designated Critical Habitat for any federally-listed species, and development of the site would not result in any loss or adverse modification of Critical Habitat.

KEC biologists conducted a burrowing owl habitat suitability assessment in September 2021 in accordance with MSHCP protocol. No evidence of burrowing owl was identified on the project site. The site has suitable perches and potentially suitable artificial burrows in the form of culverts, tires, and debris piles. The soil is too hard and shallow for ground squirrels to create burrows on site. Ground squirrels do occupy the vacant parcel on the southeast side of the Mapes and Trumble Road intersection within the 500-foot survey buffer. However, KEC conducted a burrowing owl den mapping survey and three focused burrowing owl surveys and did not detect evidence of burrowing owl activity at any of the potentially suitable den sites within the project site. Although burrowing owl was considered absent, there is potential for this species to occupy the site prior to development of the project, and mitigation is required to ensure impacts to burrowing owl would be reduced to a less-than-significant level. **Mitigation Measure BIO-2** has been identified to address potential impacts to burrowing owls. Implementation of this measure would ensure that no direct or indirect impacts to burrowing owl would occur by requiring that active nests are avoided and protected with appropriate buffers or that burrowing owls occupying the site would potentially be relocated by a qualified biologist through consultation with the USFWS and CDFW.

Mitigation Measure BIO-2 The project proponent 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 at the project site. The survey shall 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 Migratory Bird Treaty Act nesting bird survey required by Mitigation Measure BIO-1, to be conducted within three days of ground disturbance or vegetation clearance, the observation shall be reported to the CDFW. 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 shall be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.

If burrowing owl are detected, the CDFW shall be sent written notification 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 shall coordinate with the City of Perris Planning Division, the USFWS, and the 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 shall notify CDFW and USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.

As stated previously, the project site is substantially disturbed and is dominated by non-native grassland. The site is also not included as a Narrow Endemic Plant Species (NEPS) survey site. Munz's onion (*Allium munzii*) is federally listed as endangered and State listed as threatened and spreading navarretia (*Navarretia fossalis*) is federally listed as threatened and is included in the Riparian/Riverine 6.1.2 plant species list. These two plant species are the only NEPS species that occurred within the California Natural Diversity Database (CNDDB) 2-mile query. The floristic botanical plant survey yielded no evidence of any NEPS identified by the MSHCP with potential to occur on the project site. The entire site has been disturbed, and the habitat conditions required by these species are not present within the site.

Implementation of the proposed project would not have a substantial direct or indirect adverse effect, through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Three

species of ground nesting birds were routinely active on site: horned lark, killdeer, and lark sparrow. There is a potential for ground nesting birds to occur on site prior to ground disturbance. Implementation of **Mitigation Measure BIO-1** would reduce impacts to nesting birds to **less than significant with mitigation incorporated**.

Due to the mobile nature of burrowing owls, there is a potential this species may occupy the site prior to ground disturbance. Implementation of **Mitigation Measure BIO-2** would reduce impacts to candidate, sensitive, or special-status species to **less than significant with mitigation incorporated.**

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

Less than Significant Impact

Discussion of Effects: The reconnaissance-level biological resources assessment survey determined that the project site is substantially disturbed and does not contain any sensitive habitats. The nearest Critical Habitat unit is approximately 1 mile northwest of the project site as part of the MSHCP unit (Unit 6) of USFWS designated Critical Habitat for the federally listed as threatened Spreading navarretia. However, no portion of the project site is located in or adjacent to MSHCP Unit 6 or any other critical habitat. Additionally, a search of the CNDDB indicates the nearest sensitive habitat is Southern Coast Live Oak Riparian Forest located approximately 7.5 miles southwest of the project site.

The MSHCP, Section 6.1.2, requires the assessment of impacts to riparian habitats, riverine areas, and vernal pools, including focused surveys for sensitive riparian bird and fairy shrimp species when suitable habitat is present.

KEC conducted a validation of a jurisdictional delineation conducted previously by L&L Environmental in 2016 and concur with their conclusion that there are no State or federal jurisdictional waters nor MSHCP Riverine/Riparian features on the project site. The human-constructed ditches on site do not qualify as jurisdictional under the USACE definition because they are not connected to an existing jurisdictional drainage network. They are “isolated” from jurisdictional Waters of the United States (WoUS). The ephemeral wet meadows and seasonal pools on site are not covered under State Water Resources Control Board (SWRCB) rules for isolated waters because they are not wetlands under the USACE definition. Although the site was determined not to support protected riparian habitats such as vernal pools, KEC recommended focused fairy shrimp surveys because of on-site ponding even though no fairy shrimp records were returned within KEC’s CNDDB 2-mile radius query of the CNDDB. LSA biologists conducted focused wet and dry season surveys according to the USFWS 2017 revised protocol. The survey results were negative for the endangered Riverside fairy shrimp (*Streptocephalus woottoni*) and vernal pool fairy shrimp (*Branchinecta lynchi*) in both the 2013 and 2021 –2022 surveys. However, versatile fairy shrimp (*Branchinecta Lindahli*) were detected. No impacts would occur to the endangered Riverside fairy shrimp or vernal pool fairy shrimp since they were not detected on site after two seasons of surveys. Impacts to versatile fairy shrimp would be **Less than significant** because this is a common

species not covered under the MSHCP for conservation.[48] Therefore, implementation of the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans (i.e., MSHCP), policies, regulations, or by the California Department Fish and Wildlife or U.S. Fish and Wildlife Service. Mitigation is not required.

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

No Impact

Discussion of Effects: No known federally or State protected wetlands are present on the project site, as seen on the National Wetlands Inventory Wetlands Mapper. KEC biologists conducted a field reconnaissance-level validation of the 2016 L&L Environmental jurisdictional delineation on October 28, 2021.

The human-constructed ditches on site do not qualify as jurisdictional under the US Army Corps of Engineers (USACE) definition because they are not connected to an existing jurisdictional drainage network. They are "isolated" from jurisdictional WoUS. The ditches do not connect to off-site drainage networks. The flood channel to the west of the Eastern Municipal Water District (EMWD) headquarters connects to the EMWD storm drain system under the EMWD facility, not to the catchment basin on the project site. Because the drainages on site do not connect to a drainage network, the project site would not meet the MSHCP criteria for "riverine" habitat.

Furthermore, these drainages do not fall under CDFW jurisdiction as "riverine" or SWRCB jurisdiction as Waters of the State (WoTS) because they were not previously natural waterways, and they are isolated from streams, rivers, and lakes. The channels on site are human-constructed and were not part of a historical natural drainage or flood channel. These channels are isolated from USACE and SWRCB networks of jurisdictional drainages. Riparian habitat within channel beds and adjacent to the high bank would only remain within the jurisdiction of CDFW if they were connected to Traditionally Navigable Waters (TNWs). The human-constructed channels on site do not meet that criterion.

The ephemeral wet meadows and seasonal pools on site are not covered under SWRCB rules for isolated waters because they are not wetlands under the USACE definition. The State and federal definitions of wetlands are unified. The meadows lack qualifying hydric soil characteristics and lack a "dominance" of facultative and/or obligate wetland species.[49] Even though they may meet hydrology criteria by evidence of surface ponding; to qualify as hydric, the soil must satisfy all three criteria.

[48] Western Riverside County Regional Conservation Authority. *Western Riverside County Multiple Species Habitat Conservation Plan*. Section 2.3.4 Covered Species. 2001.

[49] Facultative species typically occur in wetland areas and occasionally in upland areas in proximity to wetlands. Obligate wetland species are restricted only to wetland areas.

Since there is no evidence of wetland or non-wetland Waters of the United States or Waters of the State on the project site, **no impact** to State or federally protected wetlands would occur. Mitigation is not required.

Threshold D: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant with Mitigation Incorporated

Discussion of Effects: Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates the two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats are converted to another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging. Examples of migration corridors may include areas of unobstructed movement for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

The project site is bordered by existing paved roads and development on the majority of all four of its sides that already restrict wildlife movement in the project vicinity. However, there is an undeveloped vacant field to the east of the project site that borders the southeast corner of Mapes Road and Trumble Road, and there is a small undeveloped parcel to the south of the project site behind Sun State Rentals and an adjacent microwave transmitter tower. Both of these parcels are comprised of non-native grasslands. Wildlife movement within the project site is anticipated to be limited to wildlife present on site or present on the undeveloped land to the east and south of the project site. Neither the site nor the adjacent properties to the east and south connect with larger contiguous segments of land that could offer opportunities for wildlife movement or act as a corridor. Therefore, the proposed project would not substantially limit wildlife movement.

Most birds and their active nests are protected from “take” (meaning destruction, pursuit, possession, etc.) under the Migratory Bird Treaty Act and/or Sections 3503–3801 of California Fish and Game Code. Activities that cause destruction of active nests, or that cause nest abandonment and subsequent death of eggs or young, may constitute violations of one or both of these laws. To avoid potential effects to fully protected raptors, special-status bird species, and other nesting birds protected by the California Fish and Game Code, and for compliance with MSHCP Incidental Take Permit Condition 5, State regulations require a nesting bird pre-construction survey to be conducted by a qualified biologist three days prior to ground-disturbing activities. Should nesting birds be found, an exclusionary buffer would be established by the qualified biologist. The buffer may be up to 500 feet in diameter depending on the species of nesting bird found. This buffer would be clearly marked in the field by construction personnel under guidance of the qualified biologist, and construction or clearing would not be conducted within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active. Nesting bird habitat within the project site would be resurveyed during bird breeding season if there is a lapse in construction

activities longer than seven days. The nesting bird pre-construction survey will be satisfied through **Mitigation Measure BIO-1** as described above.

With implementation of **Mitigation Measure BIO-1,** impacts to potentially on-site nesting birds will be reduced to **less than significant with mitigation incorporated.**

Threshold E: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant

Discussion of Effects: Implementation of the project is subject to all applicable federal, State, and local policies and regulations related to the protection of biological resources and tree preservation. The City of Perris Municipal Code Chapter 19.71 regulates tree protection and care with the purpose of maintaining a healthy urban forest in the city and to ensure the protection of trees during development and redevelopment of properties in the city. This regulation is intended to implement an effective urban forestry program to protect the health, safety, and welfare of the community. Sections 19.71.020 and 19.71.050 of the City of Perris Municipal Code define protected trees as city trees, heritage trees, specimen, tress, and trees required by ordinance and/or condition of approval for development. Along the western boundary of the Caltrans right-of-way, there are two large red gum trees (*Eucalyptus camaldulensis*), three small red gum trees, and eight Mexican paloverde trees (*Parkinsonia aculeata*). Nine street trees, London plane (*Platanus x acerifolia*), line the eastern walkway on Trumble Road and are less than 15 feet tall. Most are water deficient and two are dead. There is a total of 22 trees associated with this project that may be classified as protected trees pursuant to Section 19.71.020 and 19.71.050 of the City of Perris Municipal Code.

Pursuant to City of Perris Municipal Code Chapter 19.71, a tree removal permit would be acquired, and the associated fee would be paid in order to remove all 22 trees. Specific existing trees with a diameter breast height (DBH) of six inches or larger would be indicated on the site plan and included in the construction plans prior to issuance of a grading or building permit. Any new trees and landscaping would comply with Perris Municipal Code Chapter 19.71, as applicable. An arborist report may also be required, pending review from planning staff, in accordance with the City Code.

Compliance with Chapter 19.71 of the City Municipal Code would apply to the proposed project in the same manner applicable to all development projects in the City for the management and replacement of trees. Because these conditions would apply to all development projects in the City, they would be implemented as a matter of regulatory compliance and not as mitigation measures. Therefore, this impact would be **less than significant**, and mitigation is not required**.**

Threshold F: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

Less than Significant with Mitigation Incorporated

Discussion of Effects: The project site is located within the MSHCP; therefore, it is subject to applicable provisions of the MSHCP as specified in Section 3.6, Thresholds A, B, C, and D above. The

project is required to comply with establishing the MSHCP mitigation fee. Also, the MSHCP provides for the assembly of a Conservation Area consisting of Core Areas and Linkages for the conservation of covered species. The Conservation Area is to be assembled from portions of the MSHCP Criteria Area, which consist of quarter-section (i.e., approximately 160-acre) Criteria Cells, each with specific criteria for the species conservation within that Cell. The project site is not within the MSHCP Criteria Area; therefore, no Cell or Criteria analysis is required. The project would not be subject to MSHCP Urban/Wildlands interface requirements because the site is not within or adjacent to an identified Conservation Area.

As discussed in this section, implementation of **Mitigation Measure BIO-1** and **Mitigation Measure BIO-2** would ensure the proposed project would not conflict with or obstruct implementation of the MSHCP. Furthermore, as required for all development projects in the City, the project proponent is required to pay applicable MSHCP Local Development Mitigation fees as established and implemented by the City at the rates in force at the time grading permits are issued. Impacts from potential conflict with the MSHCP would be **less than significant with mitigation incorporated**.

3.7 CULTURAL RESOURCES

Would the Project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

The analysis in this section is based in part on the following report:

- ArchaeoPaleo Resource Management, Inc. Phase 1 Archaeological and Paleontological Resources Assessment for the Perris Warehouse, City of Perris, Riverside County, California – APN 329-020-046, -033, -034, and -044. December 2022. (Appendix D).

Threshold A: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section15064.5?

And

Threshold B: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section15064.5?

Less than Significant with Mitigation Incorporated

Discussion of Effects: The project site was subject to a cultural resources investigation comprising archival research, cultural resources records search conducted at the Eastern Information Center (EIC), and an intensive pedestrian survey of the project site (Appendix D).

Archival research conducted on the internet via the Built Environment Resource Directory included a search of the National Register of Historic Places, California Historical Landmarks, California Points of Historical Interest, the California State Historic Resources Inventory for Riverside County, and the California Register of Historical Resources to determine if any cultural resources on or in proximity to the project site have been previously evaluated for historic significance. Furthermore, a records search at the EIC was commissioned on May 4, 2022, to determine if any previous cultural resources studies have been conducted within ¼-mile of the project site and if any cultural resources have been recorded within ¼-mile of the project site.[50] The analysis also included a Sacred Lands File search on March 18, 2022, through the Native American Heritage Commission. In addition, historic

[50] As part of the ¼-mile records search, ArchaeoPaleo Resource Management, Inc. (APRI) referenced previous cultural resources studies and their respective records search results that collectively encompass a one-mile radius of the project site to interpolate cultural resources that have been previously recorded within one mile of the project site.

aerial photos from 1938 to the present were reviewed to evaluate prior development on the project site.[51] Finally, an intensive pedestrian survey of the project site was conducted on March 16, 2022, to determine if cultural resources are located on the surface of the site.

Archival research and the records search at the EIC identified that 12 cultural resources investigations have been conducted within ¼-mile of the project site, but none included the project site. Additionally, no cultural resources have been previously recorded on the project site; however, three prehistoric sites and five prehistoric isolate artifacts, as well as two historic sites and one historic isolate artifact, have been recorded within ¼-mile of the site. Furthermore, a Sacred Lands File search conducted through the Native American Heritage Commission identified that the project site is sensitive for tribal cultural resources, although the intensive pedestrian survey of the project site did not indicate any cultural resources on the surface of the site.

Despite the intensive pedestrian survey yielding negative results, the project site is deemed by the City and local Native American Tribes to be sensitive for cultural resources. Accordingly, the City prescribes **Mitigation Measure TCR-1** to ensure unanticipated discovery of cultural resources includes measures to reduce potential impacts to l**ess than significant with mitigation incorporated**. With implementation of these measures, any cultural resources inadvertently encountered during project construction activities would be protected, removed, and/or recorded in compliance with acceptable standards for the treatment of such resources.

Mitigation Measure TCR-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, 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

[51] Environmental Managers & Auditors, Inc. *Phase 1 Environmental Site Assessment of 20 Acres of Vacant Undeveloped Land Located in the Southwest Corner of Trumble Road and Mapes Road (Assessor Parcel Numbers: 329-020-033, 329-020-034, 329-020-044, and 329-020-046) Perris, CA 92571.* August 2021. (Appendix G1).

be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.

The project proponent/developer shall also enter into an agreement with the Pechanga Band of Luiseño Indians for a Luiseño tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the project proponent/developer, and Native American Tribal Cultural Resources Department. The Luiseño tribal representative(s) shall be on-site during all ground-disturbing of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, etc. The Luiseño tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Luiseño representative(s) shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going.

The agreement between the project proponent/developer and the Luiseño tribe shall include, but not be limited to:

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- 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; and
- 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.

The project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this measure. Upon verification, the City of Perris

Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

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 shall 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 Native American artifacts are identified when Luiseño tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) *in situ* and the City Planning Division and Luiseño tribal representative shall be notified. The designated Luiseño tribal representative shall be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis shall be undertaken 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 TCR-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.

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 shall 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 tribal 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.

With implementation of **Mitigation Measure TCR-1**, impacts to historical resources and other archaeological resources pursuant to *State CEQA Guidelines* Section 15064.5 would be **less than significant with mitigation incorporated.**

Threshold C: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant with Mitigation Incorporated

Discussion of Effects: The project site has been historically used for agriculture, and there is no evidence to indicate the presence of human remains, including those interred outside of formal cemeteries. In the event that human remains (or remains that may be human) are discovered at the project site during construction, all activities in the vicinity of the remains shall cease and the contractor shall notify the County Coroner immediately pursuant to California Health & Safety Code Section 7050.5, California Public Resources Code Section 5097.98. In addition, the City prescribes **Mitigation Measure TCR-2** to ensure impacts associated with the inadvertent discovery of human remains would remain **less than significant with mitigation incorporated**.

Mitigation Measure TCR-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 will 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 shall 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 mediation 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 shall be proprietary and not disclosed to the general public. The locations shall 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).

With implementation of **Mitigation Measure TCR-2**, impacts to human remains and those remains that may be of Native American origin would be **less than significant with mitigation incorporated.**

3.8 ENERGY

Would the Project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

The analysis for Section 3.6 (Energy) is based on the project-specific *Air Quality, Energy, and Greenhouse Gas Analysis* prepared by LSA Associates, Inc. in November 2022 (Appendix A).[52]

Threshold A: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Threshold B: Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than Significant Impact

Discussion of Effects: The project's consumption of energy during construction and operation is calculated via CalEEMod (version 2016.3.2), as detailed in Appendix A.

Construction. The anticipated construction schedule assumes that the proposed project would be built in approximately 17 months. Construction would require energy for the manufacture and transport of building materials, preparation of the site for demolition and grading activities, and construction of the building. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy (i.e., fuel) usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources.

The CalEEMod output for energy consumption incorporates project compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, and California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program regulations, and the 2022 California Green Building Standards Code, which is Part 11 of the California Code of Regulations, commonly

[52] LSA. *Air Quality, Energy, and Greenhouse Gas Analysis for the Mapes and Trumble Industrial Facility Project.* November 2022.

referred to as the CALGreen Code. Requirements of the 2022 CALGreen Code that are applicable to construction of the proposed project include Section 5.408.1 (Construction Waste Management), which requires construction of the project to include recycling and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.408.1.2, or 5.408.1.3, or to meet the City's construction and demolition waste management ordinance, whichever is more stringent.

Adherence to these regulations, including the implementation of Best Available Control Measures (BACM), is a standard requirement for any construction or ground disturbance activity occurring within the Basin.

BACMs include, but are not limited to, requirements that the project proponent utilize only low-sulfur fuel having a sulfur content of 15 parts per million by weight or less; ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor would recycle/reuse at least 65 percent of the construction material and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project in accordance with CalRecycle regulations. Through compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, the CalRecycle Green Building Program, and the 2022 CALGreen Code as a matter of regulatory policy, construction of the project would demand only the energy required, and impacts from wasteful, inefficient, or unnecessary energy consumption would be **less than significant**. Mitigation is not required.

Operation. Table 3.8-A shows the estimated potential increased electricity, natural gas, gasoline, and diesel demand associated with the proposed project, which includes a warehouse designed to facilitate up to 50 percent cold storage space depending on the end user. The electricity and natural gas rates are from the CalEEMod analysis, while the gasoline and diesel rates are based on the traffic analysis in conjunction with United States Department of Transportation (DOT) fuel efficiency data.

Table 3.8-A: Estimated Annual Energy Use of Proposed Project

Land Use	Electricity Use (kWh/year)	Natural Gas (kBtu/year)	Gasoline (gallons per year)	Diesel (gallons per year)
Office	55,140	20,580	N/A	N/A
Unrefrigerated Warehouse	452,400	391,950	74,382	95,929
Refrigerated Warehouse	7,768,800	10,087,400	84,671	122,373
Parking Lighting	145,142	N/A	N/A	N/A
Total	8,421,482	10,499,930	159,053	218,303

Table 3.8-A: Estimated Annual Energy Use of Proposed Project

Land Use	Electricity Use (kWh/year)	Natural Gas (kBtu/year)	Gasoline (gallons per year)	Diesel (gallons per year)

Source: LSA. *Air Quality, Energy, and Greenhouse Gas Analysis, Mapes and Trumble Industrial Facility Project, City of Perris, California, Riverside County.* Table N. November 2022. (Appendix A).
kWh = kilowatt hours
kBtu = thousand British thermal units
N/A = not applicable

As identified in Table 3.8-A, proposed uses on the site would demand a total of approximately 8,421,482 kilowatt hours (kWh) of electricity and 10,499,930 thousand British thermal units (kBtu) of natural gas on an annual basis. In addition, the project would result in energy usage associated with consumption of motor vehicle gasoline and diesel fuel for project-related trips. Using the trip rates from the traffic study for the non-refrigerated portion of the warehouse and standard ITE trip rates for a cold-storage warehouse (ITE land use 157), the project would generate 779 daily vehicle trips , comprised of 519 car trips, 76 two-axle truck trips, 36 three-axle truck trips, and 148 four-plus axle truck trips daily.[53] Furthermore, trip lengths as recommended by SCAQMD of 15.3 miles for the smaller trucks and 39.9 miles for the heavy-duty trucks were used to calculate gasoline and diesel fuel demand. As identified in Table 3.8-A, operation of the project would result in the consumption of approximately 159,053 gallons of gasoline and 218,303 gallons of diesel per year.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the CCR, known as the California Building Code (CBC). The CBC is updated every three years, and the current 2022 CBC went into effect in January 2023. Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The California Building Standards Commission (CBSC) adopted Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen) in 2010 as part of the State's efforts to reduce GHG emissions and energy consumption from residential and nonresidential buildings. CALGreen code covers the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality. The project would comply with the 2022 CALGreen Code requirements and Title 24 efficiency standards, which would further improve energy efficiency during operation through implementation of the following:

5.106.4 Bicycle Parking. Provide bicycle racks within 200 feet of the visitor's entrance for 5 percent of new visitor motorized vehicle parking spaces, with a minimum of one two-bike capacity rack.

5.106.5.3 Electric Vehicle (EV) charging. Provide EV infrastructure and facilitate EV charging in compliance with the California Building Code and the California Electrical Code. The number of EV capable spaces required are specified at approximately 20 percent of the total spaces. Provisions for medium- and heavy-duty EV spaces shall be included.

[53] LSA Associates, Inc. (LSA). Air Quality, Energy, and Greenhouse Gas Analysis, Mapes and Trumble Industrial Facility Project, City of Perris, California, Riverside County. 2022. Page 35.

5.106.12 Shade Trees. Shade trees shall be planted to provide shade over 50 percent of the parking area within 15 years unless solar photovoltaic shade structures provide this shade.

5.303.3 Water Conserving Plumbing Fixtures and Fittings. All water fixtures shall comply with the California Code of Regulations, Title 20, (Appliance Efficiency Regulations), Section 1605.1(h)(4) and Section 1605.3(h)(4)(A).

5.304.1 Outdoor Water Use. Development shall comply with the City's water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent.

5.410.1 Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals, or meet the City's local recycling ordinance, whichever is more restrictive.

Electricity is provided in the State through a complex grid of power plants and transmission lines. In 2020, California's in-state electric generation totaled 190,913 gigawatt-hours (GWh); the State's total system electric generation, which includes imported electricity, totaled 272,576 GWh.[54] Population growth is the primary source of increased energy consumption in the State; population projections show annual electricity use is anticipated to increase by approximately 1 percent per year through 2027.[55] The project's net electricity usage would total approximately 0.0044 percent[56] of electricity generated in the State in 2020, which would not represent a substantial demand on available electricity resources.

California's receipt capacity of natural gas per day totals approximately 9.8 billion cubic feet (Bcf), and the State's average consumption is approximately 5.8 Bcf per day.[57] In 2020, total natural gas consumption in Riverside County was 436,941,555 therms.[58] Therefore, operation of the proposed project would increase the annual natural gas consumption in Riverside County by 0.02 percent, which would not represent a substantial demand on available natural gas resources.

The United States Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA) indicate the average fuel economy for tractors (freight trucks) is between 5.5 and 6.5 mpg.[59] The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 mpg in 1980 to 22.9 mpg in 2020.[60]

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54 California Energy Commission. 2020 *Total Electricity System Power*. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation/2020 (accessed August 2022).

55 California Energy Commission. *California Energy Demand 2018–2030 Revised Forecast.* Table ES-1. Website: https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2017-integrated-energy-policy-report (accessed August 2022).

56 8.42 GWh (proposed Project) ÷ 190,913 GWh (generated in State in 2018) = < 0.0044 percent.

