



# Mapes Commerce Center Project Initial Study

## Lead Agency:

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

## Project Applicant:

Richland Developers, Inc.  
3161 Michelson Drive, Suite 425  
Irvine, CA 92615

## CEQA Consultant:

**ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.**

2355 Main Street, Suite 100  
Irvine, CA 92614

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**Contents**

**1 INTRODUCTION ..... 1**

1.1 PURPOSE OF THE INITIAL STUDY..... 1

1.2 DOCUMENT ORGANIZATION ..... 2

**2 ENVIRONMENTAL SETTING ..... 3**

2.1 PROJECT LOCATION ..... 3

2.2 EXISTING LAND USES ..... 3

2.3 EXISTING LAND USE AND ZONING ..... 3

2.4 SURROUNDING LAND USES ..... 3

**3 PROJECT DESCRIPTION..... 17**

3.1 PROJECT OVERVIEW ..... 17

3.2 PROJECT FEATURES..... 17

3.3 CONSTRUCTION ..... 19

3.4 OPERATIONS..... 31

3.5 PROJECT OBJECTIVES ..... 31

3.6 DISCRETIONARY ACTION REQUESTED ..... 31

**4 ENVIRONMENTAL CHECKLIST..... 33**

4.1 BACKGROUND ..... 33

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED..... 34

4.3 DETERMINATION: ..... 34

4.4 EVALUATION OF ENVIRONMENTAL IMPACTS..... 36

**5 ENVIRONMENTAL ANALYSIS..... 38**

5.1 AESTHETICS..... 38

5.2 AGRICULTURE AND FOREST RESOURCES ..... 40

5.3 AIR QUALITY ..... 43

5.4 BIOLOGICAL RESOURCES ..... 46

5.5 CULTURAL RESOURCES ..... 49

5.6 ENERGY ..... 51

5.7 GEOLOGY AND SOILS..... 52

5.8 GREENHOUSE GAS EMISSIONS..... 56

5.9 HAZARDS AND HAZARDOUS MATERIALS ..... 57

5.10 HYDROLOGY AND WATER QUALITY..... 60

5.11 LAND USE AND PLANNING..... 63

5.12 MINERAL RESOURCES..... 64

5.13 NOISE..... 65

5.14 POPULATION AND HOUSING..... 67

5.15 PUBLIC SERVICES ..... 68

5.16 RECREATION..... 70

5.17 TRANSPORTATION..... 71

5.18 TRIBAL CULTURAL RESOURCES ..... 73

5.19 UTILITIES AND SERVICE SYSTEMS..... 75

5.20 WILDFIRE ..... 77

5.21 MANDATORY FINDINGS OF SIGNIFICANCE..... 78

**6 REFERENCES..... 80**

**Tables**

TABLE 3-1: PROPOSED BUILDINGS SUMMARY ..... 17

**Figures**

FIGURE 2-1: REGIONAL LOCATION.....5  
 FIGURE 2-2: LOCAL VICINITY.....7  
 FIGURE 2-3: AERIAL .....9  
 FIGURE 2-4: SITE PHOTOS ..... 11  
 FIGURE 2-5: EXISTING GENERAL PLAN DESIGNATION..... 13  
 FIGURE 2-6: EXISTING ZONING DESIGNATION ..... 15  
 FIGURE 3-1: CONCEPTUAL SITE PLAN..... 20  
 FIGURE 3-2: BUILDING 1 ELEVATIONS..... 23  
 FIGURE 3-3: BUILDING 2 ELEVATIONS ..... 25  
 FIGURE 3-4: LANDSCAPE PLAN ..... 27  
 FIGURE 3-5: SEWER ALTERNATIVES..... 27

**ACRONYM LIST**

A-P	Alquist-Priolo Earthquake Fault Zoning Act
AQMP	Air Quality Management Plan
AB	Assembly Bill
APN	Assessor’s Parcel Numbers
BMPs	Best Management Practices
CARB	California Air Resources Board
CBC	California Building Code
CDPH	California Department of Public Health
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
dBA	A-weighted decibel
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
GHG	Greenhouse Gas
GI	General Industrial
GV-SP	Green Valley Specific Plan
I-15	Interstate 15
I-215	Interstate 215
LHMP	Local Hazard Mitigation Plan
LI	Light Industrial
MBTA	Migratory Bird Treaty Act
MSHCP	Multi-Species Habitat Conservation Plan
NAAQS	National Ambient Air Quality Standards
NPDES	National Pollutant Discharge Elimination System
NAHC	Native American Heritage Commission
NOx	Nitrous Oxides
O <sub>3</sub>	Ozone
P	Public
PM	Particulate Matter