57 California Energy Commission. *Final 2017 Integrated Energy Policy Report.* Page 228. April 2018.

58 California Energy Commission. 2021. Gas Consumption by County. Website: ecdms.energy.ca.gov/gasbycounty.aspx (accessed July 2022).

59 United States Environmental Protection Agency and the National Highway Traffic Safety Administration. *Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles – Phase 2.* Page 2-27. August 2016.

60 United States Department of Transportation, Bureau of Transportation Statistics. *Average Fuel Efficiency of U.S. Light Duty Vehicles.* Table 4-23. Website: https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (accessed July 2022).

Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007, which originally mandated a national fuel economy standard of 35 mpg by the year 2020, and would be applicable to cars and light trucks of Model Years 2011 through 2020.[61] The EPA and the NHTSA amended the Corporate Average Fuel Economy (CAFE) standard. The new vehicle rules under the Safe Affordable Fuel-Efficient (SAFE) rule would hold the emissions standards at 2020 standards for both CAFE and SAFE until 2026. This new rule applies to the emissions of light duty cars and trucks from model years 2021 to 2026.[62]

As stated previously, implementation of the proposed project would increase the project-related annual fuel demand by approximately 159,053 gallons of gasoline and 218,303 gallons of diesel. In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline and 3.8 billion gallons of diesel fuel.[63] Therefore, gasoline demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California. Additionally, progressive improvements to freight trucks (e.g., more efficient engines and improvements to aerodynamic features) and new automobiles purchased and operated by patrons and employees driving to and from the project site would be subject to fuel economy and efficiency standards applied throughout the State. As such, the fuel efficiency of vehicles associated with project operation would increase throughout the life of the project as fuel efficiency of vehicles continues to improve in order to meet the State's 2030 GHG emission reduction goals pursuant to Senate Bill 32 and beyond. Furthermore, SCAQMD Rule 2305, the Warehouse Indirect Source Rule, which is applicable to all warehouses at least 100,000 square feet in size, would facilitate the acquisition and use of natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, etc. to further reduce demand for diesel fuel.

In addition, purchase and use of electric passenger vehicles is expected to increase as the price and efficiency of electric passenger vehicles improve, reducing the number and use of fossil fuel-dependent vehicles on the road. Employees of the proposed project would also benefit from improved transportation to the site, as the improvements to public transportation would result in an expanded network of municipal buses, bicycle infrastructure, and rideshare programs. The long-term operation of the project would see a decrease in fuel consumption per mile due to implementation of SCAQMD Rule 2305 and continuous improvements to vehicles and transportation infrastructure, which would demand less energy consumption through the life of the project.

Increasingly stringent electricity, natural gas, and fuel efficiency standards combined with compliance with the CBC and CALGreen Code and improved alternative transportation infrastructure throughout the region would ensure operation of the project would demand only the

61 United States Department of Energy. *Energy Independence & Security Act of 2007*. Website: https://www.afdc.energy.gov/laws/eisa (accessed August 2022).

62 United States Environmental Protection Agency and United States Department of Transportation. *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks.* August 24, 2018. Website: https://www.govinfo.gov/content/pkg/FR-2018-08-24/pdf/2018-18418.pdf (accessed August 2022).

63 California Energy Commission. 2021. Gas Consumption by County. Website: ecdms.energy.ca.gov/gasbycounty.aspx (accessed July 2022).

energy required, and impacts from wasteful, inefficient, or unnecessary energy consumption would be **less than significant.** No mitigated would be required.

Construction and operation of the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be **less than significant,** and mitigation is not required.

3.9 GEOLOGY AND SOILS

Would the project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☒	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

To assess the impacts of the proposed project with respect to geologic and soil conditions, a site-specific Geotechnical Investigation and Percolation Testing (Geotechnical Report) was undertaken. by Applied Earth Science, Inc. in 2021 (Appendix F).[64]

[64] AES. *Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial/Warehouse Building Project*. December 2021. (Appendix F).

Threshold A: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No Impact

Discussion of Effects: The project site is not located within an Earthquake Fault Zone as defined by the State of California Alquist-Priolo Earthquake Fault Zone Act of 1972 or as defined by the State of California, Department of Conservations, Geological Survey. In addition, there is no evidence of any faults or faulting activity on the project site.[65] The risk of ground rupture due to fault displacement beneath the site is low. **No Impact** would occur. Mitigation is not required.

ii. Strong seismic ground shaking?

Less than Significant with Mitigation Incorporated

Discussion of Effects: The project site is located within a seismically active region. There are several active faults with the Southern California region, with several faults traversing the San Jacinto Valley and Temecula Valley.[66] The nearest active faults in proximity to the project site are the Elsinore Fault Zone approximately 13 miles to the southwest near Lake Elsinore, and the San Jacinto Fault Zone approximately 12 miles to the northeast.[67]

Due to the presence of active and inferred faults in proximity to the project site, the project site is expected to be subject to occasionally moderate to severe ground-shaking, as well as some background shaking from other seismically active areas of the Southern California region. The extent of ground-shaking associated with an earthquake is dependent upon the size of the earthquake and the geologic material of the underlying area. Construction and development of the project must occur in compliance with applicable provisions of the California Building Code (CBC). State Law requires the design and construction of new structures to comply with current CBC requirements, which address general geologic, seismic (including ground shaking), and soil constraints for new buildings.

Prior to the issuance of a grading permit, the project proponent would be required to prepare and submit detailed grading plans of the project. The plans must be prepared in conformance the current CBC and applicable City standards, as required by **Mitigation Measure GEO-1**. With implementation of this measure, impacts related to seismic ground shaking would be avoided to the extent feasible, and this impact would be **less than significant with mitigation incorporated**.

Mitigation Measure GEO-1 Prior to issuance of grading and/or building permits, the project proponent shall provide evidence to the City of Perris (City) for

[65] California Department of Conservation. California Geological Survey. (accessed April 11, 2022). CGS Earthquake Zones (ca.gov).
[66] *Ibid.*
[67] *Ibid.*

review and approval that proposed structures, features, and facilities have been designed and would be constructed in conformance with applicable provisions of the 2022 edition of the California Building Code (CBC) or the most current edition of the CBC in effect at the time the proponent's development application is deemed complete by the City.

Additionally, the project proponent shall provide evidence to the City that the recommendations cited in the project-specific Geotechnical Investigation are incorporated into project plans and/or implemented as deemed appropriate by the City. Geotechnical recommendations include, but are not limited to, removal of existing vegetation, structural foundations, floor slabs, utilities, and any other surface and subsurface improvements that would not remain in place for use with the new development. Remedial earthwork, overexcavation, and ground improvement shall occur to depths specified in the Geotechnical Investigation to provide a sufficient layer of non-expansive imported soil, engineered fill, and/or densified soil beneath the structural footings/foundations, as well as proper surface drainage devices and erosion control. Retaining wall parameters shall be in accordance with the Geotechnical Investigation to protect against lateral spreading and landslides. Additionally, Portland cement shall be utilized for the construction of concrete structures in contact with subgrade soils determined to be corrosive to protect concrete, steel, and other metals. Verification testing must be performed upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified. The Soil Engineer shall inspect a 40-pound sample of the imported soil to be used on-site to ensure maximum density and expansion character are adequate. The structural engineer must determine the ultimate thickness and reinforcement of the building floor slabs based on the imposed slab loading and verify seismic design parameters in accordance with American Society of Civil Engineers (ASCE) 7-16 Section 11.4.8. This measure shall be implemented to the satisfaction of the Director of the City of Perris Building Department or designee.

Upon implementation of **Mitigation Measure GEO-1**, design and construction of the project in accordance with applicable provisions of the 2022 edition of the CBC and measures identified in the project-specific Geotechnical Investigation (Appendix F) would facilitate development of the site as planned, and impacts from seismic ground-shaking would be **less than significant with mitigation incorporated.**

iii. Seismic-related ground failure, including liquefaction?

Less than Significant with Mitigation incorporated

Discussion of Effects: Liquefaction occurs when loose, unconsolidated, water-laden soils are subject to shaking, causing the soils to lose cohesion. A relatively shallow groundwater table (within approximately 50 feet below ground surface) or completely saturated soil conditions in conjunction with a source of ground shaking, such as an earthquake, may facilitate soil mass distortion such as liquefaction. The Geotechnical Investigation (Appendix F) estimates groundwater levels are greater than 100 feet below the ground surface, and the project site and vicinity are not in a designated liquefaction zone.[68] Accordingly, the site is not located in an area susceptible to liquefaction. Compliance with **Mitigation Measure GEO-1** would reduce potential impacts from seismic-related ground failure due to seasonal saturation of the near-surface sediments to **less than significant with mitigation incorporated.**

iv. Landslides?

No Impact

Discussion of Effects: Factors that contribute to slope failure include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. The project site is relatively flat with a slight slope down toward the northwest. The site is not adjacent to and does not include hillsides that are susceptible to landslides. **No Impact** would occur. Mitigation is not required.

Threshold B: Would the Project result in substantial soil erosion or the loss of topsoil?

Less than Significant with Mitigation Incorporated

Discussion of Effects: Development on the project site would convert a majority of existing permeable surfaces to paved surfaces, which would generally reduce the potential for soil erosion from the site. However, earthwork activities as part of the construction process would expose soils to the potential for soil erosion or loss of topsoil. Short-term erosion effects during the construction phase would be prevented through required grading permits and implementation of a Storm Water Pollution Prevention Plan (SWPPP) and incorporation of best management practices (BMPs) intended to reduce soil erosion.[69]

Compliance with storm water regulations include minimizing storm water contact with potential pollutants by providing covers and secondary containment for construction materials, designating areas away from storm drain systems for storing equipment and materials, and implementing good housekeeping practices at the construction site. Prior to the issuance of a grading permit, the project proponent would be required to implement BMPs related to grading and erosion control per

[68] Applied Earth Sciences. *Geotechnical Investigation, Proposed Commercial/Warehouse Building Project, Perris California.* Page 5. December 10, 2021 (Appendix F).

[69] Pursuant to the National Pollutant Discharge Elimination System (NPDES) program and Chapter 14 (Storm water/Urban Runoff Management and Discharge Control), Section 14.22.09 of the City Municipal Code.

Title 15 and Section 14.22.090(h) of the City Municipal Code to minimize soil erosion, runoff, and water waste.

Operation of the project would be subject to a Water Quality Management Plan (WQMP), which incorporates measures to capture excess storm water runoff and prevent soil erosion to downstream water courses from the conversion of permeable surfaces to impermeable surfaces pursuant to Section 14.22.090 of the City Municipal Code.

The SWPPP and WQMP would identify BMP measures to treat and/or limit the entry of contaminants into the storm drain system. The WQMP is required to be incorporated by reference or attached to a project's SWPPP as the Post-Construction Management Plan. Additionally, **Mitigation Measure GEO-1** requires the implementation of proper surface drainage devices and erosion control during construction and operation of the project (Also refer to Section 3.10, Threshold A). Adherence to the BMPs contained in the SWPPP and WQMP and implementation of **Mitigation Measure GEO-1** would ensure that impacts related to soil erosion would be reduced to **less than significant.**

Threshold C: Would the Project be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant with Mitigation Incorporated

Discussion of Effects: The project site is mostly flat and surrounded by urban development and infrastructure (Interstate 215, Mapes Road, and Trumble Road). There is no evidence of landslides and/or slope instabilities on the project site. As detailed in Section 3.7, Threshold A)(iii) and (iv) above, the project site is not located in an area considered susceptible to liquefaction or landslides. Due to the site's deep groundwater table and flat topography, and the planned site development in accordance with **Mitigation Measure GEO-1**, potential impacts from landslides, slope instabilities, lateral spreading, and/or liquefaction at the project site would be reduced to **less than significant with mitigation incorporated.**

The upper layers of soils underlying the project site may be susceptible to collapse, consolidation, and/or hydrocollapse when additional loads are imposed on those soils by construction equipment and future on-site structures.[70] Shrinkage, bulking, and subsidence are primarily dependent upon the degree of soil compaction achieved during construction. Variations in the in-situ density of existing soils and the degree to which fill soils are compacted would influence earth volume changes. An average shrinkage factor of approximately 10 percent should be expected as soil is removed and replaced as compacted fill.[71]

Mitigation Measure GEO-1 would ensure overexcavation and establishment of a sufficient layer of engineered fill or densified soil is prepared beneath any proposed structural footings/foundations. Upon implementation of **Mitigation Measure GEO-1**, post-construction differential movements of

[70] Applied Earth Sciences. *Geotechnical Investigation, Proposed Commercial/Warehouse Building Project, Perris California.* Pages 3 and 6. December 10, 2021. (Appendix F).

[71] *Ibid*.

shallow foundations designed and constructed in accordance with applicable provisions of the 2022 edition of the CBC and measures identified in the project-specific Geotechnical Investigation (Appendix F) are expected to occur within the tolerable limits of post-construction static and differential settlements. Therefore, impacts from subsidence and/or collapse would be **less than significant with mitigation incorporated.**

Threshold D: Would the Project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?

Less than Significant with Mitigation Incorporated

Discussion of Effects: Expansive soils generally have a substantial amount of clay particles, which can give up water (shrink) or absorb water (swell). The change in the volume exerts stress on buildings and other loads placed on these soils. The amount and types of clay present in the soil influence the extent or range of the shrink/swell. The occurrence of clayey soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed, and they can occur along hillside areas as well as low-lying alluvial basins.

Soils on site are generally fine-grained and potentially expansive, with an expansion index of 42.[72] As prescribed in **Mitigation Measure GEO-1,** remedial earthwork, overexcavation, and ground improvement shall occur to depths specified in the Geotechnical Investigation to provide a sufficient layer of non-expansive imported soil, engineered fill, and/or densified soil beneath the structural footings/foundations, as well as proper surface drainage devices and erosion control to minimize soil expansion. The Soil Engineer shall inspect a 40-pound sample of the imported soil to be used on-site to ensure maximum density and expansion character are adequate, and verification testing must be performed upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified. Through implementation of **Mitigation Measure GEO-1,** impacts from expansive soils that would create substantial direct or indirect risks to life or property would be reduced to **less-than-significant** levels**.**

Threshold E: Would the Project Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact

Discussion of Effects: The project would connect to the municipal wastewater collection system along Mapes Road and Trumble Road, and no septic systems are proposed. The project would not use septic systems; therefore, there would be **no impact** relative to septic system or alternative wastewater disposal systems. Mitigation is not required.

Threshold F: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation Incorporated

[72] *Ibid.* Pages 3 through 6,

Discussion of Effects: The project site is underlain by alluvial fan and valley deposits dating from the middle to late Pleistocene, which is considered to be of high paleontological sensitivity.[73] Accordingly, **Mitigation Measure GEO-2** is prescribed as follows:

Mitigation Measure GEO-2 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) pursuant to Society of Vertebrate Paleontology standards to be on-site for any project-related excavations that exceed 3 feet below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Director of Development Services, or designee, 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.

[73] ArchaeoPaleo Resource Management, Inc. *Phase 1 Archaeological and Paleontological Resources Assessment for the Perris Warehouse, City of Perris, Riverside County, California – APN 329-020-046, -033, -034, and -044.* Page 48. September 2022. (Appendix D).

With implementation of **Mitigation Measure GEO-2,** any paleontological resources encountered during ground-disturbing activities would be managed in accordance with Society of Vertebrate Paleontology standards and *State CEQA Guidelines*. Impacts to paleontological resources would be **less than significant with mitigation incorporated.**

3.10 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Would the Project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The analysis for Section 3.8 (Greenhouse Gas Emissions and Climate Change) is based on the project-specific *Air Quality, Energy, and Greenhouse Gas Analysis* prepared by LSA Associates, Inc. in November 2022 (Appendix A).[74]

Threshold A: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact

Discussion of Effects: The City of Perris adheres to the greenhouse gas (GHG) emissions thresholds of significance developed by the SCAQMD. For industrial projects, the City adheres to the SCAQMD Tier 3 threshold of 10,000 metric tons (MT) of carbon dioxide equivalent (CO_2e) emissions per year. Therefore, the project would have a significant impact on the environment if it would generate 10,000 or more $MTCO_2e$ per year.

The project would generate GHG emissions during on-site construction activities (e.g., site preparation, grading, building construction, paving, and architectural coating). The duration of construction activity and associated construction equipment was based on the CalEEMod Version 2020.4.0 defaults for phasing, except for the assumption that architectural coatings would be applied during the building construction phase and that the grading phase would occur over the course of 30 days and include approximately 28,891 cubic yards of soil import that would require approximately 121 haul truck round trips per day.[75] Construction is assumed to start in spring of 2023 and conclude approximately 17 months later.

Additionally, long-term operation of the project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would include project-generated vehicle trips associated with on-

74 LSA. *Air Quality, Energy, and Greenhouse Gas Analysis for the Mapes and Trumble Industrial Facility Project.* November 2022.

75 The CalEEMod values for hauling trips assume that a truck can haul 20 tons (or 16 cubic yards) of material per load. If one load of material is delivered, CalEEMod assumes that one haul truck importing material will also have a return trip with an empty truck (e.g., 2 one-way trips). 28,891 cubic yards ÷ 16 cubic yards per load x 2 (round trip for each truck) ÷ 30 days for grading phase = 120.38 haul truck round trips per day.

site facilities and customers/visitors to the project site. Area-source emissions would be associated with activities such as landscaping and maintenance of proposed land uses, natural gas for heating, and other sources. The project would include indoor low-flow water appliances and outdoor water-efficient irrigation systems in accordance with the 2022 CBC.

As the final configuration of the warehouse is not known at the time of this analysis, the CalEEMod land use inputs include both an unrefrigerated warehouse and a refrigerated warehouse, splitting the full warehouse space in half. It was also assumed there would be standard warehouse equipment (e.g., forklifts, material handlers), and to analyze the worst-case scenario, it was assumed they would all be diesel-powered. The Mapes and Trumble Industrial Facility Project Traffic Study determined that the project would generate 719 vehicle trips, comprised of 495 car trips, 49 two-axle truck trips, 40 three-axle truck trips, and 135 four-plus axle truck trips daily.[76] Using the trip rates from the traffic study for the non-refrigerated portion of the warehouse and standard ITE trip rates for a cold-storage warehouse (ITE land use 157), the project would generate 779 daily vehicle trips, comprised of as 519 car trips, 76 two-axle truck trips, 36 three-axle truck trips, and 148 four-plus axle truck trips daily.[77] Furthermore, trip lengths as recommended by SCAQMD of 15.3 miles for the smaller trucks and 39.9 miles for the heavy-duty trucks were used to calculate operational mobile emissions. CalEEMod includes evaporative, starting, and idling emissions for each vehicle for every trip.

Table 3.10-A summarizes the proposed project's GHG emissions from construction and operation.

Table 3.10-A: Long-Term Operational Greenhouse Gas Emissions - Half Un-Refrigerated and Half Refrigerated Warehouse

Source	Pollutant Emissions (MT/yr)					
	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Construction Emissions Amortized over 30 Years						48
Operational Emissions						
Area	0	<1	<1	<1	0	<1
Energy	0	2,054	2,054	<1	<1	2,065
Mobile	0	2,723	2,723	<1	<1	2,850
Warehouse Equipment	0	280	280	<1	0	283
Waste	76	0	76	4	0	187
Water	29	212	241	3	<1	337
Total Operational Project Emissions						**5,770**
City of Perris Threshold						**10,000**
Would the Project Exceed the Threshold?						**No**

Source: LSA. *Air Quality, Energy, and Greenhouse Gas Analysis, Mapes and Trumble Industrial Facility Project, City of Perris, California, Riverside County*. Table O. November 2022. (Appendix A).
Note: Some values may not appear to add up correctly due to rounding.
Bio-CO_2 = biologically generated CO_2 MT/yr = metric tons per year
CH_4 = methane N_2O = nitrous oxide
CO_2 = carbon dioxide NBio-CO_2 = non-biologically generated CO_2
CO_2e = carbon dioxide equivalent SCAQMD = South Coast Air Quality Management District

76 LSA Associates, Inc (LSA). 2022. Mapes and Trumble Industrial Facility Traffic Study. Table 5-A. June.

77 LSA Associates, Inc. (LSA). Air Quality, Energy, and Greenhouse Gas Analysis, Mapes and Trumble Industrial Facility Project, City of Perris, California, Riverside County. 2022. Page 35.

As indicated in Table 3.10-A, assuming that half of the proposed warehouse building would operate as an un-refrigerated warehouse and the other half as a refrigerated warehouse, the project would result in of the generation of 5,770 MT $MTCO_2e$ per year. This is lower than City of Perris' threshold of 10,000 MT CO2e/year. Therefore, impacts related to the generation of GHG emissions, either directly, indirectly, or cumulatively, that may have a significant impact on the environment would be**less than significant**. Mitigation is not required.

Threshold B: Would the Project conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact

Discussion of Effects: The City of Perris adopted its Climate Action Plan (CAP) in February 2016. The measures identified in the CAP represent the City's actions to achieve the GHG reduction targets of AB 32 for target year 2020. Local measures included in the CAP include:

- An energy measure that directs the City to create an energy action plan to reduce energy consumption citywide.

- Land use and transportation measures that encourage alternative modes of transportation (walking, biking, and transit), reduce motor vehicle use by allowing a reduction in parking supply, voluntary transportation demand management to reduce vehicle miles traveled, and land use strategies that improve jobs-housing balance (increased density and mixed-use).

- Solid waste measures that reduce landfilled solid waste in the City.

The proposed project would not conflict with these local strategies. Additionally, the proposed project is consistent with State and regional strategies, listed in the CAP. Further, the proposed project is subject to California Building Code requirements. New buildings must achieve the 2021 Building and Energy Efficiency Standards and the 2020 CALGreen Code requirements, which include water conservation measures. Overall, the proposed project overall would not conflict with the City of Perris CAP, and impacts would be **less than significant**.

The CARB Scoping Plan is applicable to State agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the State agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that would affect a local jurisdiction's emissions inventory from the top down.

Statewide strategies to reduce GHG emissions include the low-carbon fuel standards and changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley II, and California Advanced Clean Cars program). Although measures in the Scoping Plan apply to State agencies and not the proposed project, the project's GHG emissions would be reduced by compliance with statewide

measures that have been adopted since AB 32 and SB 32 were adopted. Therefore, the proposed project would be consistent with the CARB Scoping Plan.

The City of Perris is a member city of SCAG. SCAG's Connect SoCal 2020–2045 RTP/SCS, adopted September 3, 2020, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 and establishes an overall GHG target for the region consistent with both the statewide GHG reduction targets for 2020 and the post-2020 statewide GHG reduction goals.

The Connect SoCal 2020–2045 RTP/SCS contains more than 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six-county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. The Connect SoCal 2020–2045 RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the Connect SoCal 2020–2045 RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve State GHG emission reduction goals and federal CAA requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and use resources more efficiently. The proposed project's consistency with the Connect SoCal 2020–2045 RTP/SCS goals is analyzed in detail in Table 3.10-B

Implementing SCAG's RTP/SCS will greatly reduce the regional GHG emissions from transportation and help to achieve statewide emission reduction targets. As demonstrated in Table 3.10-B, the proposed project would not conflict with the stated goals of the RTP/SCS; therefore, the proposed project would not interfere with SCAG's ability to achieve the region's 2020 and post-2020 mobile source GHG reduction targets outlined in the Connect SoCal 2020–2045 RTP/SCS, and it can be assumed that regional mobile emissions would decrease in line with the goals of the RTP/SCS. Furthermore, the proposed project is not regionally significant per *State CEQA Guidelines* Section 15206 and as such, it would not conflict with the SCAG RTP/SCS targets, because those targets were established and are applicable on a regional level.

Table 3.10-B: Southern California Association of Governments RTP/SCS Goals

SCAG Measure	Project Consistency
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	**Not Applicable:** This is not a project-specific policy and is therefore not applicable for the project's land uses.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	**Consistent:** Improvements to the transportation network in Perris are developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs are used to guide development and maintenance of transportation networks, including but not limited to: ● Caltrans Traffic Impact Studies Guidelines ● Caltrans Highway Capacity Manual ● SCAG RTP/SCS
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	**Consistent:** All modes of transit in Perris are required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Perris, County of Riverside) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans. The project would be consistent with ingress and egress to public streets from the project site, including crosswalks and pedestrian walkways.
Goal 4: Preserve and ensure a sustainable regional transportation system.	**Consistent:** All new roadway developments and improvements to the existing transportation network must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities.
Goal 5: Maximize the productivity of our transportation system.	**Consistent:** The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The City's Public Works oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis. The City also strives to maximize productivity of the region's public transportation system (e.g., bus, bicycle) for residents, visitors, and workers coming into and out of Perris.
Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	**Consistent:** The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable developments are encouraged through alternative transportation methods, green design techniques for buildings, and other energy reducing techniques. For example, development projects are required to comply with the provisions of the California Building and Energy Efficiency Standards and the California Green Building Standards Code (CALGreen Code). The City also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (e.g., bus, bicycle) for residents, visitors, and workers coming into and out of Santa Ana. The project would provide pedestrian networks on-site and connecting off-site.
Goal 7: Actively encourage and create incentives for energy efficiency, where possible.	**Consistent:** This is not a project-specific policy and is therefore not applicable. However, the project would be consistent with the energy-efficiency requirements of Title 24.

Table 3.10-B: Southern California Association of Governments RTP/SCS Goals

SCAG Measure	Project Consistency
Goal 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	**Consistent:** See response to RTP/SCS Goal 6.
Goal 9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Consistent:** The City of Perris monitors existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (e.g., Caltrans and SCAG) work with the City to manage these systems. Security situations involving roadways and evacuations would be addressed in the County of Riverside's emergency management protocols developed in accordance with the State and federally mandated emergency management regulations.

Source: LSA. Air Quality, Energy, and Greenhouse Gas Analysis for the Mapes and Trumble Industrial Facility Project. Table R. August 2022.
Caltrans = California Department of Transportation
City = City of Perris
RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy
SCAG = Southern California Association of Governments

The project would be consistent with applicable measures in the City's CAP. In addition, the project would be consistent with policies in the 2017 Scoping Plan, such as compliance with Title 24 energy reduction measures. Furthermore, the generation of GHG emissions associated with the project would be below the City's threshold of 10,000 MT CO2e/year. Since the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs, the project's GHG emissions impacts would be **less than significant**. Mitigation is not required.

3.11 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

The analysis in this section is based in part on the following reports:

- Environmental Managers & Auditors, Inc. Phase 1 Environmental Site Assessment of 20 Acres of Vacant Undeveloped Land Located in the Southwest Corner of Trumble Road and Mapes Road

(Assessor Parcel Numbers: 329-020-033, 329-020-034, 329-020-044, and 329-020-046) Perris, CA 92571. August 2021. (Appendix G1).[78]

- Environmental Managers & Auditors, Inc. Summary Report, Limited Surface Investigation, 20-Acre Vacant Undeveloped Land Southwest Corner of Trumble Road and Mapes Road, Perris, CA 92571. September 2021. (Appendix G2).[79]

Threshold A: Would the Project create a significant hazard to the public through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact

Discussion of Effects:

Construction. Potential hazardous materials such as fuel, paint products, lubricants, solvents, and cleaning products may be used and/or stored on site during construction of the proposed project. These materials are typical of materials delivered to construction sites. Only limited quantities of these materials are expected to be used during construction, as such, these would not be considered hazardous to the public at large.

The transport, use, and storage of hazardous materials during the construction and operation of the proposed project would be conducted pursuant to all applicable local, State and federal laws, and in cooperation with the Riverside County Fire Department, Riverside County Department of Environmental Health, Hazardous Materials Division (DEH), Environmental Protection and Oversight Division, and California Occupational Safety and Health Administration. Additionally, the United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines, as described in Title 49 of the *Code of Federal Regulations*, and implemented by Title 13 of the California Code of Regulations.

A project-specific Phase I Environmental Site Assessment (ESA) was prepared in accordance with the American Society for Testing and Materials (ASTM) International Standard E1527-13 for the purposes of identifying recognized environmental conditions (REC), controlled recognized environmental conditions (CREC), and historical recognized environmental conditions (HREC) on the project site (Appendix G1). An REC means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The term is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not RECs. A CREC is defined as a past release of hazardous substances or petroleum products that

[78] Environmental Managers & Auditors, Inc. *Phase 1 Environmental Site Assessment of 20 Acres of Vacant Undeveloped Land Located in the Southwest Corner of Trumble Road and Mapes Road (Assessor Parcel Numbers: 329-020-033, 329-020-034, 329-020-044, and 329-020-046) Perris, CA 92571.* August 2021. (Appendix G1).

[79] Environmental Managers & Auditors, Inc. *Summary Report, Limited Surface Investigation, 20-Acre Vacant Undeveloped Land Southwest Corner of Trumble Road and Mapes Road, Perris, CA 92571.* September 2021. (Appendix G2).

has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. An HREC means an environmental condition that in the past would have been considered an REC, but which may or may not be considered an REC currently. If a past release of any hazardous substances or petroleum products has occurred in connection with the property, with such remediation accepted by the responsible regulatory agency (for example, as evidenced by the issuance of a case closed letter or equivalent), this condition shall be considered an HREC.

The Phase I ESA includes federal, State, and local records reviews (up to a one-mile radius), interviews with persons occupying [and adjacent to] the project site, and an on-site inspection of the project site. According to the Phase I ESA, no CRECs or HRECs occur on the project site, but one REC potentially may occur on the project site due to storm water from off-site land uses flowing into a storm water detention basin on the project site.[80]

The Riverside County Flood Control and Water Conservation District (RCFCD) constructed a square-shaped storm water detention basin and associated channel in the center of the site in 2002 as part of Line B of the Romoland Master Drainage Plan to accept runoff from the project site and the western terminus of Exceed Road prior to discharging northbound off site through an abandoned segment of Line B of the Romoland Master Drainage Plan into the Perris Channel located adjacent to Interstate 215 approximately 500 feet northwest of the project site. Line B of the Romoland Master Drainage Plan is realigned by the Riverside County Flood Control and Water Conservation District underground along Sherman Road in the City of Menifee under a separate action and avoids the project site. Under the realigned Line B of the Romoland Master Drainage Plan, storm water from off-site adjacent properties up-gradient to the south and west such as the Sunstate Equipment Company, Southern California Gas Company, Hot Line Constriction, Inc., Crown Auto Body, etc. now drains into a separate municipal storm drain system for ultimate conveyance to the San Jacinto River. However, due to the nature of the off-site land uses known to use, store, and generate significant quantities of hazardous materials/hazardous wastes such as hydrocarbon solvents, oil containing wastes, aqueous solution with total organic residues, oxygenated solvents, tank bottom wastes, gasoline, diesel oil containing solids, automotive fluids, etc., the on-site storm water detention basin that historically accepted run on now represents a potential recognized environmental condition to the project property, and soil testing was recommended to determine the extent of potential contamination.[81]

As detailed in Appendix G2, five borings were conducted in the vicinity of the on-site RCFCD storm water detention basin on September 6, 2021.[82] The results of the soil borings indicate none of the volatile organic compounds listed under United States Environmental Protection Agency (USEPA) Method 8260B or petroleum hydrocarbons (gasoline, diesel, and heavy oils) listed under USEPA Method 8015M or polychlorinated biphenyls listed under USEPA Method 8082 were detected above

80 Environmental Managers & Auditors, Inc. *Phase I Environmental Site Assessment of 20 Acres of Vacant Undeveloped Land Located in the Southwest Corner of Trumble Road and Mapes Road, (Assessor Parcel Numbers: 329-020-033, 329-020-034, 329-020-044, and 329-020-046), Perris, CA 91571.* Page 37. August 2021. (Appendix G1).

81 *Ibid.*

82 Environmental Managers & Auditors, Inc. *Summary Report: Limited Subsurface Investigation, 20-Acre Vacant Undeveloped Land, Southwest Corner of Trumble Road & Mapes Road, Perris, CA 91571.* Pages 4-1 and 4-2. September 2021. (Appendix G2).

their respective laboratory method detection limits or laboratory reporting limits.[83] California Title 22 CAM Metals such as barium, chromium, cobalt, copper, lead, nickel, vanadium, and zinc likewise were detected at levels significantly below the Department of Toxic Substances Control Human and Ecological Risk Office Human Health Risk Assessment, Note 3, Recommended Screening Levels for Soil, and they appear to be naturally occurring.[84] No significant readings were noted for any of the soil samples collected, and no significant staining or odor was observed in any soil samples. The notably low traces of California Title 22 CAM Metals and other potentially hazardous materials detected on the project site during the limited surface investigation do not warrant further investigation, and impacts from the routine transport, use, or disposal of hazardous materials during construction would be **less than significant**.

Operation. Similar to project construction, the transport, use, and disposal of hazardous materials during project operation would be regulated by the Riverside County Fire Department, Riverside County Department of Environmental Health, Hazardous Materials Division (DEH), Environmental Protection and Oversight Division, and California Occupational Safety and Health Administration. Additionally, transport of hazardous materials by truck and rail on State highways and rail lines would be regulated by the United States Department of Transportation Office of Hazardous Materials Safety as described above.

Depending on the future use of the proposed warehouse, tenants would be required to develop a Hazardous Materials Business Emergency Plan administered by the Riverside County Fire Department, as applicable, in accordance with California Health and Safety Code Section 25507 and other local, State, and federal standards, ordinances, and regulations. As required by Health and Safety Code Section 25507, a business shall establish and implement a Hazardous Materials Business Emergency Plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in Section 25507(a) (1) through (8).

The project may also be required to implement health and safety policies and procedures regarding hazardous materials used where employees would be expected to handle or work around hazardous materials. Pursuant to the Federal Hazard Communication Standard (29 CFR 1910.1200) and the Laboratory Standard (29 CFR 1910.1450), Safety Data Sheets (SDS) outlining procedures to address spills and leaks for individual chemicals would be used to conduct chemical safety training for all employees who work with chemicals in order to minimize the occurrence of accidental chemical releases and ensure that, when one does occur, it is handled in a safe manner.

These regulations inherently safeguard life and property from the hazards of fire/explosion arising from the storage, handling, and use of hazardous substances, materials, and devices, as well as hazardous conditions due to the use or occupancy of buildings. Through compliance with all applicable federal, State, and local laws, impacts to the public or environment from the routine

[83] *Ibid.* Pages 4-3 and 4-4.
[84] *Ibid.*

transportation, use and disposal of hazardous materials during project operation would be **less than significant**. Mitigation is not required.

Threshold B: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant with Mitigation Incorporated

Discussion of Effects: As detailed above in Section 3.9, Threshold A, one potential REC was noted on the project site as a result of storm water from off-site land uses known to contain hazardous materials discharging onto the project site. Accordingly, a limited surface investigation was conducted, and no significant readings were noted for any of the soil samples collected, and no significant staining or odor was observed in any soil samples.[85] The notably low traces of California Title 22 CAM Metals and other potentially hazardous materials detected on the project site during the limited surface investigation do not warrant further investigation. The proposed warehouse facility would be required to comply with all applicable federal, State, and local laws and regulations regarding hazardous materials. Through compliance with regulations, the project would have a **less than significant** impact related to the release of hazardous materials, and mitigation is not required.

Threshold C: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?

Less than Significant Impact

Discussion of Effects: There are no existing or proposed schools within a ¼-mile radius of the project site. The nearest school in proximity to the project site is Romoland Elementary School at 25890 Antelope Road in Romoland approximately one mile southeast of the project site. Furthermore, any transport of hazardous materials associated with construction of the proposed project would be in accordance with the United States Department of Transportation (USDOT), which regulates the transport of hazardous materials and waste and requires carriers to register with the DTSC. Only CalOSHA licensed Hazardous Materials Substances Removal contractors, and/or California State Registered Asbestos Abatement Contractors registered by the Division of Occupational Health and Safety in accordance with the California Administrative Code, Title 8, and article 2.5 and the SCAQMD Asbestos Hazard Emergency Response Act pursuant to Code of Federal Regulations Chapter 40, Part 763, subpart E would transport hazardous materials off site, as detailed in Section 3.9, Threshold A.

Since no schools are located or proposed within ¼-mile of the project site, and any transport of hazardous materials associated with construction of the proposed project would be in accordance with applicable regulatory policies, impacts related to an accidental release of hazardous materials or emissions of hazardous substances within ¼-mile of an existing or proposed school would be **less than significant.** Mitigation is not required.

[85] *Ibid.* Pages 5-1 and 5-2.

Threshold D: Would the Project be located on a site which is included on a list of hazardous material 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

Discussion of Effects: Hazardous materials sites compiled pursuant to Government Code Section 65962.5 are listed on the "Cortese List" (named after the Legislator who authored the legislation that enacted it), which is maintained by the California DTSC.[86] The project site is not on any list of hazardous material sites compiled pursuant to Government Code Section 65962.5. Therefore, **no impact** would occur. Mitigation is not required.

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

Less than Significant with Mitigation Incorporated

Discussion of Effects: According to Map MA-1, Compatibility Map, of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan,[87] which is intended to promote compatible land uses in nongovernment areas adjacent to military airfields, the project site is located within the March Air Reserve Base Compatibility Zone D (Flight Corridor Buffer), as detailed in Table 3.11-A. Additionally, The March Joint Powers Authority[88] identifies the project site within Federal Aviation Administration (FAA) Part 77 Notification Area, which limits building heights in this area to 85 feet.

86 California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese).* 2020. Website: https://www.envirostor.dtsc.ca.gov/public/search.asp?page=3&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=ACT%2CBKLG%2CCOM&branch=&site_type=CSITES%2CFUDS&npl=&funding=&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&reporttype=CORTESE&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&ocieerp=&hwmp=False&permitted=&pc_permitted=&inspections=&complaints=&censustract=&cesdecile=&school_district=&orderby=city (accessed April 15, 2020).

87 Riverside County Airport Land Use Commission. *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.* Map MA-1, Compatibility Map. November 13, 2014.

88 *Ibid.* Map MA-1, Compatibility Map and Map MA-2, Airspace Protection Surfaces.

Table 3.11-A: Compatibility Criteria for Land Use Actions

		Maximum Densities / Intensities				Additional Criteria	
Zone	Locations	Residential (d.u./ac)[1]	Other Uses (people/acre)[2]		Required Open Land	Prohibited Uses[3]	Other Development Conditions[4]
			Average[5]	Single Acre[6]			
D	Flight Corridor Buffer	No Limit	No Restriction[7]		Not Required	Hazards to flight.[8]	Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged.[7] Electromagnetic radiation notification.[9] Deed notice and disclosure.[4]

Source: Riverside County Airport Land Use Commission. *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.* Table MA-2. November 13, 2014.

[1] Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.

[2] Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, indoors or outside.

[3] The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.

[4] As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), avigation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in www.marchjpa.com/docs_forms/avigationeasement.pdf. Any avigation easements required within Zone A shall be dedicated to the United States of America.

[5] The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

[6] Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5.

[7] Although no explicit upper limit on usage intensity is defined for Zone D and E, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

[8] 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.

[9] March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.

The project as proposed is not expected to include any structures that would reach 85 feet, and the development application has been subject to planning staff review to ensure the project is designed consistent with Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and FAA Part 77. Therefore, impacts from safety hazards to people residing or working in the project area from a project within an airport land use plan would be **less than significant**. Mitigation is not required.

Threshold F: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact

Discussion of Effects:

Construction. Construction activities that may temporarily restrict vehicular traffic would be required to implement appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Typical City requirements include prior notification of any lane or road closures with sufficient signage before and during any closures, flag crews with radio communication when necessary to coordinate traffic flow, etc. The project proponent would be required to comply with these requirements, which would maintain emergency access and allow for evacuation if needed during construction activities pursuant to Section 19.60.150 (Standards of Operation) of the City Municipal Code. Compliance with these requirements would ensure that short-term impacts to circulation system operations affecting emergency access and evacuation are **less than significant.** Mitigation is not required.

Operation. Access to and from the project site is available via Mapes Road to the north, Trumble Road to the east, and Exceed Road to the southeast of the site. Implementation of the proposed project would increase the number of trucks operating near the site and would generate an increase in the amount and volume of traffic on local and regional roadway networks. In accordance with the California Fire Code, the project proponent is required to design, construct, and maintain structures, roadways, and facilities to maintain appropriate emergency/evacuation access to and from the project site as codified in Section 19.44.080 (Site and Architectural Design Guidelines) of the City Municipal Code.

Regional access to the project site is from Interstate 215 and State Route 74. In the event of an emergency, the employees occupying the project site (once operational) would be able to evacuate the site via multiple driveways off Mapes Road, Trumble Road, and/or Exceed Road. Entrances and exits to and from parking and loading facilities would be marked with appropriate directional signage. All site access points and driveway aprons are designed and would be constructed to adequate widths for public safety pursuant to City Municipal Code Section 19.44.080 (Site and Architectural Design Guidelines). Off site, the project would include dedication of approximately nine feet of right-of-way along the project site's northern frontage with Mapes Road, buildout of the ultimate full width of Mapes Road (78 feet/56 feet) in accordance with the City's General Plan designation for a Major Collector Street, completion of the cul-de-sac at the western terminus of the roadway, and construction of curb, gutter, sidewalk, street trees, and streetlights along the northern frontage of the site. Additionally, the project would include dedication of approximately 27 feet of right-of-way along the project site's eastern frontage with Trumble Road along APN 329-020-034

and one foot of right-of-way for Trumble Road along APN 329-020-044. Trumble Road would be built out to the ultimate full width (94 feet/64 feet with 12-foot painted median) in accordance with the City's General Plan designation for a Secondary Arterial Street, and the project would include construction of curb, gutter, sidewalk, street trees, and streetlights along the eastern frontage of the site. The project would include adequate dedication along Exceed Road in order to construct an offset cul-de-sac at the western terminus of the roadway. The project would include buildout of the ultimate full width of Exceed Road (60 feet/40 feet) in accordance with the City's General Plan designation for a Local Road, as well as construction of curb, gutter, sidewalk, street trees, and streetlights along the southern frontage of the site along this roadway.

These improvements would be subject to compliance with the City Municipal Code sections specified above and would be reviewed by the Riverside County Fire Department, County Sheriff, City Traffic Engineer, and Public Works Department during the City's precise plan review process. Proper site design and compliance with standard and emergency City access requirements would allow for evacuation if necessary during ongoing warehouse operations. This would ensure that long-term impacts related to circulation system operations affecting emergency access and evacuation are **less than significant.** Mitigation is not required.

Threshold G: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less than Significant Impact

Discussion of Effects: The project is not within a Very High Fire Hazard Severity Zone (VHFHSZ) in the Local Responsibility Areas (LRAs).[89,90] Additionally, the project site and vicinity are not located in areas identified by the City to be areas at risk of a wildfire event.[91] The project is surrounded by developed land to the north, east, and south and Interstate 215 to the west and would be required to comply with 2022 requirements for ignition-resistant construction and with the Safety Element of the City's General Plan. In consideration of the project site's location in a developed area of the City away from wildland areas susceptible to fires and compliance with wildland fire safety policies, it is not expected that the project would expose people or structures to significant loss or injury from wildland fires. Impacts are **less than significant,** and mitigation is not required.

89 California Department of Forestry and Fire Protection (CALFIRE). *Perris Very High Fire Hazard Severity Zones in LRA as Recommended by CalFire.* December 21, 2009.

90 California Department of Forestry and Fire Protection (CALFIRE). *Menifee Very High Fire Hazard Severity Zones in LRA as Recommended by CalFire.* December 21, 2009.

91 City of Perris Annex. *Local Hazard Mitigation Plan*. Figure 3.3.3: Fire Hazard Severity Zone Map. April 2013.

3.12 HYDROLOGY AND WATER QUALITY

Would the Project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i. Result in substantial erosion or siltation on- or off-site; ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or iv. Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The analysis in this section is based in part on the following reports:

- *Project Specific Water Quality Management Plan,* prepared by Kimley-Horn and Associates, May 31, 2022 (Appendix H1)[92]

[92] Kimley-Horn and Associates. *Project Specific Water Quality Management Plan.* May 31, 2022. Revised August 23, 2022. (Appendix H1).

- *Preliminary Hydrology Report* prepared by Kimley-Horn and Associates, May 2022 (Appendix H2)[93]

- *CEQA Environmental Checklist Question X(c) (I, ii, and iv) – Offsite Analysis Mapes/Trumble Warehouse, City of Perris* prepared by River Focus Water Resource Consultants, August 8, 2022 (Appendix H3)[94]

- *Report of Geotechnical Investigation and Percolation Testing* prepared by Applied Earth Sciences, December 10, 2021 (Appendix F).[95]

Threshold A: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact

Discussion of Effects:

The California State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards regulate the quality of surface water and groundwater bodies throughout California. For the City of Perris, including the project site, the Santa Ana Regional Water Quality Control Board (SARWQCB) is responsible for implementation of the Water Quality Control Plan.

Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the Federal Clean Water Act). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES program is administered by the SARWQCB and any construction activities, including grading, that would result in the disturbance of one acre or more of land would require compliance with the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activity (Construction General Permit). The proposed project would result in the disturbance of approximately 19.16 acres and therefore would be required to comply with the Construction General Permit.

The City adopted Chapter 14.22 (Storm water/Urban Runoff Management and Discharge Control) of the Municipal Code requiring preparation and adoption of a project-specific Water Quality Management Plan (WQMP) under Section 14.22.090 of the Code. The WQMP identifies Best Management Practices (BMPs) to be implemented to ensure that water quality of receiving waters is not degraded due to project implementation. Projects in the City of Perris are required to prepare and submit to the City for review a Preliminary WQMP for land use permit approvals. A Final WQMP must be submitted to the City for review and approval prior to the issuance of grading/building permits.

93 Kimley-Horn and Associates. *Preliminary Hydrology Report*. August 2022. (Appendix H2).
94 River Focus Water Resource Consultants. *CEQA Environmental Checklist Questions X(c) (I, ii, and iv) – Offsite Analysis, Mapes/Trumble Warehouse, City of Perris.* August 2022. (Appendix H3).
95 AES. *Report of Geotechnical Investigation and percolation Testing, Proposed Commercial/Warehouse Building Project.* December 2021. (Appendix F).

The City of Perris is a co-permittee of the NPDES Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the County of Riverside, and the Incorporated Cities of Riverside County Within the Santa Ana Region, Order No. R8-2010-0033, NPDES No. CAS 618033 as amended by Order No. R8-2013-0024, also known as the Municipal Separate Storm Sewer System or MS4 permit. Any "Significant Redevelopment" projects that add or replace 5,000 or more square feet of impervious surface on an already developed site or "New Development" projects that create 10,000 square feet or more of impervious surface must comply with the requirements of this permit. The NPDES permit prohibits discharges, sets limits on pollutants being discharged into receiving waters, and requires implementation of technology-based standards. The MS4 permit requires co-permittees to develop and implement a standard design and post-development BMP guidance to guide application of Low Impact Development (LID) BMPs to the maximum extent practicable.

***Construction*.** Construction activities associated with the proposed project would cause disturbance of soil during excavation work, which could adversely impact water quality. Contaminants from construction vehicles and equipment and sediment from soil erosion could increase the pollutant load in runoff during development. Pollutants of concern during construction include sediment, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on groundwater, on-site surface water, and off-site receiving waters. During construction, approximately 19.16 acres would be disturbed. During soil-disturbing construction activities, excavated soil would be exposed and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via storm water runoff into groundwater and receiving waters. Sediments from increased soil erosion and chemicals from spills and leaks have the potential to be discharged to receiving waters during storm events, which can affect water quality and impair beneficial uses.

Since the proposed project involves over one acre of ground disturbance, it is subject to the Construction General Permit (CGP), as detailed in **Regulatory Compliance Measure HYD-1** below. The CGP requires submittal of a Notice of Intent (NOI) application to the State Water Resources Control Board (SWRCB), the receipt of a Waste Discharge Identification Number (WDIN) from SWRCB, and the preparation of an SWPPP for construction discharges.

A SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the CGP. The SWPPP is intended to facilitate a process whereby the operator evaluates potential pollutant sources at the site and selects and implements BMPs designed to prevent or control the discharge of pollutants in storm water runoff. During the demolition and construction phases, the project would incorporate a series of BMPs to reduce erosion and sedimentation. These measures may include the use of gravel bags, silt fences, hay bales, check dams, hydroseed, and soil binders. The demolition and construction contractor(s) would be required to operate and maintain these controls throughout the duration of construction activities. In addition, the construction contractor(s) would be required to maintain an inspection log and have the log on site to be reviewed by the City and representatives of the SWRCB.

An NPDES permit would generally specify an acceptable level of a pollutant or pollutant parameter in a discharge (for example, a certain level of bacteria). The permittee may choose which technologies to use to achieve that level. Some permits, however, do contain certain generic BMPs. Table 3.12-A lists BMPs for runoff control, sediment control, erosion control, and housekeeping that may be used during the construction of the proposed project.

Table 3.12-A: General Best Management Practices

Runoff Control	Sediment Control	Erosion Control	Good Housekeeping
● Minimize clearing ● Preserve natural vegetation ● Stabilize drainage ways	● Install perimeter controls ● Install sediment trapping devices ● Inlet protection	● Stabilize exposed soils ● Protect steep slopes ● Complete construction in phases	● Create waste collection area ● Put lids on containers ● Clean up spills immediately

Source: United States Environmental Protection Agency. *National Menu of Storm water Best Management Practices*. https://www.epa.gov/npdes/national-menu-best-management-practices-bmps-stormwater#constr (accessed September 2022). More detailed Best Management Practices are available at this web site.

Operation. The project site consists of gently sloping terrain with natural gradients of less than 5 percent. The majority of the project site consists of pervious surface area. Storm water generally sheet flows in a northwesterly direction, some of which collects in the RCFCD constructed storm water detention basin in the center of the site, before discharging northbound through an existing swale into a catch basin where it discharges into a detention sump northwest of the project site. Implementation of the proposed project would result in development of the site and an increase in impervious surfaces on-site; however, the proposed project would generally maintain the existing drainage pattern and all on-site storm water would be captured on site in accordance with the MS4 permit. The runoff from the site would drain to multiple on-site grate inlets and catch basins and would be conveyed into a series of modular wetland facilities and underground water treatment/storage tanks proposed in the northeast and northwest portions of the site. Discharged storm water would be conveyed off site into an existing catch basin and detention sump at volumes that would not exceed the existing, pre-developed condition.