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RCFD	Riverside County Fire Department/CalFire
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SR -74	State Route 74
SWPPP	Stormwater Pollution Prevention Plan
TPZ	Timberland Production Zone
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geologic Survey
WQMP	Water Quality Management Plan

# 1 INTRODUCTION

## 1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 et seq.) as amended and approved on December 28, 2018.

Pursuant to CEQA, this Initial Study has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed industrial Project described in greater detail in Section 3.0 below. As required by State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Perris, to determine if a Mitigated Negative Declaration or an Environmental Impact Report is required to evaluate the potential environmental impacts associated with the Project.

This Initial Study informs City of Perris decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the Project. A “significant effect” or “significant impact” on the environment means *“a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project”* (State CEQA Guidelines Section 15382).

Given the Project's broad scope and level of detail, combined with previous analyses and current information about the site and environs, the City's intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Public Resources Code Section 21003.1)
  - Encourage the applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (State CEQA Guidelines Section 15004[b][3])
  - Specify mitigation measures for reasonably foreseeable significant environmental effects and commit the City and applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (State CEQA Guidelines Section 15126.4)
-

## 1.2 DOCUMENT ORGANIZATION

This Initial Study includes the following sections:

### **Section 1. Introduction**

Provides information about CEQA and its requirements for environmental review and explains that an Initial Study was prepared by the City of Perris to evaluate the proposed Project's potential impact to the physical environment, and to determine if an Environmental Impact Report (EIR) is required.

### **Section 2. Environmental Setting**

Provides information about the proposed Project's location.

### **Section 3. Project Description**

Includes a description of the proposed Project's physical features and characteristics.

### **Section 4. Environmental Checklist**

Includes the Environmental Checklist from Appendix G of the State CEQA Guidelines and evaluates the proposed Project's potential to result in significant adverse effects to the physical environment and identifies if an EIR is required, and if one is, what environmental topics need to be analyzed in the EIR.

## 2 ENVIRONMENTAL SETTING

### 2.1 PROJECT LOCATION

The Project site is located in the southern portion of the City of Perris at the northeast intersection of Mapes Road and Goetz Road. The City of Perris is located approximately 24 miles south of Downtown San Bernardino, 35 miles east of Irvine, and 62 miles southeast of Downtown Los Angeles. Regional access to the Project site is provided via Interstate 215 (I-215), located 2.0 miles to the east, and Interstate 15 (I-15), approximately 8.0 miles to the southwest.

The Project site encompasses approximately 37.55 acres and is located north of Mapes Road, east of Goetz Road, south of light industrial uses and undeveloped light industrial land, and west of the Perris Valley Airport. Additionally, the site is located within the Perris USGS 7.5-Minute Quadrangle; Section 5, Township 5 South, Range 3 West, San Bernardino Baseline and Meridian. Regional location and local vicinity maps are provided in Figure 2-1, *Regional Location*, Figure 2-2, *Local Vicinity*, and Figure 2-3, *Aerial*, respectively.

The Project site is identified by Assessor's Parcel Numbers (APN) 330-100-025, 330-100-028, 330-100-029, and 330-100-030.

### 2.2 EXISTING LAND USES

The Project site is comprised of four parcels encompassing 37.55 acres and is currently vacant and undeveloped. Historically, the site had been used for agricultural purposes as early as the 1950s. The site is vegetated by non-native grasses as well as three trees located on the northwest portion of the site. Additionally, a floodway transects the southeastern portion of the site. The Project site's existing conditions are shown in Figure 2-4, *Site Photos*.

### 2.3 EXISTING LAND USE AND ZONING

The 37.55-acre Project site has a General Plan Land Use designation and zoning designation of Light Industrial (LI) and is located in the City's Planning Area 8: Perris Valley Airport/South Perris Industrial, as shown on Figures 2-5, *Existing General Plan Designations*, and 2-6, *Existing Zoning Designations*. "The Perris Valley Airport anchors this Planning Area and is surrounded by industrial land use designations", according to the General Plan and the LI zone allows for "manufacturing, research, warehousing/distributing, assembly of non-hazardous products and materials, [and] retail related to manufacturing" at a FAR of 0.75. Warehouses are a permitted use in the LI zone. Additionally, the Project site is located within the Perris Valley Airport influence area.