Expected pollutants of concern from long-term operation of the proposed project include bacteria/virus, heavy metals, toxic organic compounds, nutrients, pesticides, sediment/turbidity, trash and debris, oils, and grease. The proposed project would be required to comply with the requirements of the MS4 Permit and associated guidance documents, as detailed in **Regulatory Compliance Measure HYD-2** below. The MS4 Permit requires that a Final Water Quality Management Plan (WQMP) be prepared for new development within its jurisdiction (specifically the City of Perris). The Final WQMP would specify the Site Design, Source Control, Low Impact Development (LID), and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff. Design BMPs are storm water management strategies that emphasize conservation and use of existing site features to reduce the amount of runoff and pollutant loading generated from a site. Source Control BMPs are preventative measures that are implemented to prevent the introduction of pollutants into storm water. LID BMPs mimic a project site's natural hydrology by using design measures that capture, filter, store, evaporate,

detain, and infiltrate runoff rather than allowing runoff to flow directly to piped or impervious storm drains. Treatment Control BMPs are structural BMPs designed to treat and reduce pollutants in storm water runoff prior to releasing it to receiving waters.

Regulatory Compliance Measures HYD-1 and **HYD-2** are prescribed to ensure proper engineering design and construction in conformance with the requirements of the City, the MS4 permit, and project-specific recommendations outlined in a SWPPP and WQMP are implemented to reduce impacts related to water quality standards or waste discharge requirements to **less-than-significant** levels**.**

Regulatory Compliance Measure HYD-1

Prior to the issuance of a grading permit, the project proponent shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the City of Perris (City). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire demolition, grading, and construction period. In addition, the SWPPP shall emphasize structural and nonstructural Best Management Practices (BMPs) to control sediment and non-visible discharges from the site. The SWPPP shall include inspection forms for routine monitoring of the site during the demolition, grading, and construction phases to ensure National Pollutant Discharge Elimination System (NPDES) compliance and that additional BMPs and erosion control measures would be documented in the SWPPP and utilized if necessary. The SWPPP shall be kept on site for the entire duration of project construction and shall be available to the Santa Ana Regional Water Quality Control Board (SARWQCB) for inspection at any time. BMPs to be implemented may include the following:

- Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs shall be periodically inspected during construction, and repairs shall be made when necessary as required by the SWPPP.

- Materials that have the potential to contribute to non-visible pollutants to storm water must not be placed in drainage ways and must be contained,

elevated, and placed in temporary storage containment areas.

- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate any discharge from the site. Stockpiles shall be surrounded by silt fences and covered with plastic tarps.

- The construction contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sandbag barriers and other sediment control measures called for in the SWPPP. Monthly reports and inspection logs shall be maintained by the contractor and reviewed by the City and representatives of the SARWQCB. In the event that it is not feasible to implement specific BMPs, the City can make a determination that other BMPs would provide equivalent or superior treatment either on or off site.

This measure shall be implemented to the satisfaction of the City of Perris Public Works Department.

Regulatory Compliance Measure HYD-2

Prior to the issuance of a grading permit, the project proponent shall submit a Final Water Quality Management Plan (Final WQMP) to the City of Perris (City) for review and approval. The project shall implement project design features identified in the Final WQMP. The Final WQMP shall demonstrate that any proposed on-site development plan includes best management practices (BMPs) for source control, pollution prevention, site design, low impact development (LID) implementation, and structural treatment control. BMPs shall be designed and implemented to address Section 303(d) listed pollutants and retain the project site's minimum design capture volume and, if applicable, hydromodification volume to ensure post-development storm water runoff volume or time of concentration does not exceed pre-development storm water runoff by more than 5 percent of the two-year peak flow in accordance with the *Riverside County Flood Control and Water Conservation District Hydrology Manual and the Riverside County Flood*

Control Water Conservation District Design Handbook for Low Impact Development Best Management Practices, and Phase I MS4 Permit R8-2010-0033, NPDES No. CAS 618033 as amended by Order No. R8-2013-0024. The proposed LID BMPs specified in the Final WQMP shall be incorporated into the grading and development plans submitted to the City for review and approval. Periodic maintenance of any required BMPs and landscaped areas during project occupancy and operation shall be in accordance with the schedule outlined in the Final WQMP. This measure shall be implemented to the satisfaction of the City of Perris Public Works Department.

Threshold 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

Discussion of Effects: The project site is located within the boundary of the San Jacinto Groundwater Basin.[96] The San Jacinto Groundwater Basin underlies the San Jacinto, Perris, Moreno, and Menifee Valleys in western Riverside County. Approximately 39 percent of the basin is subject to three separate adjudications,[97] 2 percent of the basin is under the jurisdiction of the Federal government, and the remaining 59 percent of the basin lies within the jurisdictional boundaries of the Eastern Municipal Water District (EMWD).[98] The estimated groundwater storage capacity of the San Jacinto Basin is 3,070,000 acre feet and in 1975 the calculated groundwater in storage was 2,700,000 acre feet.[99] EMWD's groundwater model estimates that groundwater in storage increased by an average rate of approximately 15,600 acre feet per year between water years 1985 and 2012.[100] Natural recharge to the basin is primarily from percolation of flow in the San Jacinto River and its tributary streams with some minimal recharge from infiltration of rainfall on the valley floor. Natural recharge is augmented by spreading of State Water Project (SWP) and reclaimed water through infiltration ponds in the upper reaches of the San Jacinto River. Percolation of water stored in Lake Perris has been an additional source of recharge since construction of the lake in the 1970s, and reclaimed water percolates through several storage ponds distributed throughout the valley. In some years, artificial recharge exceeds natural recharge, particularly in years with low precipitation.[101]

96 State of California Department of Water Resources. DWR Mapping Tool. Website: https://sgma.water.ca.gov/webgis/index.jsp?appid=gasmaster&rz=true (accessed September 2022).

97 Adjudicated groundwater basins are subject to a formal judgement or legal ruling that allocates specific amounts of pumping capacity to each participating water district in order to avoid overdraft.

98 Eastern Municipal Water District. 2021. *Groundwater Sustainability Plan for the San Jacinto Groundwater Basin*. September.

99 DWR. 2006. *San Jacinto Groundwater Basin Bulletin 118*. January 20.

100 Eastern Municipal Water District. 2021. Op. cit.

101 DWR. 2006. Op. cit.

Construction. According to the Geotechnical Investigation prepared for the proposed project[102], groundwater was not encountered in the exploratory borings drilled to the maximum depth of 21 feet explored and it is estimated that the groundwater level is greater than 100 feet below ground surface. Percolation testing completed as part of the Geotechnical Investigation concluded that infiltration rates are poor at the project site due to the presence of very dense silty sand soils and an appreciable amount of fines. Therefore, construction of the proposed project would not interfere with groundwater recharge as infiltration is poor under existing conditions. Additionally, due to the estimated depth of groundwater being greater than 100 feet below ground surface, groundwater dewatering is not anticipated to be required during project construction and the proposed project would not impair or alter the direction or rate of flow of groundwater. Therefore, construction activities would not significantly decrease groundwater supplies or interfere with groundwater recharge in a manner that may impede sustainable groundwater management. Impacts would be less than significant, and no mitigation is required.

Operation. As discussed previously, the majority of the project site consists of pervious surfaces under existing conditions. Development of the proposed project would increase impervious surfaces, thereby decreasing on-site infiltration. However, under existing conditions, the soils on the project site have low permeability and the project site is not a source of significant groundwater recharge. The proposed project would generally maintain the existing drainage pattern and all on-site storm water would be captured on-site in accordance with the MS4 permit. Therefore, the increase in impervious surface area that would result from the development of the proposed project would not significantly decrease groundwater supplies or interfere with groundwater recharge in a manner that may impede sustainable groundwater management.

Water is supplied to the City of Perris by the Eastern Municipal Water District (EMWD), which uses local and imported water to supply potable and non-potable water within its jurisdictional boundary.[103] The EMWD produces potable groundwater from two management plan areas within the San Jacinto Groundwater Basin, including the West San Jacinto Groundwater Basin Management Plan area and the Hemet/San Jacinto Groundwater Management Plan area. Through a combination of locally-sourced groundwater in conjunction with imported water from the Metropolitan Water District, the EMWD anticipates having sufficient water supplies to meet demand through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions.[104] The EMWD models each scenario based on the land use and zoning designations of each local jurisdiction it serves. As such, the proposed project is already accounted for in the water (groundwater) supply and demand scenarios determined by the EMWD and it is expected that the proposed project would rely on existing groundwater entitlements to serve the proposed project's water needs. Therefore, the proposed project would not substantially decrease groundwater supplies or impede sustainable groundwater management of the basin. Impacts would be **less than significant**, and no mitigation is required.

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102 Applied Earth Sciences. 2021. *Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial/Warehouse Building Project, APN: 329-020-033, 034, 044, 046, Southwest Corner of Trumble Road and Mapes Road, Perris, California 92571.* December 10.

103 Eastern Municipal Water District. *2020 Urban Water Management Plan.* Page E-2. July 1, 2021.

104 *Ibid.* Page 7-7, Page 7-8, and Page 7-9.

Threshold C: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- ***i. Result in substantial erosion or siltation on or off site;***
- ***ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;***
- ***iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or***
- ***iv. Impede or redirect flood flows?***

Less than Significant Impact

Discussion of Effects: A portion of the project site is within Flood Zone AE[105] as identified by the Federal Emergency Management Agency (FEMA). Section 60.3(d) of the National Flood Insurance Program (NFIP) requires a developer to obtain a FEMA permit for a Floodway Encroachment for construction in Flood Zone AE 100-year flood zone indicating the lowest floor (including basement) must be built above a predetermined base flood elevation (BFE) for Flood Zone AE. Accordingly, the project would be conditioned to obtain a Conditional Letter of Map Improvement (CLOMR) and a Letter of Map Revision (LOMR) and construct the site such that the finished floor elevation would be at least one foot above the 100-year flood plain elevation of 1,420 as identified in FEMA's Flood Insurance Rate Map (FIRM) Panel 06065C1440H.

Under existing conditions, storm water generally sheet flows in a northwesterly direction, some of which collects in the RCFCD constructed storm water detention basin in the center of the site, before discharging northbound through an existing swale into a catch basin where it discharges into a detention sump northwest of the project site. The proposed project is expected to generally maintain the existing drainage pattern. Upon development of the site, all on-site storm water would be captured on-site in accordance with the MS4 permit. The runoff from the site would drain to multiple on-site grate inlets and catch basins and would be conveyed into a series of modular wetland facilities and underground water treatment/storage tanks proposed in the northeast and northwest portions of the site. Discharged storm water would be conveyed off site into an existing catch basin and detention sump at volumes that do not exceed the existing, pre-developed condition.

i. As discussed in the *CEQA Environmental Checklist Question X(c) (I, ii, and iv) – Offsite Analysis Mapes/Trumble Warehouse, City of Perris* technical memorandum prepared by River Focus Water Resource Consultants (Appendix H3),[106] existing off-site drainage patterns would be maintained, and no on-site runoff would be discharged off-site before being treated by the on-site detention system. All on-site flows would be captured, conveyed, and released off-site at or below existing flow rates with the use of catch basins and an underground detention system.

[105] Flood Zone AE is a 100-year flood zone designation (1 percent chance of being equaled or exceeded during a given year) with base flood elevations determined.

[106] River Focus Water Resource Consultants. *CEQA Environmental Checklist Questions X(c) (I, ii, and iv) – Offsite Analysis, Mapes/Trumble Warehouse, City of Perris.* August 2022. (Appendix H3).

Additionally, no construction activities would occur off-site and clearing, grubbing, and grading of existing vegetation or topsoil would only occur on-site, within the proposed limits of grading. In addition, the proposed project would adhere to all local, State, and federal regulations for temporary and permanent grading, erosion, and sediment control as detailed in **Regulatory Compliance Measure HYD-1** and **Regulatory Compliance Measure HYD-2**. Therefore, off-site flow patterns would not be altered by on-site flows and the proposed project would not result in substantial erosion or siltation off site. Impacts would be **less than significant,** and mitigation is not required.

ii. As discussed in the *CEQA Environmental Checklist Question X(c) (I, ii, and iv) – Offsite Analysis Mapes/Trumble Warehouse, City of Perris* technical memorandum prepared by River Focus Water Resource Consultants,[107] all existing off-site drainage patterns would be maintained throughout and upon the completion of project construction. Additionally, no on-site runoff would be discharged off-site before being treated in the on-site detention basins; all on-site flows would be captured, conveyed, and released off-site at or below existing flow rates with the use of catch basins and an underground detention system. Further, the site is located within an ineffective flow area (IEFA) (Further discussed below under Section 3.10, Threshold C, sub-section iv) and no work would be done within a regulated FEMA floodway. For these reasons, the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site. Impacts would be **less than significant,** and mitigation is not required.

iii. The project is over one acre in size and is required to have coverage under the State's General Permit for Construction Activities SWPPP. Pursuant to **Regulatory Compliance Measure HYD-1,** a SWPPP would be prepared and detail BMPs to be implemented during construction to reduce/ eliminate adverse water quality impacts resulting from development. All impacts related to runoff during demolition, site preparation, and construction would be addressed through implementation of the SWPPP.

The Clean Water Act (CWA) delegates authority to the states to issue NPDES permits for discharges of storm water from construction, industrial, and municipal entities to Waters of the United States. The purpose of the MS4 permit is to meet the SWRCB's requirements to mitigate for the negative impact of increases in storm water runoff caused by new development and redevelopment. The project storm water discharge rates cannot exceed the pre-development runoff condition for 2-year 24-hour storm total or the 85th percentile 24-hour storm runoff event by more than 5 percent to be in compliance with the MS4 post-construction and site design requirements.

Pursuant to **Regulatory Compliance Measure HYD-2,** the project proponent shall prepare a WQMP to address Section 303(d) listed pollutants and retain the project site's minimum DCV. Through implementation of **Regulatory Compliance Measure HYD-2,** BMPs shall be designed and implemented to ensure post-development storm water runoff volume or time of concentration does not exceed pre-development storm water runoff by more than 5 percent of the 2-year peak flow in accordance with the NPDES MS4 Permit. To comply with the MS4 permit

[107] *Ibid.*

requirements, runoff from the site would drain to multiple on-site grate inlets and catch basins and would be conveyed into a series of modular wetland facilities and underground water treatment/storage tanks proposed in the northeast and northwest portions of the site. Discharged storm water would be conveyed off site into an existing catch basin and detention sump at volumes that do not exceed the existing, pre-developed condition.

The project includes off-site improvements involving the construction of additional curb and gutter along Mapes Road, Trumble Road, and Exceed Road. All storm drain infrastructure would be constructed to specifications detailed in Title 12, Streets and Sidewalks, and Title 14, Water and Sewage of the City Municipal Code. The City Public Works Department would review these proposed storm drain improvements as part of the routine plan check process required by the City to ensure adequate capacity.

Compliance with the CGP and MS4 permit as detailed in **Regulatory Compliance Measure HYD-1** and **Regulatory Compliance Measure HYD-2** and compliance with the City Municipal Code, would ensure that the construction and operation of the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Impacts would be **less than significant,** and no mitigation is required.

iv. As discussed in the *CEQA Environmental Checklist Question X(c) (I, ii, and iv) – Offsite Analysis Mapes/Trumble Warehouse, City of Perris* technical memorandum prepared by River Focus Water Resource Consultants,[108] the project site is in an area of the floodplain known as an ineffective flow area (IEFA). In this IEFA, the floodplain is a result of backwater from the main San Jacinto River floodplain, which means that the floodwaters in this area are ponded and are not contributing to the active flow in the main channel. In addition to the site being on the outer limits of the floodplain, the Interstate 215 freeway is approximately 15-feet high in this area and blocks all active flood flows from where the project site is located.

Based on the one-dimensional (1-D), steady flow hydraulic model used to develop the FEMA floodplain and floodway, any fill material placed within an IEFA would have zero impact on computed flood elevations on- or off-site at the project area, including upstream and downstream of the project. Therefore, the project would not have an adverse impact on adjacent properties, nor would it impede or redirect flows off site.

In addition, the effective FEMA Flood Insurance Study (FIS) shows that the overall San Jacinto River floodplain, specifically between cross sections AN and AR, has a constant base flood elevation of 1,420.1 feet (the project is located between cross sections AQ and AR). Not only is the project site in an IEFA, but the overall floodplain is essentially ponded in this area with no measurable change in computed flood elevation. Impacts would be **less than significant,** and mitigation is not required.

108 *Ibid.*

Threshold D: In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?

Less than Significant Impact

Discussion of Effects:

Tsunami. The project site is approximately 34 miles northeast of the Pacific Ocean. Based on the distance from the Pacific Ocean, the project site is not located in a tsunami hazard zone and therefore would not be susceptible to impacts associated with a tsunami.

Seiches. Seiches are waves that are created in an enclosed body of water such as a bay, lake, or harbor and go up and down or oscillate and do not progress forward like standard ocean waves. Seiches are also referred to as standing waves and are triggered by strong winds, changes in atmospheric pressure, earthquakes, tsunamis, or tidal influence. The height and frequency of seiches are determined by the strength of the triggering factor(s) and the size of the basin. The project site is approximately eight miles northwest of Diamond Valley Lake and 5.6 miles south of Lake Perris, which are enclosed bodies of water which can be subject to seiches during an earthquake event. Impacts from seiches are very localized, and the project site is located over 1,700 feet south and 20 feet upgradient from the nearest enclosed body of water (EMWD detention basin). Therefore, no impact would occur from a seiche event.

Dam Inundation. According to the Safety Element of the City of Perris General Plan[109] (Figure S-4 – Dam Inundation Zones), the project site is located within the dam inundation zone of the Perris Dam. Inspection and maintenance of the Perris Dam is performed by the Division of Safety of Dams and the Department of Water Resources has developed the Perris Dam Modernization Project, which is intended to make the dam more seismically resilient and includes the construction of an Emergency Release Facility which would allow for the safe drawdown of lake water surface levels following a seismic event.[110] Based on the rulings of the California Second District Court of Appeals (Ballona Wetlands Land Trust v. City of Los Angeles, 201 Cal. App. 4th 455) and the California Supreme Court (California Building Industry Association vs. Bay Area Air Quality Management District), an analysis of the effects of inundation associated with dam failure on the project site is not required if the project does not exacerbate the existing condition. The proposed project would not increase or exacerbate the risk of inundation by dam failure, so impacts from damn inundation would be less than significant.

Flooding. According to FEMA Flood Insurance Rate Map (FIRM) No. 06065C1440H (effective August 18, 2014), the project site is located with Flood Hazard Zone AE and Zone X. Zone AE is defined as the base floodplain and is considered a special flood hazard area and Zone X is defined as 0.2 percent Annual Chance Flood Hazard, or areas of 1 percent annual chance of flood with average depth less than one foot or with drainage areas of less than one square mile. During construction, BMPs would be implemented to ensure that during a rain event, pollutants would be retained on site and be prevented from reaching downstream receiving waters as required per the CGP as detailed in Regulatory Compliance Measure HYD-1. During operations, the project would include

[109] City of Perris. 2021. City of Perris General Plan Safety Element.
[110] Ibid.

multiple on-site grate inlets and catch basins and storm water would be conveyed into a series of modular wetland facilities and underground water treatment/storage tanks proposed in the northeast and northwest portions of the site. Discharged storm water would be conveyed off site into an existing catch basin and detention sump at volumes that do not exceed the existing, pre-developed condition. Therefore, it is not anticipated that the proposed project would result in the release of pollutants due to inundation caused by flooding.

Based on project design, the incorporation of catch basins and underground water treatment/storage tanks that would address the volume and rate of post-project storm water flows, and the distance of the project site from the Pacific Ocean and closed bodies of water, implementation of the proposed project would not result in a risk of the release of pollutants from a flood, tsunami, seiche, or dam inundation. Impacts would be **less than significant,** and no mitigation measures are required.

Threshold E: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact

Discussion of Effects: As previously discussed, the project site is within the jurisdiction of the SARWQCB. The SARWQCB adopted a Basin Plan that designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. The proposed project would comply with existing MS4 Permit requirements and would implement construction and operational BMPs to reduce pollutants of concern in storm water runoff (**Regulatory Compliance Measures HYD-1** and **HYD-2**). Compliance with these regulatory requirements would ensure that the proposed project would not degrade or alter water quality, causing the receiving waters to exceed the water quality objectives, or impair the beneficial use of receiving waters. As such, the proposed project would not result in water quality impacts that would conflict with the SARWQCB Santa Ana River Water Quality Control Plan (Basin Plan). Construction and operational impacts related to a conflict with the Basin Plan would be **less than significant** and no mitigation is required.

The SGMA, which was enacted in September 2014, requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. The SGMA requires the formation of local GSAs, which are required to adopt Groundwater Sustainability Plans to manage the sustainability of the groundwater basins. The project site is in the San Jacinto Groundwater Basin, which the California Department of Water Resources designates as a high priority basin.[111] The Groundwater Sustainability Agency identified for the San Jacinto Groundwater Basin is Eastern Municipal Water District (EMWD).

The San Jacinto Groundwater Sustainability Plan Public Draft was finalized in September 2021. The plan indicates that groundwater levels within the Basin have been rising and that groundwater recharge likely exceeded groundwater production since the mid-1970s. The sustainability goal for

[111] Eastern Municipal Water District. 2021. Op. cit.

the Plan Area[112] is to manage groundwater resources in a way that facilitates long-term sustainable use of groundwater in the San Jacinto Groundwater Basin.[113] Long-term sustainable management includes:

- Maintaining sufficient groundwater in storage to allow for ongoing groundwater production that meets the operational demands of groundwater users in the Plan Area.
- Protecting fresh groundwater resources in the Lakeview and Perris North Groundwater Management Zones (GMZs) to the extent possible, by minimizing the northward and eastward migration of brackish groundwater from the Perris South GMZ.
- Avoiding subsidence related to groundwater production that substantially interferes with surface land uses.
- Ensuring that groundwater production does not result in significant and unreasonable loss of Groundwater Dependent Ecosystems.

The Groundwater Sustainability Plan identifies four projects and three management actions to support implementation efforts of the Groundwater Sustainability Plan. Management actions include adjusting groundwater production as-needed to meet water level and/or water quality objectives; imposing a recharge or imported water purchase/pumping offset fee; and developing a groundwater allocation. Projects include assessing feasibility of recycled water delivery to private producers in the Menifee production area; conducting additional investigations and/or technical studies; constructing additional dedicated monitoring wells; and determining the location and status of domestic wells in the plan area.[114]

As previously discussed in Section 3.10, Threshold B, construction of the proposed project would not interfere with groundwater recharge as infiltration is poor under existing conditions and due to the depth of groundwater being greater than 100 feet below ground surface, groundwater dewatering is not anticipated to be required during project construction. Therefore, construction activities would not impair or alter the direction or rate of flow of groundwater, decrease groundwater supplies, or interfere with groundwater recharge in a manner that may impede sustainable groundwater management.

The proposed project would increase water use, which would be partially obtained from groundwater. However, as previously discussed in Section 3.10, Threshold B, the EMWD anticipates having sufficient water supplies to meet demand through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions[115]. Because EMWD models each scenario based on the land use and zoning designations of each local jurisdiction it serves, the proposed project is already accounted for in the water (groundwater) supply and demand scenarios determined by EMWD and

112 The sustainability goal and sustainability management criteria defined in this GSP apply only to the Plan Area, which is the non-adjudicated part of the San Jacinto Groundwater Basin (SJGB), because the remaining areas of the SJGB are under the oversight of a Court appointed watermaster.

113 Eastern Municipal Water District. 2021. Op. cit.

114 Eastern Municipal Water District. 2021. Op. cit.

115 *Ibid.* Page 7-7, Page 7-8, and Page 7-9.

it is expected that the proposed project would rely on existing groundwater entitlements to serve the proposed project's water needs. Additionally, as previously discussed, the increase in impervious surface areas would not substantially decrease infiltration compared to existing conditions because the soils on the project site have low permeability and the project site is not a source of significant groundwater recharge under existing conditions. For these reasons, the construction and operation of the proposed project would not conflict with or obstruct the implementation of a sustainable groundwater management plan; impacts would be **less than significant**, and no mitigation is required.

3.13 LAND USE AND PLANNING

Would the Project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐

Threshold A: Would the Project physically divide an established community?

No Impact

Discussion of Effects: The physical division of an established community typically refers to the construction of a physical feature (such as an interstate or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying area. For instance, the construction of an interstate highway or railroad track through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside the community.

The project site is bounded by Interstate 215 to the west, across which are a water treatment facility and vacant land. Industrial uses, Big League Dreams Perris sports park, and Mapes Road borders the project site to the north. Trumble Road borders the project site to the east, across which are industrial uses. Finally, the site is bounded by Exceed Road and commercial/industrial development to the south.

The project site is currently vacant, and the roadways surrounding the project site already create a physical barrier between industrial development and the surrounding area. Therefore, the existing roadways would preclude the project's ability to further divide an established community in the project vicinity. **No Impact** related to physically dividing an established community would occur. Mitigation is not required.

Threshold 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

Discussion of Effects: The project site is proposed in Planning Area 9 of the City with an Industrial Business Park (BP) land use and zoning designation. The City General Plan states that the BP land use designation allows uses such as business/professional offices, light manufacturing, storage,

warehousing/distribution, wholesaling, large-scale warehouse retail, automobile dealerships, service commercial, and public uses with a maximum permissible floor-to-area ratio (FAR) of 0.75:1.[116] The project includes development of a 396,000-square-foot warehouse building, of which approximately 12,000 square feet would be office space, with a FAR of approximately 0.47. Section 19.44.010(1) of the City Municipal Code states that the Business Park (BP) Industrial Zone is provided for uses generally served by arterial roadways and freeways and includes large-scale warehouse uses generally served by arterial roadways pursuant to a Conditional Use Permit.[117] As such, the project would be subject to conditions of approval pursuant to Municipal Code Chapter 19.61 (Conditional Use Permits) to ensure development is consistent with the existing BP-Business Park zone.

Conditional Use Permits are intended to allow the establishment of uses that may have a special influence, uniqueness, or impression on the neighborhood surrounding a project site subject to a list of conditions. The permit application process allows for the review of the location and design of the proposed project, configuration of improvements, potential impact(s) on the surrounding neighborhood, and to ensure that development of the project protects the integrity of the zoning district in which it is proposed. In order for a Conditional Use Permit to be approved, the proposed land use must be consistent with applicable goals and policies of the City's General Plan and compatible with surrounding land uses, and any impacts to the environment that would result from such a use must be mitigated to the extent feasible. Conditional Use Permits are revocable if the proponent does not adhere to the conditions of approval as determined by the City.

Development of the proposed project would include review and approval of a development agreement by the City of Perris Director of Development Services and other city departments pursuant to Chapter 18.19 (Development Agreements) of the City Municipal Code. The process would ensure compliance with applicable regulations pertaining to building orientation, form, massing, setbacks, height, color palette, building materials, and drought-tolerant landscaping to ensure compatibility with surrounding land uses.

Pursuant to CEQA, potential policy conflicts do not in and of themselves constitute a significant environmental impact. Policy conflicts are considered to be environmental impacts only when they would result in direct physical impacts or where those conflicts relate to avoiding or mitigating environmental impacts. As such, this Initial Study analyzes associated physical environmental impacts that could result from development of the proposed warehouse under each topical section. The Initial Study evaluates those impacts against the baseline condition (refer to Section 2.2). As indicated throughout this Initial Study, development of the proposed project would not result in any direct physical impacts that cannot be mitigated to less than significant levels.

Table 3.13-A presents an analysis of the project's consistency with applicable adopted policies from the City of Perris General Plan that address potential impacts from new industrial development projects.

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116 City of Perris General Plan, Land Use Element, 2005. Table LU-1, Page 8. Website: https://www.cityofperris.org/ home/showpublish eddocument/457/637203139714030000 (accessed April 07, 2022).

117 City of Perris Municipal Code. Section 19.44.020. Website: https://library.municode.com/ca/perris/codes/code _ofordinances? nodeId=COOR_TIT19ZO_CH19.44INZO_S19.44.010PU (accessed April 07,2022).

Table 3.13-A: Development Project Consistency Analysis with the City of Perris General Plan

Applicable Policies	Project Consistency Analysis
Land Use Element-	
Policy II.A: Require new development to pay its full, fair-share of infrastructure costs.	**Consistent:** The project proponent would pay applicable development impact fees pursuant to City Ordinance No. 1182 (as set forth in Municipal Code §19.68.020, Development Impact Fees) to mitigate the cost of public facilities and infrastructure to support new development. The public facilities to be funded by the development impact fees (the "Public Facilities") are in the following categories: (1) police; (2) fire; (3) community amenities; (4) government services; (5) parks; (6) transportation; and (7) administration.
Policy II.B: Require new development to include school facilities or pay school impact fees, where appropriate.	**Consistent:** Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed … are hereby deemed to be full and complete mitigation of the impacts … on the provision of adequate school facilities." The project proponent would be required to pay these development fees in accordance with Government Code §65995 and Education Code §17620.
Policy III.A: Accommodate diversity in the local economy.	**Consistent:** The project site is proposed in Planning Area 9 of the City with an Industrial Business Park (BP) land use and zoning designation. The City General Plan states that the BP land use designation allows uses such as business/professional offices, light manufacturing, storage, warehousing/distribution, wholesaling, large-scale warehouse retail, automobile dealerships, service commercial, and public uses with a maximum permissible floor-to-area ratio (FAR) of 0.75:1S. The project includes development of a 396,000-square-foot warehouse building, of which approximately 12,000 square feet would be office space, with a FAR of approximately 0.47. As such, the project would be subject to conditions of approval pursuant to Municipal Code Chapter 19.61 (Conditional Use Permits) to ensure development is consistent with the existing BP-Business Park zone.
Policy V.A: Restrict development in areas at risk of damage due to disasters. **(Implementation Measure V.A.1):** Consult hazards maps as part of the review process for all development application.	**Consistent:** The potential environmental impacts have been measured against the hazards identified by the City in respective elements of its General Plan and/or plans/mapping developed by other public entities (e.g., FEMA, CalFire). Potential impacts related to seismic and geotechnical, flooding, wildfire, and airport hazards have been addressed in respective section of the IS/MND. As appropriate, mitigation has been identified to reduce the potential impact related to any such hazard to a less-than-significant level.
Circulation Element	
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.	**Consistent:** The proposed project does not modify the existing roadway network in a manner inconsistent with the General Plan, and Trumble Road and Exceed Road would be

Table 3.13-A: Development Project Consistency Analysis with the City of Perris General Plan

Applicable Policies	Project Consistency Analysis
	built out to full-width as designated by the City's General Plan.
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:** The proposed project incorporates select roadway improvements that build upon the existing circulation network to support existing development and the proposed project. As part of the project, Trumble Road and Exceed Road would be built out to full-width as designated in the City's General Plan.
Policy V.A: Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.	**Consistent:** As discussed in Section 3.19, Transportation, the proposed project includes frontage improvements along Mapes Road, Exceed Road, and Trumble Road to include curb and gutter, sidewalks, street trees, and lighting that would facilitate pedestrian access from the site to the neighboring recreational uses, reducing the existing pedestrian system gap in the project vicinity. Class 3 bike routes are present along nearby major corridors such as Trumble Road and Mapes Road adjacent to the project site. Trumble Road and Exceed Road would be built out to full-width as designated by the City's General Plan. These improvements would provide additional road width for vehicles and bicycles to co-operate and connect to regional bicycle infrastructure. All project improvements would be designed consistent with applicable engineering and design improvements to ensure that the project would not result in movements that are unsafe.
Conservation Element	
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:** A Biological Resources Assessment and MSHCP Consistency Analysis was prepared for the project which included biological surveys of specific resources pursuant to provisions of the MSHCP. Mitigation Measures BIO-1 and BIO-2 address impacts to nesting birds and burrowing owls, respectively. As detailed in Section 3.6, Biological Resource, impacts related to other biological resources were determined to be less than significant.
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:** A Biological Resources Assessment and MSHCP Consistency Analysis was prepared pursuant to applicable requirements of the MSHCP. Section 3.6, Biological Resources, addresses the project's consistency with the MSHCP and identifies appropriate mitigation to reduce the significance to affected biological resources.
Policy IV.A: Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	**Consistent:** As discussed in Section 3.7, Cultural Resources, Section 3.9, Geology and Soils, and Section 3.20, Tribal Cultural Resources, the project would comply Mitigation

Table 3.13-A: Development Project Consistency Analysis with the City of Perris General Plan

Applicable Policies	Project Consistency Analysis
	Measures TCR-1 and TCR-2, governing the inadvertent discovery of Native American cultural material and GEO-2 governing the project's potential effect on paleontological resources, ensuring compliance with applicable State and federal regulations related to preservation of any such resources.
Policy V.A: Coordinate land-planning efforts with local water purveyors.	**Consistent:** The EMWD projects that there will be access to water supplies to meet demand through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions. The EMWD models each scenario based on the land use and zoning designations of each local jurisdiction it serves. As such, the proposed project within the City of Perris is already accounted for in the water (groundwater) supply and demand scenarios determined by EMWD. As part of the planning process, the project proponent has coordinated with EMWD, the local water purveyor. EMWD issued a will-serve letter indicating that it is willing to serve the project.
Policy VI.A: Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	**Consistent:** The City of Perris is a co-permittee of the NPDES Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the County of Riverside, and the Incorporated Cities of Riverside County Within the Santa Ana Region. The NPDES permit prohibits discharges, sets limits on pollutants being discharged into receiving waters, and requires implementation of technology-based standards. Co-permittees are required to develop and implement a standard design and post-development BMP guidance to guide application of Low Impact Development (LID) BMPs to the maximum extent practicable. As detailed in Section 3.12, Hydrology and Water Quality, the project would comply with applicable provisions and requirements of the NPDES permit.
Policy VIII.A: Adopt and maintain development regulations that encourage water and resource conservation.	**Consistent:** As part of the project, a new engineered storm drain system would be constructed on the project site to collect and treat on-site stormwater runoff. All on-site storm water would be captured on-site. The runoff from the site would drain to multiple on-site grate inlets and catch basins and would be conveyed into a series of modular wetland facilities and underground water treatment/storage tanks proposed in the northeast and northwest portions of the site.
Policy VIII.B: Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	**Consistent:** All development within the City, including the proposed project, is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other local, State, and federal solid waste disposal standards including. Municipal Code §7.44.050, which requires that project construction divert a minimum of 50 percent of

Table 3.13-A: Development Project Consistency Analysis with the City of Perris General Plan

Applicable Policies	Project Consistency Analysis
	construction and demolition debris; §7.44.060, which requires the submittal of a waste management plan; and the current CalGreen Code.
Noise Element	
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:** Noise levels of up to 70 dBA CNEL are identified in the Perris General Plan as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. According to the Noise Element of the City of Perris General Plan, the Project site is not located within the future 70 dBA CNEL noise contour for any roadways, highways, or airports. Therefore, the project would be consistent with this policy.
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 sensitive receptors are identified as the single-family residences located approximately 1,390 feet east of the proposed project site. Additionally, the Big-League Dreams Perris sports park is just to the northeast of the project site. The distance from the closest construction area to the closest playing field is approximately 650 feet, and from the closest loading dock to the closest playing field is approximately 965 feet.
Safety Element	
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 project includes frontage improvements along Mapes Road, Exceed Road, and Trumble Road to include curb and gutter, sidewalks, street trees, and lighting. Trumble Road and Exceed Road would be built out to full-width as designated by the City's General Plan. Passenger vehicle and pedestrian access to the project site would be provided by an ingress/egress driveway and sidewalk at the western terminus of Mapes Road and another ingress/egress driveway and sidewalk off Mapes Road near the intersection with Trumble Road. An additional passenger vehicle driveway with sidewalk would be constructed along Trumble Road between Mapes Road and Exceed Road. Freight truck access would occur only along Exceed Road via an improved cul-de-sac with two ingress/egress driveways to be used only by trucks to access the warehouse loading docks and a separate trailer parking area to the south of the warehouse building. All project improvements, including access points, would be designed consistent with applicable City standards per the review and approval of the City Engineer.
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 project would interconnect to existing sewer, water, gas, and telecommunications utilities within the Mapes Road and Trumble Road right right-of of-ways. The project would also improve roads along the project frontage to full General Plan standards. All improvements

Table 3.13-A: Development Project Consistency Analysis with the City of Perris General Plan

Applicable Policies	Project Consistency Analysis
	or connections to existing infrastructure would be designed and constructed per the standards of the City and/or appropriate utility provider.
Policy S-2.5: Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	**Consistent:** Passenger vehicle and pedestrian access to the project site would be provided by an ingress/egress driveway and sidewalk at the western terminus of Mapes Road and another ingress/egress driveway and sidewalk off Mapes Road near the intersection with Trumble Road. An additional passenger vehicle driveway with sidewalk would be constructed along Trumble Road between Mapes Road and Exceed Road.
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:** The project site is in an area of the floodplain known as an ineffective flow area (IEFA), resulting from the backwater from the main San Jacinto River floodplain, which means that the floodwaters in this area are ponded and are not contributing to the active flow in the main channel. Interstate 215 is approximately 15-feet high in this area and blocks all active flood flows from where the project site is located. Furthermore, the site would be raised 12 inches so that the building will be located above the base flood elevation.
Policy S-4.3: Require new development projects and major remodels to control stormwater runoff on site.	**Consistent:** The proposed project involves over one acre of ground disturbance, it is subject to the Construction General Permit (CGP), as detailed in Regulatory Compliance Measure HYD-1. The CGP requires submittal of a Notice of Intent application to the State Water Resources Control Board), and the preparation of a SWPPP for construction discharges. Also, as required, a Final WQMP that specifies the Site Design, Source Control, Low Impact Development, and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff.
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:** The project site is located within Flood Hazard Zone AE and Zone X. Zone AE is defined as the base floodplain and is considered a special flood hazard area, and Zone X is an area determined to be outside the 500-year flood and protected by levee from the 100-year flood. The project includes the import of soil to raise the site 12 inches above base flood elevation of 1,420 as identified on FEMA FIRM Panel 06065C1440H. The project would be conditioned to obtain a Conditional Letter of Map Improvement (CLOMR) and a Letter of Map Revision (LOMR).
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:** According to the California Department of Forestry and Fire Protection (CALFIRE), the project site is not located within a wildfire State Responsibility Area, nor is the site classified as a Very High Fire Hazard Severity Zone (VHFHSZ). The site is 1.5 miles removed from the nearest VHFSZ and is surrounded by existing development and

Table 3.13-A: Development Project Consistency Analysis with the City of Perris General Plan

Applicable Policies	Project Consistency Analysis
	roadway infrastructure and is in an area of relatively low risk for wildfire.
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 project is located in an area developed with local roads and regional highways that provide adequate access and departure from the area in the event of an emergency, such as a wildfire.
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 EMWD has identified adequate water is available to supply the project during normal, dry, and multiple dry years. The location, capacity, and design or required fire suppression/firefighting facilities confirmed during project design and reviewed/approved by the appropriate fire protection entity.
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 located within the March Air Reserve Base Compatibility Zone D (Flight Corridor Buffer). The March Joint Powers Authority identifies the project site within Federal Aviation Administration (FAA) Part 77 Notification Area, which limits building heights in this area to 85 feet. The project does not include structures or other features that reach this this height. The project has been subject to planning staff review to ensure it is consistent with Compatibility Zone D of the 2014 MARB/IPA LUCP.
Policy S-6.2: Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	
Policy S-6.3: Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	
Policy S-7.1: Require all development to provide adequate protection from damage associated with seismic incidents.	**Consistent:** As required under Mitigation Measure GEO-1, the proposed Project would be designed and constructed in compliance with. 1) the applicable sections of the current edition of the California Building Code (CBC), which provides criteria for the seismic design of buildings and, 2) the recommendations detailed in the site-specific geotechnical investigation.
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 site-specific geotechnical investigation evaluation identifying potential seismic and geotechnical limitations was prepared for the project by a registered geotechnical engineer licensed by the State of California. The geotechnical investigation identified design and construction recommendations, the which would be incorporated into the project through implementation of Mitigation Measure GEO-1.
Healthy Community Element	
Policy HC 1.3: Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space	**Consistent:** Light poles would be installed throughout the surface parking lots and along on-site pedestrian pathways. The warehouse building would have security lighting located on the building façades. Additionally, streetlights would be installed along the project frontages of Mapes Road, Trumble Road, and Exceed Road. All project lighting would be installed in accordance with Section 19.02.110(a) (Lighting) of the City Municipal Code, which requires light shielding, functional and aesthetic design, and compatibility with surrounding uses.

Table 3.13-A: Development Project Consistency Analysis with the City of Perris General Plan

Applicable Policies	Project Consistency Analysis
Policy HC 6.3: Promote measures that will be effective in reducing emissions during construction activities: • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations • All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD • Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded	**Consistent:** As discussed in Section 3.5, Air Quality, the air pollutants result from construction and operation of the project would not exceed established SCAQMD thresholds. The proposed project would comply with the existing SCAQMD rules and regulations aimed at reducing emissions of pollutants.
Environmental Justice Element	
Goal 3.1 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 is bounded by Interstate 215 to the west, across which are a water treatment facility and vacant land. Industrial uses, Big League Dreams Perris sports park, and Mapes Road border the project site to the north. Trumble Road borders the project site to the east, across which are industrial uses. Finally, the site is bounded by Exceed Road and commercial/industrial development to the south. The project site is designated Industrial Business Park (BP), which allows development of business/professional offices, light manufacturing, storage, warehousing/distribution, wholesaling, large-scale warehouse retail, automobile dealerships, service commercial, and public uses/ The propose use is consistent with he City's existing planning for the site and the current pattern of development in the project area and is substantially removed from sensitive or incompatible uses.
Goal 3.1 Policy: Support identification, clean-up and remediation of local toxic sites through the development review process.	**Consistent:** According to the Phase I ESA, no CRECs or HRECs occur on the project site. On REC potentially may occur on the project site due to the presence of a on-site basin that has historically received storm water from off-site land uses. Borings conducted within this area did not identify hazardous compounds above detection or reporting limits.

Table 3.13-A: Development Project Consistency Analysis with the City of Perris General Plan

Applicable Policies	Project Consistency Analysis
Goal 3.1 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."	**Consistent:** The nearest sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. The nearest sensitive receptors are identified as the single-family residences located approximately 1,390 feet east of the proposed project site. Additionally, the Big League Dreams Perris sports park is just to the northeast of the project site. The distance from the closest construction area to the closest playing field is approximately 650 feet and from the closest loading dock to the closest playing field is approximately 965 feet. As identified in the Initial Study, environmental effects resulting from the construction and operation of the project do not exceed established significance thresholds.
Goal 5.1 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:** The project includes frontage improvements along Mapes Road, Exceed Road, and Trumble Road to include curb and gutter, and sidewalks to facilitate pedestrian access through the project area. Class 3 bike routes are present along nearby major roadways adjacent to the site. These roads would be built out to full-width as designated by the City's General Plan, adding additional road width to further facilitate and connect to local and regional bicycle infrastructure.

Source: City of Perris. *City of Perris General Plan 2030*. Website: https://www.cityofperris.org/departments/development-services/general-plan (accessed April 1, 2022).

The proposed project uses are consistent with uses permitted under the General Plan land use and zoning designations for the project site, and, as detailed throughout this Initial Study, all impacts to the environment resulting from the proposed project are subject to applicable mitigation and local, State and/or federal regulations which would reduce those impacts to less than significant levels. Therefore, impacts related to conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect are **less than significant**. No additional mitigation is required.

3.14 MINERAL RESOURCES

Would the Project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plans?	☐	☐	☐	☒

Threshold 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?

And

Threshold 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 plans?

No Impact

Discussion of Effects: The project site is located within Mineral Resource Zone 3 (MRZ-3)[118] which is defined as an area where adequate information indicates that mineral resources are present, or where it is judged that a high likelihood for their presence exists, however the quality and quantity is unknown.[119]

The project site comprises 19.16 acres of underutilized land surrounded by a commercial development with undeveloped property to the south, Interstate 215 and a water treatment facility to the west, industrial development and recreational uses to the north, and industrial uses to the east. The General Plan land use and zoning designation for the project site is Industrial Business Park. These land use designations are designed to provide opportunities for commercial and business park uses. Mineral resources mining is not a use compatible with the project site and surrounding land uses, therefore the project site has minimal potential to be mined in the future.

The project site and vicinity are not considered a State-designated mineral resource extraction zone. Mineral resources extraction would conflict with the purpose and scope of the General Plan and Zoning District in this part of the City. Additionally, no sites within the City have been designated as

[118] County of Riverside. GPA 960. Chapter 5: Multipurpose Open Space Element (Public Draft Review Circulated February 2015). Figure OS-6 *Mineral Resource Zones*. Page OS-41. Website: https://planning.rctlma.org/Portals/14/genplan/general_plan_2016/elements/Ch05_MOSE_120815.pdf?ver=2016-04-01-100801-367 (accessed April 07, 2022).

[119] California Department of Conservation State Mining and Geology Board. *Guidelines for Classification and Designation of Mineral Lands.* Pages 4-6. http://www.conservation.ca.gov/smgb/guidelines/documents/classdesig.pdf (accessed April 07, 2022).

locally-important mineral resource recovery sites on any local plan.[120] Therefore, **no impacts** from the loss of available mineral resources are anticipated and no mitigation is required.

[120] City of Perris General Plan EIR 2005. Page IV-28. (accessed April 11, 2022).

3.15 NOISE

Would the Project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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?	☐	☐	☒	☐
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☒	☐

The analysis for Section 3.13 (Noise) is based on the project-specific *Noise and Vibration Impact Analysis* prepared by LSA Associates, Inc. in February 2023 (Appendix I).[121]

Threshold 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?

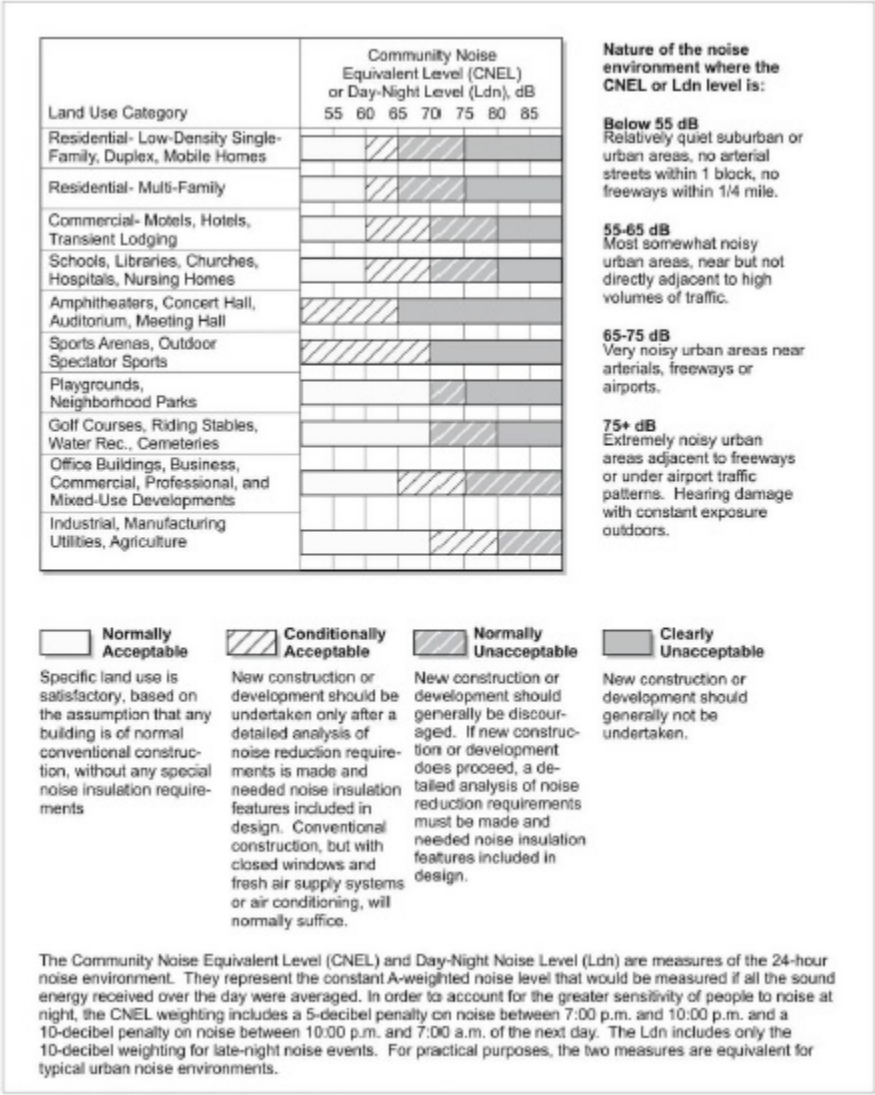
Less than Significant Impact

Discussion of Effects: Section 7.34.060 of the City's Municipal Code establishes daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) exterior noise standards of 80 and 60 a-weighted decibels (dBA), respectively. Section 7.34.060 of the City's Municipal Code prohibits construction-related activities such as the erection, construction, demolition, excavation, alteration or repairing of any building or structure in such a manner as to create disturbing, excessive, or offensive noise to occur between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, on Sundays, and legal holidays with the exception of Columbus Day and Washington's birthday. In addition, construction activity shall not exceed 80 dBA in residential zones in the city. Finally, the City's General Plan Noise Element lists policies and implementation measures to meet the City's noise-related goals and has established land use/noise compatibility guidelines shown in Table 3.15-A to evaluate the acceptability of noise levels for each land use category. As shown in Table 3.15-A,

[121] LSA. *Noise and Vibration Impact Analysis, Mapes and Trumble Industrial Facility Project, Perris, California.* February 2023. (Appendix I).

noise levels up to 70 dBA community noise equivalent level (CNEL) are normally acceptable and between 70 dBA CNEL and 80 dBA CNEL are conditionally acceptable for industrial land uses.

Table 3.15-A: City of Perris Land Use/Noise Compatibility Guidelines



Source: City of Perris General Plan Noise Element, 2016.

The primary existing noise sources in the project area are transportation facilities. Traffic on Interstate 215, CA-74, Trumble Road, Mapes Road, and other local streets within the project vicinity contribute to the ambient noise levels in the project vicinity. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model was used to evaluate traffic-related noise conditions along roadway segments in the project vicinity. Table 3.15-B lists the existing traffic noise levels on roadways in the project area. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between traffic and the location where the noise contours are

drawn. The specific assumptions used in developing these noise levels and the model printouts are provided in the *Noise and Vibration Impact Analysis* (Appendix I).