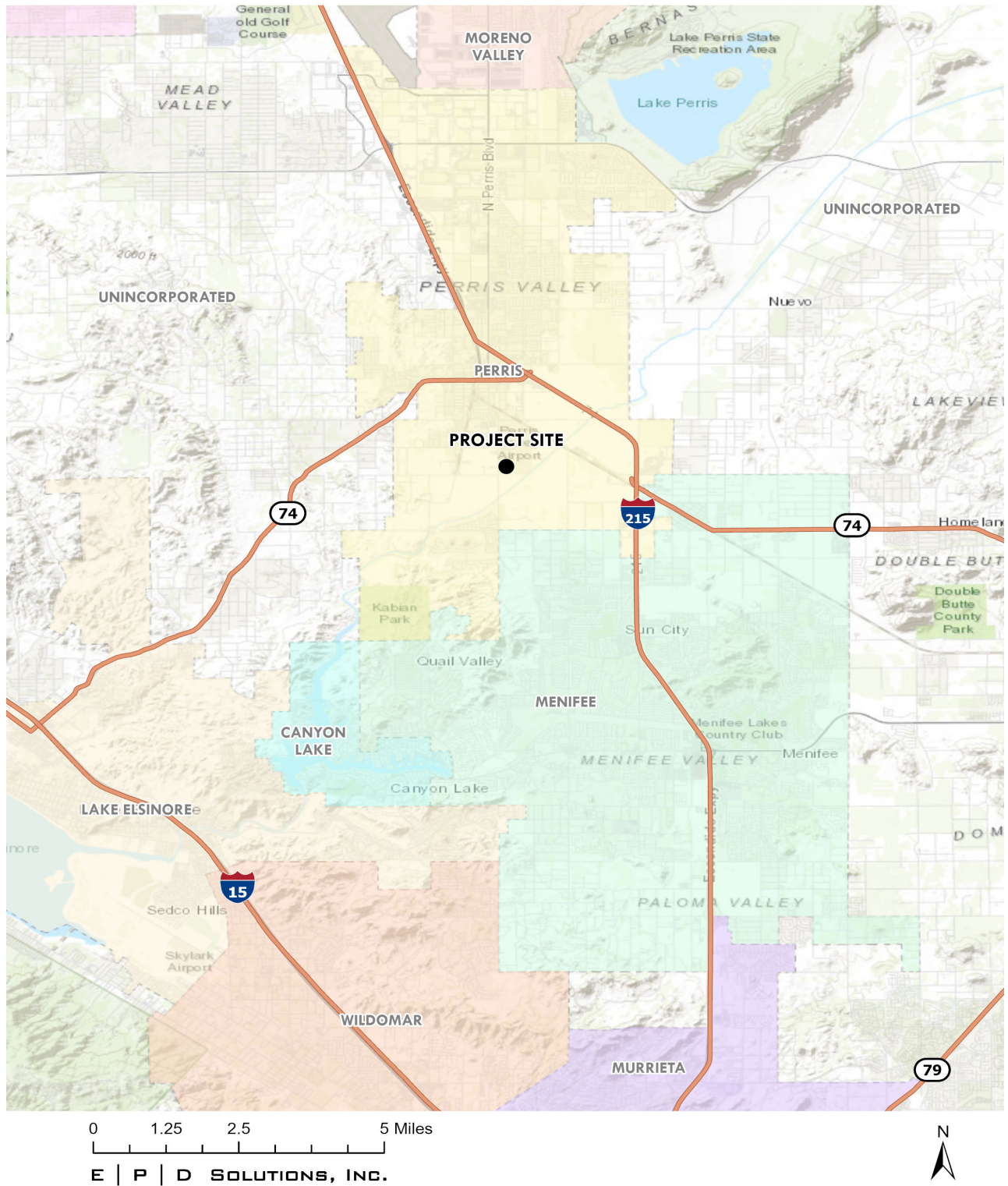
### 2.4 SURROUNDING LAND USES

The surrounding land uses are shown on Figure 2-1, *Regional Location*, and described below.

- **North:** A variety of light industrial uses are located north of the Project site. The westernmost two parcels north of the site are vacant and undeveloped. A chain-link-fence is located along the property lines. Parcels north of the Project site have a General Plan land use designation and Zoning designation of light industrial (LI).