Table 3.15-B: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 dBA CNEL (ft)	Centerline To 65 dBA CNEL (ft)	Centerline To 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from the Centerline of the Outermost Lane
Mapes Road Between Project Driveway 1 and Trumble Road	100	< 50	< 50	< 50	46.4
Mapes Road East of Trumble Road	4,070	< 50	53	112	63.9
Trumble Road North of Mapes Road	3,060	< 50	< 50	73	59.9
Trumble Road Between Mapes Road and Project Driveway 2	6,050	< 50	68	140	64.4
Trumble Road Between Project Driveway 2 and Exceed Road	6,050	< 50	68	140	64.4
Trumble Road Between Exceed Road and CA-74	6,985	< 50	92	193	66.6
I-215 Southbound Ramps North of Bonnie Drive	11,260	56	121	260	70.0
I-215 Southbound Ramps/CA-74 Between Bonnie Drive and I-215 Northbound Ramps	15,900	65	139	298	70.3
CA-74 Between I-215 Northbound Ramps and Trumble Road	24,810	97	204	437	71.9
CA-74 East of Trumble Road	18,670	70	143	304	69.5

Source: LSA. *Noise and Vibration Impact Analysis, Mapes and Trumble Industrial Facility Project, Perris, California.* Table H. February 2023. (Appendix I).
Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CA = California State Route
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
ft = foot/feet
I- = Interstate

As shown in Table 3.15-B, traffic noise levels along Mapes Road are low with the 70 and 65 dBA Community Noise Equivalent Level (CNEL) impact zones located less than 50 feet from the roadway centerline, and the 60 dBA CNEL impact zone would extend up to 106 feet from the roadway centerline. Traffic noise levels along Trumble Road are moderate with the 70 dBA CNEL impact zone located less than 50 feet from the roadway centerline, and the 65 and 60 dBA CNEL impact zones would extend up to 63 and 128 feet, respectively, from the roadway centerline. Traffic noise levels along CA-74 are moderately high with the 70, 65, and 60 dBA CNEL impact zones extending up to 68, 138, and 294 feet, respectively, from the roadway centerline.

Construction. Noise increases from the proposed project would be generated on a short-term basis during temporary construction activities. Noise impacts associated with construction activity are a function of the noise generated by the type of equipment used, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Two types of short-term construction noise would occur during project construction. The first type would be from construction crew commutes and the transport of construction equipment and materials to the project site, which would incrementally raise noise levels on roadways leading to the site.

Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 dBA) during equipment and material delivery to and from the site for construction preparation, the effect on longer-term ambient noise levels would be insignificant because the daily construction-related vehicle trips are few when compared to existing daily traffic volumes in the project area. Furthermore, although the grading phase would require approximately 121 haul truck round trips per day, the building construction phase would generate the most trips out of all of the construction phases, at 498 trips per day based on the CalEEMod, Version 2020.4.0.

Roadways that would be used to access the project site are CA-74, Trumble Road, and Mapes Road. Based on Table 3.15-B, CA-74, Trumble Road, and Mapes Road have estimated existing daily traffic volumes of 18,670, 3,060, and 100, respectively, near the project site. Based on the information above, construction-related traffic would increase by up to 0.1 dBA, 0.7 dBA, and 7.8 dBA along CA-74, Trumble Road, and Mapes Road, respectively. Although noise increases of less than 3 dBA would not be perceptible to the human ear in an outdoor environment, a 7.8 dBA noise increase would be considered a substantial noise increase. However, land uses along Mapes Road west of Trumble Road are not considered noise-sensitive. Therefore, no short-term construction-related impacts associated with worker commutes and transport of construction equipment and material to the project site would occur, and no noise reduction measures would be required.

The second type of short-term construction noise is related noise generated from heavy equipment used during construction activities. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. The project anticipates site preparation and grading; building construction; paving; and architectural coating phases of construction. These various sequential phases change the character of the noise generated on a project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 3.15-C lists the L_{max} recommended for noise impact assessments for typical construction equipment included in the *FHWA Highway Construction Noise Handbook*[122], based on a distance of 50 feet between the equipment and a noise receptor.

Table 3.15-C: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor[1]	Maximum Noise Level (L_{max}) at 50 ft[2]
Backhoe	40	80
Compactor (ground)	20	80
Compressor	40	80
Crane	16	85
Dozer	40	85
Dump Truck	40	84
Excavator	40	85
Flatbed Truck	40	84
Forklift	20	85

122 Federal Highway Administration (FHWA). 2006. *Highway Construction Noise Handbook*. Roadway Construction Noise Model. FHWA-HEP-06-015. DOT-VNTSC-FHWA-06-02. NTIS No. PB2006-109012. August.

Table 3.15-C: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor[1]	Maximum Noise Level (L_{max}) at 50 ft[2]
Front-End Loader	40	80
Grader	40	85
Impact Pile Driver	20	95
Jackhammer	20	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pump	50	77
Rock Drill	20	85
Roller	20	85
Scraper	40	85
Tractor	40	84
Welder	40	73

Source: LSA. *Noise and Vibration Impact Analysis, Mapes and Trumble Industrial Facility Project, Perris, California*. Table I. February 2023. (Appendix I).

Note: The noise levels reported in this table are rounded to the nearest whole number.

[1] The usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

[2] The maximum noise levels were developed based on Specification 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the "Big Dig" project.

CA/T = Central Artery/Tunnel
FHWA = Federal Highway Administration
ft = foot/feet
L_{max} = maximum instantaneous noise level

The site preparation and grading phase tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Project construction during these phases of construction is expected to require the use of graders, bulldozers, and water trucks/ pickup trucks. Noise associated with the use of each type of construction equipment for the site preparation and grading phase is estimated to be between 55 dBA L_{max} and 85 dBA L_{max} at a distance of 50 feet from the active construction area. As shown in Table 3.15-C, the maximum noise level generated by each grader is assumed to be approximately 85 dBA L_{max} at 50 feet. Each bulldozer would generate approximately 85 dBA L_{max} at 50 feet. The maximum noise level generated by water trucks/pickup trucks is approximately 55 dBA L_{max} at 50 feet from these vehicles. Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of construction would be 88 dBA L_{max} at a distance of 50 feet from the active construction area. Based on a usage factor of 40 percent, the worst-case combined noise level during this phase of construction would be 84 dBA L_{eq} at a distance of 50 feet from the active construction area.

Table 3.15-D shows the estimated construction noise level at the recreation area of the Big League Dreams Perris sports park to the northeast and the closest residential property line to the east from the project construction boundary along with the noisiest construction noise levels (L_{max} and L_{eq}) at a distance of 50 feet, the distance from the project construction boundary, and the noise level reduction from distance attenuation.

Table 3.15-D: Construction Noise Levels

Land Use	Direction	Reference Noise Level at 50 ft (dBA)		Distance (ft)	Distance Attenuation (dBA)	Noise Level (dBA)	
		L_{max}	L_{eq}			L_{max}	L_{eq}
Sports Complex	Northeast	88	84	540	21	67	63
Residence	East	88	84	1,390	29	59	55

Source: LSA. Noise and Vibration Impact Analysis, Mapes and Trumble Industrial Facility Project, Perris, California. Table J. February 2023. (Appendix I).
dBA = A-weighted decibels
ft = foot/feet
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level

Construction of the project typically would be limited to daytime hours between 7:00 a.m. and 7:00 p.m. Monday through Saturday. However, it is possible that concrete pouring activities may need to occur at night to facilitate proper concrete curing. Pours during hot weather would typically occur between the approximate hours of 1:00 a.m. and 7:00 a.m. Should construction activities need to occur during nighttime hours, the project applicant would coordinate with the City Building Official for authorization as a standard condition of approval due to the protocol necessary to facilitate proper concrete curing.

As shown in Table 3.15-D, the recreation area of the Big League Dreams Perris sports park to the northeast and the closest residential property line to the east would be subject to short-term construction noise levels reaching 67 dBA L_{max} (63 dBA L_{eq}) and 59 dBA L_{max} (55 dBA L_{eq}), respectively, generated by project construction activities. Although noise generated by project construction activities could be higher than the ambient noise levels and may result in a temporary increase in the ambient noise levels, construction noise levels at the recreation area of the Big League Dreams Perris sports park and the closest residence would not exceed the City's construction noise standard of 80 dBA pursuant to Section 7.34.060 of the City Municipal Code. It should be noted that the recreation area of the Big League Dreams Perris sports park was evaluated using the City's construction noise standards that apply only to residences for a conservative analysis, and the sports park is not expected to be occupied during nighttime hours during which concrete pouring activities potentially could occur. The closest residences to the east are located in Menifee, and evaluating these residences using the City of Perris's construction noise standard is a conservative approach because the City of Menifee does not have construction noise standards. Also, the closest residential property line is located approximately 1,390 feet (0.26 mile) from the project construction boundary, which is just beyond 0.25 mile, and the City of Menifee's permitted construction hours would not be applicable.

As detailed in Table 3.15-D, construction activities would not generate noise that would exceed standards established in the local general plan or noise ordinance. Project construction would result in **less than significant** noise impacts in the vicinity of the project site. Mitigation is not required.

Operation. Long-term noise associated with the project would be generated from vehicle traffic entering and exiting the site and on-site stationary sources, such as truck delivery and loading/ unloading activities. These mobile and stationary operational noise sources are analyzed separately in relation to the ambient noise environment because the City's applicable noise standards are different for mobile versus stationary noise sources. Whereas mobile noise sources such as vehicle

traffic are measured as CNEL, stationary noise sources such as truck loading/unloading, parking lot activities, and heating ventilation air conditioning are measured as L_{max} and L_{eq}. Additionally, anticipating the timing of noise events (continuous versus intermittent) would be speculative, as they differ for the various stationary noise sources. However, reasonable assumptions are made as specified for each noise source described below in order to combine the stationary noise levels anticipated to be generated by the proposed project and compare them to the ambient noise environment in terms of L_{eq}.[123]

Mobile Noise: Noise levels from vehicle traffic (including employee passenger vehicles and freight trucks) entering and exiting the site are analyzed along roadway segments in the project vicinity using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (1977; FHWA RD-77-108). Traffic volumes and the vehicle mix for each roadway in the project area were obtained from the project-specific Traffic Study (Appendix E), in which the average daily traffic (ADT) volume was derived from the a.m. and p.m. peak hour traffic volumes.[124]

Tables 3.15-E and 3.15-F show the existing and opening year (2024) traffic noise levels with and without project conditions. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and the model printouts are provided in the *Noise and Vibration Impact Analysis* (Appendix I).[125]

Tables 3.15-E and 3.15-F show that the proposed project would result in a project-related traffic noise increase of up to 7.7 dBA along Mapes Road between Project Driveway 1 and Trumble Road. Although this noise increase is perceptible to the human ear in an outdoor environment, there are no noise-sensitive land uses located adjacent to this roadway segment. The project-related traffic noise increase on other roadway segments within the project area is less than 3 dBA, and a noise increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, traffic noise impacts to off-site sensitive receptors would be **less than significant**, and no mitigation measures are required.

123 The L_{eq} noise level is provided to describe operatonal noise levels for a longer period of time (compared to the maximum instantaneous noise level, L_{max}) and compare them to ambient noise levels anticipated to be generated by the proposed Project.

124 LSA. *Traffic Study, Mapes and Trumble Industrial Facility project (PLN22-05023), City of Perris, Riverside County, California.* December 2022. (Appendix E). The peak hour project trip generation for a high-cube fulfillment warehouse (ITE Land Use 155) is higher than the peak hour project trip generation for a combination 50 percent high-cube fulfillment use (ITE Land Use 155) and 50 percent high-cube cold storage use (ITE land use 157).

125 LSA. *Noise and Vibration Impact Analysis, Mapes and Trumble Industrial Facility Project, Perris, California.* February 2023. (Appendix I).

Table 3.15-E: Existing (2022) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions (dBA)
Mapes Road Between Project Driveway 1 and Trumble Road	100	< 50	< 50	< 50	46.4	250	< 50	< 50	< 50	54.1	7.7
Mapes Road East of Trumble Road	4,070	< 50	53	112	63.9	4,090	< 50	54	114	64.0	0.1
Trumble Road North of Mapes Road	3,060	< 50	< 50	73	59.9	3,080	< 50	< 50	75	60.1	0.2
Trumble Road Between Mapes Road and Project Driveway 2	6,050	< 50	68	140	64.4	6,160	< 50	73	150	64.9	0.5
Trumble Road Between Project Driveway 2 and Exceed Road	6,050	< 50	68	140	64.4	6,450	< 50	82	171	65.7	1.3
Trumble Road Between Exceed Road and CA-74	6,985	< 50	92	193	66.6	7,865	59	118	250	68.3	1.7
I-215 Southbound Ramps North of Bonnie Drive	11,260	56	121	260	70.0	11,640	61	130	280	70.5	0.5
I-215 Southbound Ramps/CA-74 Between Bonnie Drive and I-215 Northbound Ramps	15,900	65	139	298	70.3	16,310	70	149	319	70.8	0.5
CA-74 Between I-215 Northbound Ramps and Trumble Road	24,810	97	204	437	71.9	25,600	104	220	472	72.4	0.5
CA-74 East of Trumble Road	18,670	70	143	304	69.5	18,760	71	146	312	69.7	0.2

Source: LSA. *Noise and Vibration Impact Analysis, Mapes and Trumble Industrial Facility Project, Perris, California.* Table N. February 2023. (Appendix I).
Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CA = California Route
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = foot/feet
I- = Interstate

Table 3.15-F: Opening Year (2024) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions (dBA)
Mapes Road Between Project Driveway 1 and Trumble Road	100	< 50	< 50	< 50	46.4	250	< 50	< 50	< 50	54.1	7.7
Mapes Road East of Trumble Road	8,500	< 50	85	182	67.1	8,520	< 50	85	182	67.1	0.0
Trumble Road North of Mapes Road	3,860	< 50	< 50	84	60.9	3,880	< 50	< 50	88	61.2	0.3
Trumble Road Between Mapes Road and Project Driveway 2	11,210	< 50	100	209	67.1	11,320	< 50	103	217	67.3	0.2
Trumble Road Between Project Driveway 2 and Exceed Road	11,220	< 50	100	210	67.1	11,620	56	111	235	67.9	0.8
Trumble Road Between Exceed Road and CA-74	12,895	67	136	289	69.2	13,775	76	157	335	70.2	1.0
I-215 Southbound Ramps North of Bonnie Drive	17,440	75	162	348	71.9	17,820	79	170	366	72.3	0.4
I-215 Southbound Ramps/CA-74 Between Bonnie Drive and I-215 Northbound Ramps	23,850	85	181	390	72.1	24,260	89	190	409	72.4	0.3
CA-74 Between I-215 Northbound Ramps and Trumble Road	37,160	125	266	571	73.7	37,950	132	281	603	74.0	0.3
CA-74 East of Trumble Road	29,320	91	192	410	71.5	29,410	92	194	415	71.6	0.1

Source: LSA. *Noise and Vibration Impact Analysis, Mapes and Trumble Industrial Facility Project, Perris, California.* Table O. February 2023. (Appendix E).
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic
CA = California Route
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = foot/feet
I- = Interstate

Truck Delivery and Loading/Unloading Activities: Truck delivery and truck loading/unloading activities during operation of the project would take place at the loading docks on the south side of the proposed building. These activities would occur during both daytime and nighttime hours. Noise levels generated from these activities include truck movement, docking at loading dock doors, backup alarms, air brakes, idling, and unloading activities. These activities would result in a maximum noise level of approximately 75 dBA Lmax at 50 feet. As a worst-case scenario, truck delivery and truck-unloading activities would generate the maximum noise level for an entire 1-hour period during both daytime and nighttime hours, which would be a noise level of 75 dBA Leq at 50 feet.

The proposed building would completely shield the truck loading dock area to the recreation area of the Big League Dreams Perris sports park to the northeast and would provide a minimum noise reduction of 15 dBA. Also, the proposed building would partially shield the truck loading dock area to the residences to the east and would provide a minimum noise reduction of 3 dBA. The recreation area of the Big League Dreams Perris sports park to the northeast and residential property lines to the east are approximately 965 feet and 1,615 feet east, respectively, of the truck delivery and truck-unloading activities on the project site.

Parking Lot Activity: The project would include surface parking for automobiles and truck parking. Noise generated from parking activities would include noise generated by vehicles traveling at slow speeds, engine start-up noise, car door slams, car horns, car alarms, and tire squeals. In addition, noise generated from truck parking would include backup alarms and air brakes. Representative parking activities would generate approximately 60 to 70 dBA Lmax at 50 feet. The project trip generation from the *Traffic Study* (Appendix E) was used to estimate daytime and nighttime parking activities. During daytime hours, it is estimated that parking activities for automobiles and trucks would generate the maximum noise level for a cumulative period of 15 minutes in any hour, which would be 64.0 dBA Leq at 50 feet. During nighttime hours, it is estimated that automobiles would generate the maximum noise level for a cumulative period of 5 minutes in any hour and trucks would generate the maximum noise level for a cumulative period of 10 minutes in any hour, which would be 59.2 dBA Leq and 62.2 dBA Leq, respectively, at 50 feet.

The proposed building would provide a minimum noise reduction of 10 dBA for the recreation area of the Big League Dreams Perris sports park to the northeast of the project site from truck parking activities. The recreation area of the Big League Dreams Perris sports park to the northeast and residential property lines to the east are approximately 590 feet and 1,425 feet east, respectively, from automobile parking activities on the project site. Also, the recreation area of the Big League Dreams Perris sports park to the northeast and residential property lines to the east are approximately 1,380 feet and 1,925 feet east, respectively, from truck parking activities on the project site.

Heating-Ventilation-Air Conditioning (HVAC) Activity: The project would include up to four rooftop HVAC units for the office portions of the proposed building on the ground floor and mezzanine level (two rooftop HVAC units for each office location). The office portions of the proposed building are located in the northwest and northeast sections of the building. The HVAC equipment could operate 24 hours per day. Each HVAC unit would generate a noise level of 44.4 dBA L_{eq} at a distance of 50

feet. The specifications of typical HVAC equipment are provided in the *Noise and Vibration Impact Analysis* (Appendix I).

A total of two HVAC units operating simultaneously would generate a noise level of 47.4 dBA L_{eq} at a distance of 50 feet. Table 3.15-G shows the HVAC noise levels at the recreation area of the Big League Dreams Perris sports park and residential property line along with reference HVAC noise levels at 50 feet for two units in the northwest and northeast sections of the proposed building, the distance from HVAC equipment, noise reduction from distance attenuation, and shielding from the parapet and roofline. As shown in Table 3.15-G, the HVAC noise level at the recreation area of the Big League Dreams Perris sports park is 23.7 dBA L_{eq} and is 19.2 dBA L_{eq} at the residential property line.

Table 3.15-G: HVAC Noise Levels

Land Use	Direction	Noise Source	Reference Noise Level at 50 ft (dBA L_{eq})	Distance[1] (ft)	Distance Attenuation (dBA)	Noise Level (dBA L_{eq})	Combined Noise Level (dBA L_{eq})
Sports Park	Northeast	Northwest Units	47.4	1,550	29.8	17.6	23.7
		Northeast Units	47.4	880	24.9	22.5	
Residence	East	Northwest Units	47.4	2,470	33.9	13.5	19.2
		Northeast Units	47.4	1,505	29.6	17.8	

Source: LSA. Noise and Vibration Impact Analysis, Mapes and Trumble Industrial Facility Project, Perris, California. Table P. February 2023. (Appendix I)

[1] The distance from HVAC equipment to the recreation area at the sports complex and residential property line.

[2] The parapet and roofline would provide a minimum noise reduction of 8 dBA.

dBA = A-weighted decibels HVAC = heating ventilation, and air conditioning

ft = foot/feet L_{eq} = equivalent continuous sound level

Tables 3.15-H and 3.15-I show the daytime and nighttime individual stationary-source noise from truck delivery and truck loading and unloading activities, automobile and truck parking activities, and rooftop HVAC equipment at the recreation area of the Big League Dreams Perris sports park and residential property line along with the reference noise levels (L_{max} and L_{eq}) at a distance of 50 ft, distance from the source, noise reduction from distance attenuation, noise reduction from shielding, and combined stationary-source noise levels.

Table 3.15-H: Daytime Stationary-Source Noise Levels

Land Use	Direction	Noise Source	Reference Noise Level at 50 ft (dBA)		Distance[1] (ft)	Distance Attenuation (dBA)	Shielding (dBA)	Noise Level (dBA L_{eq})		Combined Noise Level (dBA)	
			L_{max}	L_{eq}				L_{max}	L_{eq}	L_{max}	L_{eq}
Sports Complex	Northeast	Truck Delivery and Truck Loading/Unloading Activities	75.0	75.0	965	25.7	15[2]	34.3	34.2	48.8	43.3
		Auto Parking Activities	70.0	64.0	590	21.4	0	48.6	42.6		

Table 3.15-H: Daytime Stationary-Source Noise Levels

Land Use	Direction	Noise Source	Reference Noise Level at 50 ft (dBA)		Distance[1] (ft)	Distance Attenuation (dBA)	Shielding (dBA)	Noise Level (dBA L_{eq})		Combined Noise Level (dBA)	
			L_{max}	L_{eq}				L_{max}	L_{eq}	L_{max}	L_{eq}
		Truck Parking Activities	70.0	64.0	1,380	28.8	10[2]	31.2	25.2		
		HVAC[3]	--	--	--	--	--	--	23.7		
Residence	East	Truck Delivery and Truck Loading/Unloading Activities	75.0	75.0	1,615	30.2	3[4]	41.8	41.8	45.4	43.0
		Auto Parking Activities	70.0	64.0	1,425	29.1	0	40.9	34.9		
		Truck Parking Activities	70.0	64.0	1,925	31.7	0	38.3	32.3		
		HVAC[3]	--	--	--	--	--	--	19.2		

Source: LSA. *Noise and Vibration Impact Analysis, Mapes and Trumble Industrial Facility Project, Perris, California.* Table Q. February 2023. (Appendix I).

1 Distance from the source to the recreation area at the sports complex and residential property line.

2 The proposed building would completely shield the truck loading dock area to the recreation area of the sports complex to the northeast and would provide a minimum noise reduction of 15 dBA.

3 The HVAC noise levels are shown in Table O.

4 The proposed building would partially shield the truck loading dock area to the residences to the east and would provide a minimum noise reduction of 3 dBA.

dBA = A-weighted decibels
ft = foot/feet
HVAC = heating, ventilation, and air conditioning
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level

Table 3.15-I: Nighttime Stationary-Source Noise Levels

Land Use	Direction	Noise Source	Reference Noise Level at 50 ft (dBA)		Distance[1] (ft)	Distance Attenuation (dBA)	Shielding (dBA)	Noise Level (dBA L_{eq})		Combined Noise Level (dBA)	
			L_{max}	L_{eq}				L_{max}	L_{eq}	L_{max}	L_{eq}
Sports Complex	Northeast	Truck Delivery and Truck-Load/Unloading Activities	75.0	75.0	965	25.7	15[2]	34.3	34.3	48.8	39.6
		Auto Parking Activities	70.0	59.2	590	21.4	0	48.6	37.8		
		Truck Parking Activities	70.0	62.2	1,380	28.8	10[2]	31.2	23.4		
		HVAC[3]	--	--	--	--	--	--	23.7		
Residence	East	Truck Delivery and Truck-Load/Unloading Activities	75.0	75.0	1,615	30.2	3[4]	41.8	41.8	45.4	42.4
		Auto Parking Activities	70.0	59.2	1,425	29.1	0	40.9	30.1		
		Truck Parking Activities	70.0	62.2	1,925	31.7	0	38.3	30.5		
		HVAC[3]	--	--	--	--	--	--	19.2		

Source: LSA. Noise and Vibration Impact Analysis, Mapes and Trumble Industrial Facility Project, Perris, California. Table R. February 2023. (Appendix I).

1 Distance from the source to the recreation area at the sports complex and residential property line.

2 The proposed building would completely shield the truck loading dock area to the recreation area of the sports complex to the northeast and would provide a minimum noise reduction of 15 dBA.

3 The HVAC noise levels are shown in Table O.

4 The proposed building would partially shield the truck loading dock area to the residences to the east and would provide a minimum noise reduction of 3 dBA.

dBA = A-weighted decibels
ft = foot/feet
HVAC = heating, ventilation, and air conditioning
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level

As shown in Tables 3.15-H and 3.15-I, the combined daytime and nighttime stationary-source noise levels at the recreation area of the Big League Dreams Perris sports park are 48.8 dBA L_{max} (43.3 dBA L_{eq}) and 48.8 dBA L_{max} (39.6 dBA L_{eq}), respectively. At the residential property line, the combined daytime and nighttime stationary-source noise levels are 45.4 dBA L_{max} (43.0 dBA L_{eq}) and 45.4 dBA L_{max} (42.4 dBA L_{eq}), respectively. Noise levels at the recreation area of the Big League Dreams Perris sports park would not exceed the City's maximum daytime and nighttime noise standards of 80 dBA and 60 dBA, respectively. The recreation area of the Big League Dreams Perris sports park was evaluated using the City's residential noise standards for a conservative analysis. Noise levels at the closest residence in Menifee would not exceed the City's maximum daytime and nighttime noise standards of 80 dBA and 60 dBA, respectively. In addition, noise levels at the closest residence in Menifee would not exceed the City of Menifee's daytime and nighttime 10-minute noise standards of 65 dBA L_{eq} and 45 dBA L_{eq}, respectively. Therefore, noise impacts from project operations would be **less than significant,** and no mitigation measures are required.

Threshold B: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact

Discussion of Effects: Groundborne noise is typically assessed at locations where there is no airborne noise path, or for buildings with substantial sound insulation such as a recording studio. For typical buildings, the interior airborne noise levels are often higher than the groundborne noise levels. Therefore, the main focus of the discussion/analysis is groundborne vibration. A vibration level of 94 vibration velocity decibels (VdB) (0.2 peak particle velocity [PPV] inches per second [in/sec]) is the threshold used to evaluate construction vibration impacts to buildings because this vibration level has the potential to damage residential structures made of non-engineered timber.[126] Because the City does not specify the vibration level that can be felt, this analysis uses a vibration perception threshold of 78 VdB, which is the approximate threshold of perception for many humans, for residential buildings, 84 VdB for commercial or office uses, and 90 VdB for industrial buildings that are not as sensitive to vibration to determine community annoyance.[127]

Construction. The greatest levels of vibration are anticipated to occur during the site preparation and grading phase, during which a large bulldozer and loaded trucks would generate groundborne vibration of up to 87 VdB (0.089 PPV [in/sec]) and 86 VdB (0.076 PPV [in/sec] when measured at 25 feet, respectively. All other construction phases are expected to result in lower vibration levels.

Table 3.15-J lists the projected vibration levels from various construction equipment expected to be used on the project site in the active construction area to the nearest buildings in the project vicinity. As shown in Table 3.15-J, the office building to the south is approximately 190 feet from the active project construction area and would experience a vibration level of up to 61 VdB. This vibration level would not result in community annoyance because it would not exceed the FTA community annoyance threshold of 84 VdB for office uses and similar areas that are not as sensitive

126 Federal Transit Administration (FTA). *Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123.* September 2018. Website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed June 2, 2020).

127 *Ibid.*

to vibration. Other building structures that surround the project site would experience lower vibration levels because they are farther away.

Table 3.15-J: Potential Construction Vibration Annoyance

Land Use	Direction	Equipment/ Activity	Reference Vibration Level (VdB) at 25 ft	Distance to Structure (ft)[1]	Vibration Level (VdB)
Public Utility	North	Large bulldozers	87	440	50
		Loaded trucks	86	440	49
Sports Complex	Northeast	Large bulldozers	87	1,080	38
		Loaded trucks	86	1,080	37
Public Utility	East	Large bulldozers	87	375	52
		Loaded trucks	86	375	51
Office	South	Large bulldozers	87	190	61
		Loaded trucks	86	190	60

Source: LSA. Noise and Vibration Impact Analysis, Mapes and Trumble Industrial Facility Project, Perris, California. Table L. February 2023. (Appendix I).
Note: The FTA-recommended annoyance threshold of 84 VdB was used to assess potential construction vibration annoyance for offices and similar areas not as sensitive to vibration.
[1] Distance from the active construction area to the building structure.
ft = foot/feet VdB = vibration velocity decibels
FTA = Federal Transit Administration

Similarly, Table 3.15-K lists the projected vibration levels from various construction equipment expected to be used on the project site at the project construction boundary to the nearest buildings in the project vicinity. As shown in Table 3.15-K, the office building to the south is approximately 60 feet from the project construction boundary and would experience a vibration level of up to 0.024 PPV (in/sec). This vibration level would not result in building damage because vibration levels would not exceed the FTA vibration damage threshold of 0.20 PPV (in/sec). Other building structures that surround the project site would experience lower vibration levels because they are farther away and would be constructed equivalent to or better than non-engineered timber and masonry. Therefore, vibration impacts during project construction would be **less than significant,** and mitigation would not be required.

Table 3.15-K: Potential Construction Vibration Damage

Land Use	Direction	Equipment/ Activity	Reference Vibration Level at 25 ft	Distance to Structure (ft)[1]	Vibration Level
			PPV (in/sec)		PPV (in/sec)
Public Utility	North	Large bulldozers	0.089	315	0.002
		Loaded trucks	0.076	315	0.002
Sports Complex	Northeast	Large bulldozers	0.089	910	0.000
		Loaded trucks	0.076	910	0.000
Public Utility	East	Large bulldozers	0.089	245	0.003
		Loaded trucks	0.076	245	0.002
Office	South	Large bulldozers	0.089	60	0.024
		Loaded trucks	0.076	60	0.020

Source: LSA. Noise and Vibration Impact Analysis, Mapes and Trumble Industrial Facility Project, Perris, California. Table M. February 2023. (Appendix I).
Note: The FTA-recommended building damage threshold is 94 VdB (0.20 PPV [in/sec]) at the receiving non-engineered timber and masonry building.
[1] Distance from the project construction boundary to the building structure.
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inches per second
PPV = peak particle velocity
VdB = vibration velocity decibels

Long-Term Operational Vibration. Operation of the proposed warehouse would not generate substantial vibration. In addition, vibration generated from project-related traffic on the adjacent roadways (CA-74, Trumble Road, and Mapes Road) would not be substantial for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Therefore, vibration generated from project-related operations and traffic on the adjacent roadways would be **less than significant.** Mitigation is not required.

Threshold 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

Discussion of Effects: Perris Valley Airport, Hemet-Ryan Airport, March Air Reserve Base, and French Valley Airport are 1.6 mi west, 9.3 mi east, 8.2 mi northwest, and 12.5 mi south of the project site, respectively. According to Map MA-1, Compatibility Map, of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan,[128] which is intended to promote compatible land uses in nongovernment areas adjacent to military airfields, the project site is located within the March Air Reserve Base Compatibility Zone D (Flight Corridor Buffer), as detailed in Table 3.11-A. Additionally, The March Joint Powers Authority[129] identifies the project site as within Federal Aviation Administration (FAA) Part 77 Notification Area, which limits building heights in this area to 85 feet. However, the noise compatibility contours in the *Riverside County Airport Land Use Compatibility*

[128] Riverside County Airport Land Use Commission. *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.* Map MA-1, Compatibility Map. November 13, 2014.
[129] *Ibid.* Map MA-1, Compatibility Map and Map MA-2, Airspace Protection Surfaces.

Plan show that the project site is outside the 55 dBA CNEL noise contours for Perris Valley Airport, Hemet-Ryan Airport, and French Valley Airport, and outside the 60 dBA CNEL noise contours for March Air Reserve Base/Inland Port Airport.[130] Additionally, there are no helipads or private airstrips within 2 miles of the project area. Therefore, the project would not expose people working in the project area to excessive noise levels. Impacts would be **less than significant,** and mitigation is not required.

130 *Ibid.* Map MA-1 and Map MA-2.

3.16 POPULATION AND HOUSING

Would the Project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (e.g., new homes and businesses) or indirectly (e.g., extension of roads and infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Threshold A: Would the Project induce substantial unplanned population growth in an area, either directly (e.g., new homes and businesses) or indirectly (e.g., extension of roads and infrastructure)?

Less than Significant Impact

Discussion of Effects: *State CEQA Guidelines* Section 15126.2[d] identifies a project as growth inducing if it fosters economic or population growth, or the construction of additional housing either directly or indirectly in the surrounding environment. New employees from commercial or industrial development and new population from residential development represent direct forms of growth, which have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, the growth-inducing potential of a project would be considered substantial if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., SCAG).

The project is proposed in an area of the City with an Industrial Business Park (BP) land use and zoning designation. The General Plan states that the BP land use designation allows uses such as business/professional offices, light manufacturing, storage, warehousing/distribution, wholesaling, large-scale warehouse retail, automobile dealerships, service commercial, and public uses with a floor-to-area ratio (FAR) of 0.75 to 1.0.[131] Section 19.44 of the City Municipal Code indicates the BP Zoning District is an industrial zoning district that provides for uses generally served by arterial roads and freeways, including uses allowed in the Business Park General Plan Land Use designation.[132]

[131] City of Perris General Plan Land Use Element. 2005. Page 8. Website: https://www.cityofperris.org/home/showpublished document/457/637203139714030000 (accessed May 30, 2022).

[132] City of Perris Zoning Code, Chapter 19.44. Industrial Zones. Website: https://www.cityofperris.org/home/showpublisheddocument/ 1759/637209991287630000 (accessed May 30, 2022).

The proposed project is consistent with the General Plan and Zoning Code through development of a 396,000-square-foot warehouse building, of which approximately 12,000 square feet would be office space, with an FAR of approximately 0.47. Based on the Institute of Transportation Engineers (ITE) *Trip Generation* (11th Edition) rates for Land Use 155 – "High-Cube Fulfillment Center Warehouse," [133] the proposed project would generate approximately 259 employees.[134]

Although the potential exists for the proposed project to result in population growth through employment opportunities, the project is consistent with the General Plan land use designation and zoning designation for the site. Therefore, population increase as a result of the proposed project is not considered substantial or unplanned. The proposed project would have a **less than significant** impact to the environment from population growth. Mitigation is not required.

Threshold B: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact

Discussion of Effects: **No Impact.** The project site is currently vacant and undeveloped. As such, implementation of the proposed project would not displace existing people or housing, necessitating the construction of replacement housing elsewhere. **No impact** would occur, and no mitigation measures are required.

[133] LSA. *Traffic Study, Mapes and Trumble Industrial Facility project (PLN22-05023), City of Perris, Riverside County, California.* Page 26 and Table 5-A. December 2022. (Appendix E).

[134] Average 1.81 daily vehicle trips per 1,000 square feet gross floor area and average 2.77 daily vehicle trips per employee. 1.81 ÷ 2.77 = 0.653 employee per 1,000 square feet gross floor area. 0.653 × 396.000 = 259 employees.

3.17 PUBLIC SERVICES AND FACILITIES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Fire protection?	☐	☐	☒	☐
b) Police Protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other Public Facilities, including Libraries?	☐	☐	☒	☐

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

Threshold A: Fire Protection services?

Less than Significant Impact

Discussion of Effects: The California Department of Forestry and Fire Protection, under contract with the County of Riverside and operating as the Riverside County Fire Department (RCFD) provides fire protection, fire prevention, and emergency services to the City.[135] The RCFD currently has four mutual aid agreements and seven automatic aid agreements with various jurisdictions (Various Cities, Fire Districts, March Air Reserve Base, and Native American Bands).[136] Five fire stations under the RCFD provide emergency response services to the City.[137] Station 101 – City of Perris Battalion 1 – is the closest station to the project site, located approximately 2.75 miles northwest of the project site at 105 South F Street. The California Department of Forestry and Fire Protection does not establish target response times for Perris. Since development within the City's boundaries is dispersed and the vacant areas in between existing developments do not have improved roads and

135 City of Perris. 2005. *Draft Environmental Impact Report, City of Perris General Plan 2030, State Clearinghouse # 2004031135*. April 26.
136 City of Perris. 2021. *City of Perris General Plan Safety Element*. November.
137 Ibid.

infrastructure, the majority of the fire and rescue responses within the City of Perris arrive within 4-6 minutes and all responses to calls for emergency services are made within 10 minutes.[138]

Development of the proposed warehouse may incrementally increase the demand for fire protection services through generation of approximately 259 employees working at the site, but not to the degree that the existing fire stations within the City could not meet demand. Project design features incorporated into the structural design and layout of the proposed warehouse would keep service demand increases to a minimum. For example, the project must coordinate with the RCFD during the development review process to identify and mitigate any fire hazards and ensure adequate emergency water flow, fire-resistant design and materials, and early warning systems and evacuation routes, and the proposed project design would be submitted to and approved by the RCFD prior the issuance of building permits. Additionally, as previously discussed, the RCFD maintains four mutual aid and seven automatic aid agreements with various jurisdictions, which allow for the services of nearby fire departments to assist the the RCFD during major emergencies. California Vehicle Code 21806(A)(1) requires all vehicles to yield to emergency vehicles. Since the project would include improvements to area intersections in order to maintain satisfactory level of service (refer to Section 8.0 of the project-specific Traffic Study),[139] the proposed project is not expected to reduce the RCFD's response times.

Planned growth under the General Plan would increase calls for fire protection service in the City. The proposed project is consistent with the site's General Plan land use designation and does not represent unplanned growth given that the project site would be developed consistent with its land use and zoning designations. Furthermore, the project would be required to pay Development Impact Fees (DIFs) used to fund capital costs associated with constructing new public safety structures such as fire stations and purchasing equipment for new public safety structures. Based on the information and analysis above, the construction and operation of the proposed warehouse building, which is consistent with the General Plan and zoning and would be constructed in accordance with applicable policies designed to minimize fires, would not require new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts. Therefore, impacts would be **less than significant,** and mitigation is not required.

Threshold B: Police Protection?

Less than Significant Impact

Discussion of Effects: The Riverside County Sheriff's Department, under contract with the City of Perris and operating as the Perris Police Department (PPD) provides law enforcement services to the City of Perris and other nearby communities. The PPD headquarters is located at 137 North Perris Boulevard, approximately 2.9 miles northwest of the project site.

The PPD's needs regarding the provision of law enforcement services and associated facilities are measured by service area population, or the number of residents and workers within the City's

138 City of Perris. 2005. Draft Environmental Impact Report, City of Perris General Plan 2030, State Clearinghouse # 2004031135. April 26.

139 LSA. *Traffic Study, Mapes and Trumble Industrial Facility project (PLN22-05023), City of Perris, Riverside County, California.* Section 8.0. December 2022. (Appendix E).

service area, which reasonably predicts the need for police facilities. The Riverside County Sheriff's Department and the PPD use a staffing standard of one officer per 1,000 residents. PPD response times vary by time of day and priority of the call. As the population in Perris increases, additional police officers will be needed. The PPD does not have established thresholds for the need for additional police facilities, such as a new station and the need for additional police stations and facilities is determined on an as needed basis.[140]

As previously discussed, planned growth under the General Plan would increase calls for police protection service in the City. The project is consistent with the site's General Plan land use designation and does not represent unplanned growth. The project could result in an incremental increase in the demand for police protection services; however, because the proposed land use would be similar to surrounding uses it is not anticipated that any incremental increase would be significant. To prevent crime, adequate lighting would be installed throughout the surface parking lots, along on-site pedestrian pathways, and along the project frontages of Mapes Road, Trumble Road, and Exceed Road. Additionally, the warehouse building would have security lighting located on the building façades.

Funding for new police facilities commensurate with the increased demand for services in the City would be provided from capital improvement fees levied on new development. These DIFs are one-time charges applied to new development and are imposed to raise revenue for the construction or expansion of capital facilities such as police stations located outside of project boundaries of a new development that benefit the area. DIFs enable the City to collect fair-share fees from new development projects to fund new infrastructure and services, including police services. DIFs are collected for specific infrastructure needs and are deposited into reserved accounts representing these requirements. The PPD would continue to provide services to the project site and would not require additional officers to serve the project. The project would be designed and operated per applicable standards required by the City for new development with regard to public safety. The project would be required to pay DIFs used to fund capital costs associated with constructing new public safety structures and purchasing equipment for new public safety structures. The construction of new or expanded police facilities would not be required. Therefore, the proposed project would not result in a substantial adverse impact associated with the provision of additional police facilities or services and impacts to police services represent a **less-than-significant impact**.

Threshold C: Schools?

Less than Significant Impact

Discussion of Effects: The proposed project would generate approximately 259 employees, but it does not include housing; therefore, no direct increase in the number of school-age students is expected. California Government Code (Section 65995[b]) establishes the base amount of allowable developer fees imposed by school districts. These base amounts are commonly referred to as "Level 1 fees" and are subject to inflation adjustment every two years. School districts are placed into a specific "level" based on school impact fee amounts that are imposed on the development. With the adoption of Senate Bill 50 and Proposition 1A in 1998, schools meeting certain criteria can now

[140] Ibid.

adopt Level 2 and 3 developer fees. The amount of fees that can be charged over the Level 1 amount is determined by the district's total facilities needs and the availability of State matching funds. If there is State facility funding available, districts are able to charge fees equal to 50 percent of their total facility costs, termed "Level 2" fees. If, however, there are no State funds available, "Level 3" fees may be imposed for the full cost of their facility needs.[141]

Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed … are hereby deemed to be full and complete mitigation of the impacts … on the provision of adequate school facilities." The project proponent would be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620. Through payment of development fees, there would be a **less than significant impact** related to school services. Mitigation is not required.

Threshold D: Parks?

Less than Significant Impact

Discussion of Effects: Please refer to Section 3.16 below.

Threshold E: Other Public Facilities, including Libraries?

Less than Significant Impact

Discussion of Effects: The type of use of the proposed project (industrial warehouse) would not generate a direct permanent population increase in the City that would require access to public facilities, including the City's library located at 163 East San Jacinto Avenue. Even if any of the approximately 259 employees anticipated by the project would require access to public facilities, the project is consistent with the General Plan land use designation and zoning of the site; therefore, the projected increase in population (through employment generation) would be consistent with planned population growth in the City. This minimal increase in population would incrementally increase the need for a number of public services, including those listed above, and others such as libraries and City administrative facilities. In the same manner for those facilities, the project would be required to pay DIFs used to fund capital costs associated with constructing new public facility structures and purchasing equipment for new public facilities, including libraries.

Based on the information and analysis provided above, the incremental and planned increase of employment by the project is not expected to result in the need to construct or expand other public facilities, including libraries. Therefore, impacts would be **less than significant,** and mitigation is not required.

[141] California State Legislature, Legislative Analyst's Office. *An Evaluation of the School Facility Fee Affordable Housing Assistance Programs*, January 2001. http://www.lao.ca.gov/2001/011701_school_facility_fee.html (accessed August 2022).

3.18 RECREATION

Would the Project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Threshold 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

Discussion of Effects: The City maintains a performance standard of 5 acres for every 1,000 residents[142] The City of Perris has 175 acres of parkland within 17 total parks available for residents to use.[143] Based on the current population of 78,700 persons,[144] the City current has a deficiency in Parkland acreage when compared to the adopted performance standard. Although the project-generated 259 employees could elect to utilize the City's park facilities, the project would not involve the addition of any housing units that would permanently increase the City's population, and it is speculative to assume the number of employees who would reside in the City. The closest public parks to the project site are Eller Park in Menifee, located approximately one mile southeast of the project site, and Goetz Park, located approximately 2 miles west from the project site. Eller Park includes 5 public acres with a play structure, lighted ball field, basketball courts & picnic tables. Goetz Park features a baseball diamond, basketball court, and a skatepark. Additionally, there is a privately-owned recreational facility known as Big League Dreams Perris sports park located northeast of the project site which offers baseball fields, batting cages, indoor soccer field, and a playground. The proposed project would be required to pay applicable development fees to offset impacts from deterioration to parks and recreation facilities in the City. Therefore, development of the project would not create a significant increase in the use of existing neighborhood, regional parks, or other recreational facilities. Impacts would be **less than significant,** and mitigation is not required.

142 City of Perris. 2005. *City of Perris Parks and Recreation Master Plan*. August 30.
143 City of Perris. 2015. *City of Perris General Plan Healthy Community Element*. June 9.
144 US Census Bureau. 2020. *QuickFacts, Perris city, California.* Website: https://www.census.gov/quickfacts/perriscitycalifornia (accessed August 2022).

Threshold B: Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact

Discussion of Effects: The proposed project is consistent with the City General Plan land use designation, zoning designation, and City growth projections. Although the project-generated 259 employees may use nearby recreational facilities, construction of the proposed industrial warehouse building would not result in a substantial increase in the use of parks or other recreational facilities, and the proposed project would not require the construction or expansion of existing recreational facilities. Impacts would be **less than significant,** and mitigation is not required.

3.19 TRANSPORTATION AND TRAFFIC

Would the Project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, Subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

The analysis in this section is based in part on the project-specific Traffic Study, Mapes and Trumble Industrial Facility Project (PLN22-05023), City of Perris, Riverside County, California. (Appendix E).[145]

Threshold A: Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact

Discussion of Effects: This section discusses potential impacts to the circulation system, transit system, bicycle system, and pedestrian facilities.

3.19.1.1 Traffic Circulation System

The project would include dedication of approximately 9 feet of right-of-way along the site's northern frontage with Mapes Road, buildout of the ultimate full width of Mapes Road (78 feet/56 feet) in accordance with the City's General Plan designation for a Major Collector Street, completion of the cul-de-sac at the western terminus of the roadway, and construction of curb, gutter, sidewalk, street trees, and streetlights along the northern frontage of the site. Additionally, the project would include dedication of approximately 27 feet of right-of-way along the project site's eastern frontage with Trumble Road along APN 329-020-034 and one foot of right-of-way for Trumble Road along APN 329-020-044. Trumble Road would be built out to the ultimate full width (94 feet/64 feet with 12-foot painted median) in accordance with the City's General Plan designation for a Secondary Arterial Street and include construction of curb, gutter, sidewalk, street trees, and streetlights along the eastern frontage of the site. The project would include adequate dedication along Exceed Road

[145] LSA. *Traffic Study, Mapes and Trumble Industrial Facility project (PLN22-05023), City of Perris, Riverside County, California.* Table 5-A. December 2022. (Appendix E).

in order to construct an offset cul-de-sac at the western terminus of the roadway. The project would include buildout of the ultimate full width of Exceed Road (60 feet/40 feet) in accordance with the City's General Plan designation for a Local Road and construction of curb, gutter, sidewalk, street trees, and streetlights along the southern frontage of the site along this roadway. Additionally, the project also would interconnect to existing sewer, water, gas, and telecommunications utilities within the Mapes Road and Trumble Road rights-of-way.

Accordingly, implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the traffic circulation system, and this impact would be **less than significant**. No mitigation would be required.

3.19.1.2 Pedestrian System

There are no sidewalks along the project site's northern frontage with Mapes Road or southern frontage with Exceed Road. In the project vicinity, sidewalks exist along Trumble Road adjacent to the east. Generally, pedestrian facilities in proximity to the project site are fragmented and do not facilitate adequate pedestrian access from the site to neighboring recreational land uses such as the Big League Dreams Perris sports park.

The project includes frontage improvements along Mapes Road, Exceed Road, and Trumble Road to include curb and gutter, sidewalks, street trees, and lighting that would facilitate pedestrian access from the site to the neighboring recreational land uses such as the Big League Dreams Perris sports park northeast of the site. Development of the project therefore would reduce the existing pedestrian system gap in the project vicinity. Accordingly, implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the pedestrian system and this impact would be **less than significant**. No mitigation measures would be required.

3.19.1.3 Transit Services

The Riverside Transit Agency's Route 28 bus stop near the intersection of CA-74 and Trumble Road approximately 0.4 mile south of the project site provides transit service in the project vicinity. By introducing new employment opportunities on an underutilized property in proximity to an existing bus stop, the project would facilitate increased transit mobility in the project vicinity. The proposed project would be site specific and would not require new transit stops or the significant relocation of existing transit stops. Implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the transit services system and this impact would be **less than significant**. No mitigation measures would be required.

3.19.1.4 Bicycle Facilities

Class 3 bike routes are present along nearby major corridors such as Trumble Road and Mapes Road adjacent to the project site. The project would include dedication of approximately 9 feet of right-of-way along the site's northern frontage with Mapes Road, buildout of the ultimate full width of Mapes Road (78 feet/56 feet) in accordance with the City's General Plan designation for a Major Collector Street, completion of the cul-de-sac at the western terminus of the roadway, and construction of curb, gutter, sidewalk, street trees, and streetlights along the northern frontage of the site. Additionally, the project would include dedication of approximately 27 feet of right-of-way

along the project site's eastern frontage with Trumble Road along APN 329-020-034 and one foot of right-of-way for Trumble Road along APN 329-020-044. Trumble Road would be built out to the ultimate full width (94 feet/64 feet with a 12-foot painted median) in accordance with the City's General Plan designation for a Secondary Arterial Street and include construction of curb, gutter, sidewalk, street trees, and streetlights along the eastern frontage of the site. The project would include adequate dedication along Exceed Road in order to construct an offset cul-de-sac at the western terminus of the roadway. The project would include buildout of the ultimate full width of Exceed Road (60 feet/40 feet) in accordance with the City's General Plan designation for a Local Road and construction of curb, gutter, sidewalk, street trees, and streetlights along the southern frontage of the site along this roadway. These improvements would provide additional road width for vehicles and bicycles to co-operate and connect to regional bicycle infrastructure. Implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the City's bicycle facilities system and this impact would be **less than significant**. No mitigation measures would be required.

Threshold B: Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

Less than Significant Impact

Discussion of Effect: *State CEQA Guidelines* Section 15064.3, subdivision (b) establishes "vehicle miles traveled" criteria in lieu of LOS for analyzing transportation impacts and was signed into law as Senate Bill (SB) 743 in 2013.

The *City of Perris Transportation Impact Analysis Guidelines for CEQA* (*VMT Guidelines*), dated May 2020[146] include project screening criteria, Vehicle Miles Traveled (VMT) analysis methodologies, VMT metrics and thresholds, and potential VMT mitigation for projects under the City's jurisdiction. Per the *VMT Guidelines*, the proposed industrial project is not located within a Transit Priority Area, is not a low trip generator, does not constitute affordable housing or a locally-serving land use, and is not located in a low VMT area. Therefore, a full VMT analysis was conducted to determine if the project could have a significant impact related to the generation of VMT.