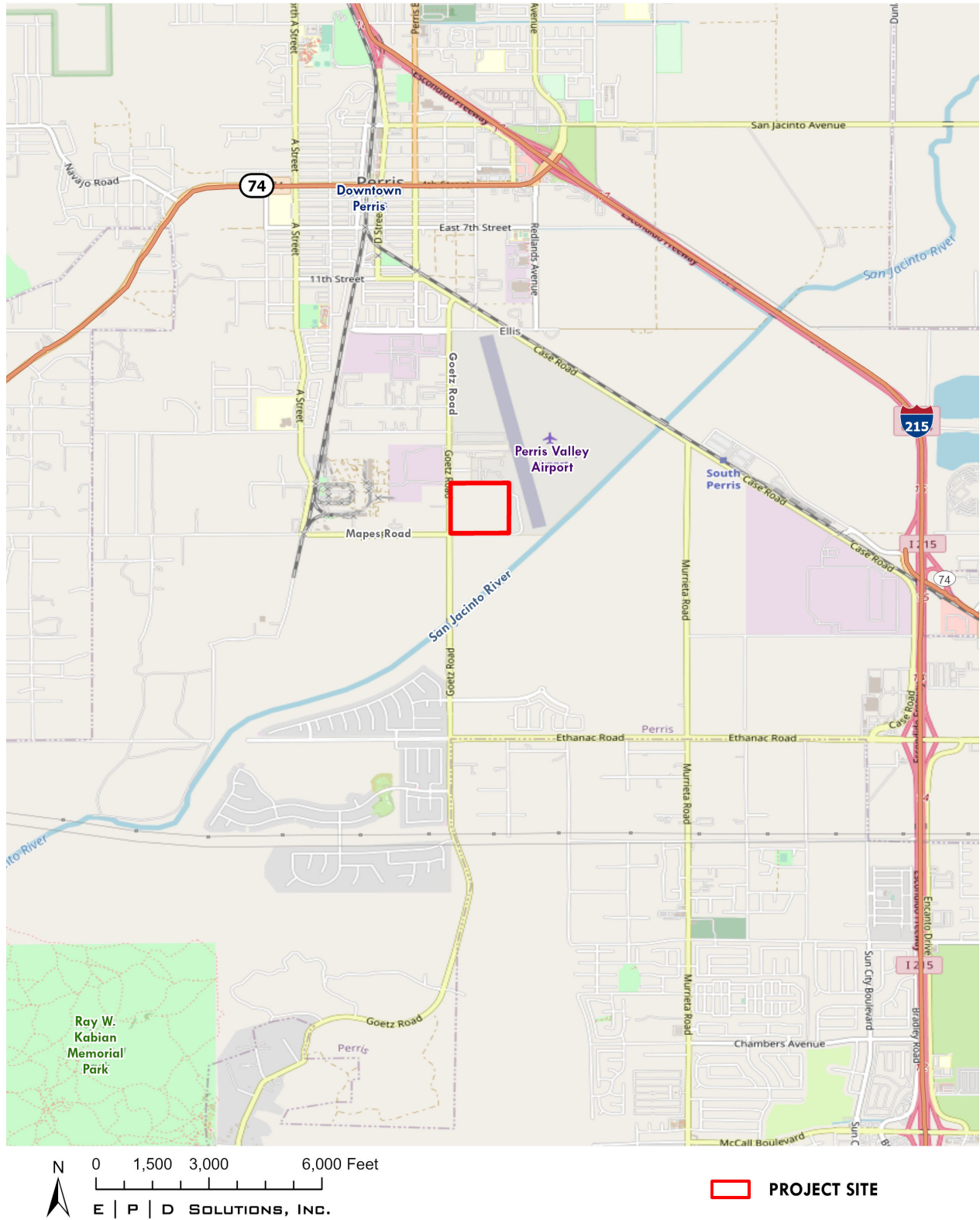
- **West:** Goetz Road followed by a mix of vacant parcels, non-conforming residences, and industrial buildings. Just beyond the parcels to the west of Goetz Road are industrial activities for Oldcastle Infrastructure, a concrete product supplier. Parcels west of the site have a General Plan land use designation and zoning designation of General Industrial (GI).
- **South:** Mapes Road followed by a vacant and undeveloped parcel. The parcel has a General Plan land use designation of Green Valley Specific Plan (GV SP), a zoning designation of Green Valley Specific Plan (GVSP) and is zoned for Industrial uses in the Green Valley Specific Plan.
- **East:** The Perris Valley Airport is located directly east of the site. The parcel to the east of the Project site has a General Plan land use designation and zoning designation of Public (P).