The project is within the Riverside County Model, version 3.0 (RIVCOM) Traffic Analysis Zone (TAZ) 1847. The RIVCOM model was used to calculate the project and Citywide VMT per service population.[147] The project VMT per service population under base year is 26.2, which is 19.17 percent lower than the Citywide VMT per service population of 32.4 for the base year, and the project VMT per service population under future year is 23.5, which is 27.71 percent lower than the Citywide VMT per service population of 32.4 for the base year.[148] Accordingly, the proposed project would not conflict or be inconsistent with *State CEQA Guidelines* Section15064.3, subdivision (b). Impacts would be **less than significant**, and mitigation is not required.

146 City of Perris. *Draft City of Perris Transportation Impact Analysis Guidelines for CEQA.* May 2020.

147 The VMT Guidelines recommends comparing the project generated VMT per service population for both the base and future year with the City's threshold of significance to identify potential VMT impacts. The VMT Guidelines also establishes City of Perris Base year VMT per service population as the significance threshold for both base and future year

148 LSA Associates, Inc. *Traffic Study, Mapes and Trumble Industrial Facility Project (PLN22-05023). City of Perris, Riverside County, California.* Table 9-A and Table 9-B. December 2022. (Appendix E).

Threshold 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

Discussion of Effects: Roadway improvements in and around the project site would be designed and constructed to satisfy all City requirements for street widths, corner radii, intersection control, as well as incorporate design standards tailored specifically to site access requirements pursuant to Section 19.44.080 (site and architectural design guidelines) of the City Municipal Code. Passenger vehicle and pedestrian access to the project site would be provided by an ingress/egress driveway and sidewalk at the western terminus of Mapes Road and another ingress/egress driveway and sidewalk off Mapes Road near the intersection with Trumble Road. An additional passenger vehicle driveway with sidewalk would be constructed along Trumble Road between Mapes Road and Exceed Road. Freight truck access would occur only along Exceed Road via an improved cul-de-sac with two ingress/egress driveways to be used only by trucks to access the warehouse loading docks and a separate trailer parking area to the south of the warehouse building. An on-site drive aisle along the east, west, and north of the warehouse building would connect the driveways with the passenger vehicle parking areas and offices on the east and west sides of the warehouse and would facilitate internal access to freight loading docks and trailer parking areas proposed on the south side of the warehouse. Additionally, the on-site drive aisle would serve as an emergency fire lane to ensure adequate access for first responders to an emergency. Entrances and exits to and from parking and loading facilities would be marked clearly with appropriate directional signage where multiple access points are provided. All site access points and driveway aprons are designed and would be constructed to adequate widths for public safety pursuant to the California Fire Code and City Municipal Code Section 19.44.080(b)(5) and (6).

Off site, the project would dedicate and widen Mapes Road to the ultimate full width (78 feet/56 feet) in accordance with the City's General Plan designation for a Major Collector Street and include completion of the cul-de-sac at the western terminus of the roadway and construction of curb, gutter, sidewalk, street trees, and streetlights along the northern frontage of the site. The proposed project would dedicate and widen Trumble Road to the ultimate full width (94 feet/64 feet with 12-foot painted median) in accordance with the City's General Plan designation for a Secondary Arterial Street and include construction of curb, gutter, sidewalk, street trees, and streetlights along the eastern frontage of the site. Additionally, the project would include dedication along Exceed Road in order to construct an offset cul-de-sac at the western terminus of the roadway as well as full buildout of the ultimate full width of Exceed Road (60 feet/40 feet) in accordance with the City's General Plan designation for a Local Road and construction of curb, gutter, sidewalk, street trees, and streetlights along the southern frontage of the site along this roadway.

The City, at final plan check, would ensure that all improvements associated with the project are consistent with California Fire Code and City Municipal Code standards and requirements; adherence to these standards and requirements would ensure the proposed development would not include any sharp curves or dangerous intersections. Therefore, no substantial increase in hazards due to a design feature would occur. Impacts are **less than significant,** and mitigation is not required.

Threshold D: Would the Project result in inadequate emergency access?

Less than Significant Impact

Discussion of Effects:

Construction. Construction activities that may temporarily restrict vehicular traffic would be required to implement appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Typical City requirements include prior notification of any lane or road closures with sufficient signage before and during any closures, flag crews with radio communication when necessary to coordinate traffic flow, etc. The project proponent would be required to comply with these requirements, which would maintain emergency access and allow for evacuation if needed during construction activities. Compliance with these requirements would ensure that short-term impacts to circulation system operations affecting emergency access and evacuation are **less than significant.** Mitigation is not required.

Operation. Access to and from the project site for passenger vehicles would be available via two entry/exit points along Mapes Road and one along Trumble Road. Freight truck access would occur only along Exceed Road via an improved cul-de-sac with two ingress/egress driveways to be used only by trucks to access the warehouse loading docks and a separate trailer parking area to the south of the warehouse building. An on-site drive aisle along the east, west, and north of the warehouse building would connect the driveways with the passenger vehicle parking areas and offices on the east and west sides of the warehouse and would facilitate internal access to freight loading docks and trailer parking areas proposed on the south side of the warehouse. Additionally, the on-site drive aisle would serve as an emergency fire lane to ensure adequate access for first responders to an emergency. All site access points and driveway aprons are designed and would be constructed to adequate widths for public safety and emergency access pursuant to the California Fire Code and City Municipal Code Section 19.44.080(b)(5) and (6).

Implementation of the proposed project would increase the number of trucks operating near the site and would generate an increase in the amount and volume of traffic on local and regional roadway networks. In accordance with the California Fire Code, the project proponent is required to design, construct, and maintain structures, roadways, and facilities to maintain appropriate emergency/evacuation access to and from the project site as codified in Section No. 16.08.058 of the City Municipal Code.

Ultimate [full-width] buildout of Mapes Road, Trumble Road, and Exceed Road would be a cooperative effort between the project proponent, the City, and other developers proposing separate projects anticipated to utilize these roadways. These improvements would be subject to compliance with the City Municipal Code sections specified above and would be reviewed by the Riverside County Fire Department and Perris Police Department through the City's general development review process. Proper site design and compliance with standard and emergency City access requirements would allow for evacuation if necessary during ongoing warehouse operations. This would ensure that long-term impacts related to circulation system operations affecting emergency access and evacuation are **less than significant.** Mitigation is not required.

3.20 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:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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)?	☐	☒	☐	☐
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

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:

Threshold 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)?

And

Threshold 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant with Mitigation Incorporated

Discussion of Effects: The term "California Native American tribe" is defined as "a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the Native American Heritage Commission (NAHC)."

Chapter 532, Statutes of 2014 (i.e., Assembly Bill 52), requires Lead Agencies to evaluate a project's potential to affect "tribal cultural resources." Such resources include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." Assembly Bill (AB) 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource."

CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) is listed in a local register of historical resources as defined in PRC Section5020.1(k); (3) is identified as significant in a historical resource survey meeting the requirements of PRC Section5024.1(g); or (4) is determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5[a]).

"Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

A resource may be listed as a historical resource in the California Register of Historical Resources if it meets any of the following National Register of Historic Places criteria as defined in PRC Section 5024.1(C):

a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

b. Is associated with the lives of persons important in our past.

c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

d. Has yielded, or may be likely to yield, information important in prehistory or history.

A "substantial adverse change" to a historical resource, according to PRC Section 5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

State CEQA Guidelines do not preclude identification of historical resources as defined in Public Resources Code Sections 5020.1(j) or 5024.1. Pursuant to *State CEQA Guidelines* Section 15064.5[c][4], if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study, but they need not be considered further in the CEQA process.

Per AB 52 (specifically California Public Resources Code 21080.3.1), Native American consultation is required upon request by interested California Native American tribes that have previously requested that the City provide them with notice of such projects. The City sent out consultation

letters to interested Native American tribes and received a request for consultation from the Pechanga Band of Luiseño Indians (Pechanga). As part of this process, the City prescribed **Mitigation Measures TCR-1** and **TCR-2** (detailed in Section 3.7 above) to address impacts to tribal cultural resources. Consultation between the City of Perris and Pechanga commenced on February 9, 2023 and is ongoing.

Upon implementation of **Mitigation Measures TCR-1** and **TCR-2**, the project would include provisions for Native American monitoring of ground-disturbing activities and would be conditioned to cease excavation or construction activities if tribal cultural or archaeological resources are identified during execution. These measures would ensure further consultation with Pechanga for the appropriate treatment of Tribal Cultural Resources. Therefore, impacts to Tribal Cultural Resources would be reduced to **less than significant with mitigation incorporated**.

3.21 UTILITIES AND SERVICE SYSTEMS

Would the Project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, State, and local management reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Threshold A: Would the Project require or result in the relocation or construction of new or expanded water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?

Less than Significant Impact

Discussion of Effects: Construction and expansion of water, drainage, electric, gas, and telecommunications facilities is described in Section 2.3.6. The Eastern Municipal Water District (EMWD) provides water and sewer service to the City of Perris and project area, SoCalGas provides natural gas to the project City, Southern California Edison (SCE) provides electricity to the City, and AT&T/Frontier Communications provides telephone and cable service to the project area. The proposed project would result in the installation and expansion of sewer, water, electrical, gas, and telecommunications within the Mapes Road and Trumble Road rights-of-way for interconnection to the project site. The project also would include the expansion of storm drain and catch basin facilities at the southwest corner of Mapes Road and Trumble Road. The approval of drainage features and other utility improvements occurs through the building plan check process. As part of this process, all project-related drainage features and utility infrastructure would be required to comply with City Municipal Code Chapter 14 (Water and Sewage), as well as SARWQCB standards.

On-site project-related drainage features would be designed, installed, and maintained per City MS4 standards and the requirements identified in the Final WQMP per **Regulatory Compliance Measure HYD-2** (refer to Section 3.10, Threshold A).

All proposed improvements and interconnection to drainage, electric power, water, and wastewater facilities would be installed simultaneously with finish grading activities and required roadway improvements (Mapes Road, Trumble Road, and Exceed Road) for the project. The areas of potential impact from drainage and utility infrastructure improvements are included in the analytical footprint of this Initial Study and associated technical studies, and impacts are mitigated where necessary to less than significant levels. As a result, interconnection to the existing utilities in the project vicinity would not result in substantial disturbance to native habitat or soils, or to the operation of existing roadways and utilities. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project's construction and operational footprints, and therefore already identified, disclosed, and subject to all applicable mitigation measures, as well as local, State, and federal regulations, as part of this Initial Study. Therefore, impacts related to construction or relocation of utilities would be **less than significant**. Mitigation is not required.

Threshold 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

Discussion of Effects: The EMWD supplies water to the City of Perris and the project area. The City of Perris Water District supplies water it purchases from the EMWD to a small portion of the City located in and around Downtown Perris, which does not include the project site.[149] The 2020 Urban Water Management Plan (UWMP) indicates that the EMWD uses local and imported water to supply potable and non-potable water within its jurisdictional boundary.[150] The EMWD produces potable groundwater from two management plan areas within the San Jacinto Groundwater Basin, including the West San Jacinto Groundwater Basin Management Plan area and the Hemet/San Jacinto Groundwater Management Plan area.

The EMWD imports approximately half of its water supply from the Metropolitan Water District, which projects it would have adequate supply to meet demand of all of its member agencies through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions.[151] Through a combination of locally-sourced groundwater in conjunction with imported water from the Metropolitan Water District, the EMWD anticipates that there would be sufficient water supplies to meet demand through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions.[152] The EMWD models each scenario based on the land use and zoning designations of each local jurisdiction it serves. As such, the proposed project within the City of Perris is already accounted for in the water (groundwater) supply and demand scenarios determined by EMWD. Furthermore, the EMWD does not currently identify "threats to its groundwater supply that cannot

149 City of Perris. 2005. *City of Perris General Plan EIR*. Page IV-229. (accessed April 11, 2022).
150 Eastern Municipal Water District. *2020 Urban Water Management Plan.* Page E-2. July 1, 2021.
151 *Ibid.* Page 7-2.
152 *Ibid.* Page 7-7, Page 7-8, and Page 7-9.

be mitigated by treatment or blending, and the EMWD does not anticipate a significant loss of supply due to water quality issues."[153] Sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be **less than significant** and mitigation is not required.

Threshold 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

Discussion of Effects: The project site is within the sewer service area of the EMWD. The EMWD provides wastewater services to approximately 239,000 customers and treats approximately 46 million gallons of wastewater every day at its five regional water reclamation facilities through 1,810 miles of sewer pipelines.[154] The project site would connect to EMWD trunk line sewers that convey sewage to the 300-acre Perris Valley Regional Water Reclamation Facility (PVRWRF) located south of Case Road and west of the Interstate 215 Freeway.[155] Operational discharge flows treated by the EMWD would be required to comply with waste discharge requirements for that facility. The PVRWRF typically treats approximately 15.5 million gallons of wastewater per day (mgd), about 70 percent of its 22 mgd capacity, and 15.5 percent of its 100 mgd ultimate capacity.[156]

Planned growth under the General Plan would increase demand for wastewater treatment at the PVRWRF. The proposed project is consistent with the site's General Plan land use designation and does not represent unplanned growth given that the project site would be developed consistent with its land use and zoning designations. Therefore, it can be assumed that the City has sufficient capacity to serve the proposed project. Additionally, the proposed project would be required to obtain an industrial waste disposal permit from the City per Article V of Chapter 14.24 of the City's Municipal Code, which would include review of the size of the industrial operation producing the wastewater, the quantity and characteristics of the wastewater, and plans for any pretreatment facilities designed to prevent discharge of improper materials into the sewer, as applicable. As sufficient surplus treatment capacity is available, and because the proposed project would require an industrial wastewater permit from the City, impacts would be **less than significant** and mitigation is not required.

Threshold D: Would the proposed Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact

153 *Ibid.* Page 7-4.

154 Eastern Municipal Water District. *Wastewater Service.* Website: https://www.emwd.org/wastewater-service (accessed September 2022).

155 City of Perris. 2005. Draft Environmental Impact Report, City of Perris General Plan 2030, State Clearinghouse # 2004031135. April 26.

156 Eastern Municipal Water District. 2021. *Perris Valley Regional Water Reclamation Facility*. January. Website: https://www.emwd.org/sites/main/files/file-attachments/pvrwrffactsheet.pdf?1620227213 (accessed September 2022).

Discussion of Effects: Solid waste collection is a "demand-responsive" service, and current service levels can be expanded and funded through user fees. Solid waste from the proposed project would be hauled by CR&R Disposal and transferred to the Perris Materials Recovery Facility. From the Perris Materials Recovery Facility, the non-recyclable material would be transferred to either the El Sobrante Landfill in Corona or the Badlands Sanitary Landfill in Moreno Valley.[157] El Sobrante Landfill has a daily throughput of 16,054 tons per day with a remaining capacity of 143,977,170 cubic yards and an anticipated ceased operation date of 2051.[158] Badlands Sanitary Landfill has a daily throughput of 4,800 tons per day with a remaining capacity of 7,800,000 cubic yards and an anticipated ceased operation date of 2026.[159]

Based on a generation rate of 11.9 pounds per employee per day (259 employees),[160] the project would generate approximately 3,082.1 pounds of solid waste per day.[161] This amount is equivalent to 0.01 percent and 0.3 percent of the daily throughput at the El Sobrante Landfill and Badlands Sanitary Landfill, respectively. The El Sobrante and Badlands Sanitary Landfills have adequate capacity to serve the proposed project. As adequate daily surplus capacity exists at the receiving landfills, and the project would comply with local and State waste reduction strategies, the project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. Impacts would be **less than significant** and mitigation is not required.

Threshold E: Would the Project comply with federal, State, and local management reduction statutes and regulations related to solid waste?

Less than Significant Impact

Discussion of Effects: The project tenant(s) is/are required to coordinate with CR&R Disposal which would collect solid waste from the site and transfer the solid waste to the Perris Materials Recovery Facility. The Perris Materials Recovery Facility would sort the solid waste into recyclable and non-recyclable waste and would transfer the non-recyclable waste to El Sobrante Landfill and Badlands Sanitary Landfill for disposal. All development within the City, including the proposed project, is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other local, State, and federal solid waste disposal standards. Therefore, the proposed project would comply with applicable federal, State, and local statutes and regulations related to solid waste. Impacts would be **less than significant** and mitigation is not required.

157 City of Perris. 2005. Op. cit.

158 California Department of Resources Recycling and Recovery (CalRecycle). SWIS *Facility/Site Activity Details, El Sobrante Landfill (33-AA-02178)*. Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402 (accessed September 2022).

159 CalRecycle. *SWIS Facility/Site Activity Details, Badlands Sanitary Landfill (33-AA-0006)*. Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367 (accessed September 2022).

160 California Department of Resources Recycling and Recovery (CalRecycle). California's 2017 Per Capita Disposal Rate Estimate. Website: https://www.calrecycle.ca.gov/lgcentral/goalmeasure/disposalrate/mostrecent/ (accessed September 2022).

161 11.9 pounds per employee per day × 259 employees = 3,082.1 pounds of solid waste per day.

3.22 WILDFIRE

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the Project, due to slope and/or prevailing winds, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Threshold A: If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Threshold B: If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the Project, due to slope and/or prevailing winds, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Threshold C: If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Threshold D: If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes?

No Impact

Discussion of Effect: According to the California Department of Forestry and Fire Protection (CALFIRE), the project site is not located within a wildfire State Responsibility Area[162], nor is the site classified as a Very High Fire Hazard Severity Zone (VHFHSZ).[163] The nearest VHFHSZ is located approximately 1.5 miles northeast of the site. The project is located in an area that is developed with local roads and regional highways that provide adequate access and departure from the area in the event of an emergency, such as a wildfire. Therefore, no impact would occur, and mitigation is not required.

[162] California Department of Forestry and Fire Protection (CALFIRE). *Fire Hazard Severity Zone Viewer.* Website: https://egis.fire.ca.gov/FHSZ/ (accessed September 2022).

[163] City of Perris. 2022. *City of Perris General Plan Safety Element*. January 25.

3.23 MANDATORY FINDINGS OF SIGNIFICANCE

Would the Project:

Issues:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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 major periods of California history or prehistory?	☐	☒	☐	☐
b) Have possible environmental effects which are individually limited but cumulatively considerable?	☐	☐	☒	☐
c) Have environmental effects that would cause substantial adverse effects on humans either directly or indirectly?	☐	☒	☐	☐

Threshold A: Would the Project 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 major periods of California history or prehistory?

Less than Significant with Mitigation Incorporated

Discussion of Effect: Implementation of **Mitigation Measures TCR-1**, **TCR-2**, and **GEO-2** would ensure that potential impacts to historic, archaeological, tribal, and paleontological sources that could be uncovered during construction activities would be reduced to a less than significant level. Implementation of **Mitigation Measures BIO-1** and **BIO-2** would ensure that potential impacts to rare, threatened, and/or endangered species and nesting birds are reduced to a less than significant level. Therefore, with the incorporation of mitigation measures, development of the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce the habitat of a fish or wildlife species; 3) cause a fish or wildlife species population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history. This impact would be **less than significant with mitigation incorporated**.

Threshold B: Would the Project have possible environmental effects which are individually limited but cumulatively considerable?

Less than Significant Impact

Discussion of Effect: As presented in Sections 3.1 through 3.20, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues.

The proposed project is an industrial development consisting of an approximately 396,000-square-foot warehouse building, of which 12,000 square feet would be designated office space, which is estimated to generate approximately 259 jobs in the City. The City's General Plan *Land Use Element* indicates Planning Area 9 is anticipated to provide opportunities for commercial and business park uses that draw upon a regional market made accessible by the Interstate 215 Freeway.[164] Furthermore, Chapter 19.44, Section 19.44.010(1) of the City's Municipal Code indicates the *BP, Business Park* zone is provided for uses, including warehousing/distribution and large-scale warehousing, generally served by arterial roadways and freeways pursuant to a Conditional Use Permit. As detailed in Section 3.11, Population and Housing above, implementation of the proposed project is consistent with planned growth within the City, and the proposed project would not directly or indirectly induce unplanned growth in the City. Additionally, the project site is located within an urbanized area and would be connected to existing municipal roadways and utility infrastructure.

The proposed project is generally consistent with growth projections of the General Plan and goals and policies of SCAG's Connect SoCal 2020–2045 RTP/SCS (refer to Table 3.8.C). Accordingly, the project is designed to integrate within the City's and region's existing and proposed infrastructure framework, and cumulative overburdening of community infrastructure and service capacity is not expected to occur. Impacts specified throughout this Initial Study are considered project-specific in nature due to the limited scope of direct physical impacts to the environment. Consequently, the Project along with other cumulative projects would result in a **less than significant** cumulative impact with respect to all environmental issues. Mitigation is not required.

Threshold C: Would the Project have environmental effects that would cause substantial adverse effects on humans either directly or indirectly?

Less than Significant with Mitigation Incorporated

Discussion of Effect: In general, impacts to human beings are associated with aesthetics, air quality, greenhouse gas emissions/climate change, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. 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 motorists on Interstate 215, Trumble Road, and Mapes Road, such security lights have the potential to result in glare to motorists. Implementation of mitigation measure **Mitigation Measure AES-1** would ensure that project-specific impacts to nighttime lighting would be **less than significant with mitigation incorporated.**

The South Coast Air Basin is currently designated as a non-attainment area for ozone, PM_{10}, and $PM_{2.5}$. Implementation of the proposed project would not contribute significant amounts of air pollutant emissions on either a short-term or long-term basis. Adherence to SCAQMD dust control

[164] City of Perris. *City of Perris General Plan 2030 Land Use Element.* Page 6. Updated January 3, 2013. Website: https://www.cityofperris.org/departments/development-services/general-plan (accessed April 1, 2022).

measures would further reduce short-term construction air quality impacts, and no project-specific mitigation is required to ensure impacts to air quality would remain less than significant. As shown in Table 3.10-A, the estimated emissions of GHG from project construction and operation would be lower than City of Perris' threshold of 10,000 MT CO2e/year. Therefore, impacts related to the generation of GHG emissions, either directly, indirectly, or cumulatively, that may have a significant impact on the environment would be less than significant.

Construction and development of the project must occur in compliance with applicable provisions of the California Building Code (CBC). State Law requires the design and construction of new structures comply with current CBC requirements, which address general geologic, seismic (including ground shaking), and soil constraints for new buildings. Prior to the issuance of a grading permit, the project proponent would be required to submit detailed grading plans and a site-specific geotechnical investigation of the project prepared in conformance the current CBC and applicable City standards and as codified in **Mitigation Measure GEO-1**. These regulations and conditions require implementation of the recommendations cited in the project-specific Geotechnical Investigation pursuant to the City Municipal Code.

The project-specific Phase I ESA (Appendix G1) did not identify any hazardous materials or recognized environmental conditions on the project site. A Limited Subsurface Investigation (Appendix G2) included on-site soil testing to ensure storm water from off-site land uses flowing into the storm water detention basin on the project site has not resulted in significant contamination for any of the soil samples collected. Any hazardous materials utilized during construction and operation of the project would be regulated by the Riverside County Fire Department and the California Occupational Safety and Health Administration. Additionally, the routine transport, use, and disposal of hazardous materials at the project site during construction and operation would be performed in accordance with the requirements of CCR Title 8, which would minimize potential health hazards for construction workers, landscapers, maintenance personnel, and residents.

Compliance with construction- and operation-phase storm water requirements, as set forth in **Regulatory Compliance Measures HYD-1** and **HYD-2**, would ensure post-development storm water runoff volume would not exceed the existing, pre-developed condition. Therefore, the project would not result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site, or create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Impacts related to hydrology would be **less than significant**.

With the best construction practices identified in Section 3.13, incorporated as conditions of project approval pursuant to the City's Codes, the project would not result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance.

With implementation of **Mitigation Measure GEO-1, Regulatory Compliance Measures HYD-1** and **HYD-2,** and standard conditions of project approval, potential impacts on human beings would be **less than significant with mitigation incorporated.**

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APPENDIX A

AIR QUALITY, ENERGY, AND GREENHOUSE GAS ANALYSIS

APPENDIX B

HEALTH RISK ASSESSMENT

APPENDIX C

BIOLOGICAL RESOURCE ASSESSMENT AND MSHCP CONSISTENCY ANALYSIS

APPENDIX D

PHASE 1 ARCHAEOLOGICAL AND PALEONTOLOGICAL RESOURCES ASSESSMENT

APPENDIX E

TRAFFIC STUDY

APPENDIX F

REPORT OF GEOTECHNICAL INVESTIGATION AND PERCOLATION TESTING

APPENDIX G1

PHASE I ENVIRONMENTAL SITE ASSESSMENT

APPENDIX G2

PHASE II LIMITED SUBSERFACE INVESTIGATION

APPENDIX H1

WATER QUALITY MANAGEMENT PLAN

APPENDIX H2

HYDROLOGY REPORT

APPENDIX H3

CEQA ENVIRONMENTAL CHECKLIST QUESTION X(C) (I, II, AND IV)

APPENDIX I

NOISE AND VIBRATION IMPACT ANALYSIS

APPENDIX J

MITIGATION MONITORING AND REPORTING PROGRAM