# Regional Location



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# Local Vicinity



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# Aerial



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PROJECT SITE

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## Site Photos



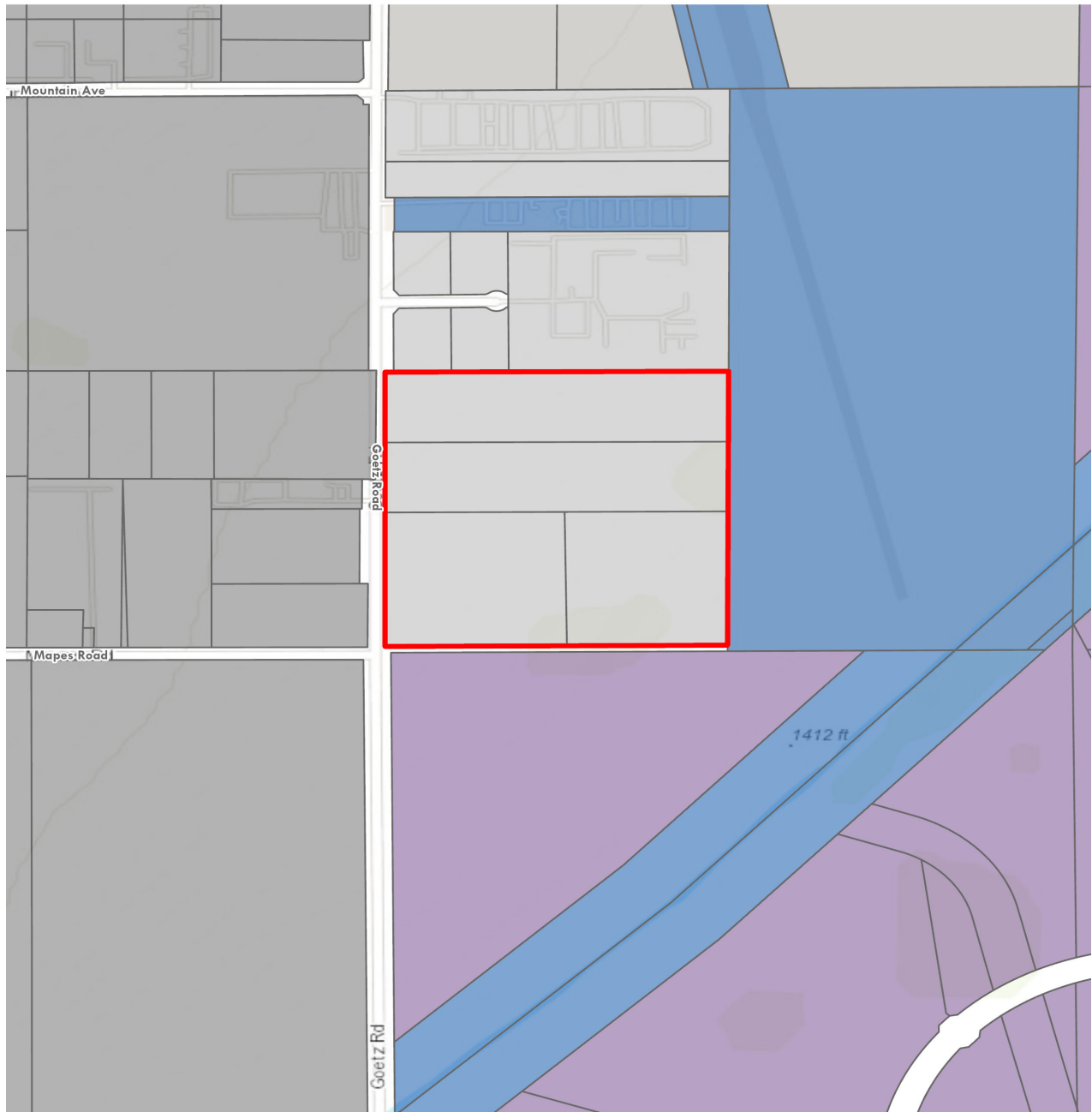
**Views of the southwestern boundary of the Project Site from Mapes Road.**



**Views of the southeastern boundary of the Project Site from Goetz Road.**

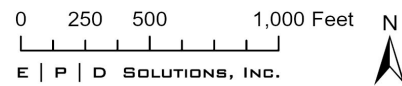
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# Existing General Plan Designations



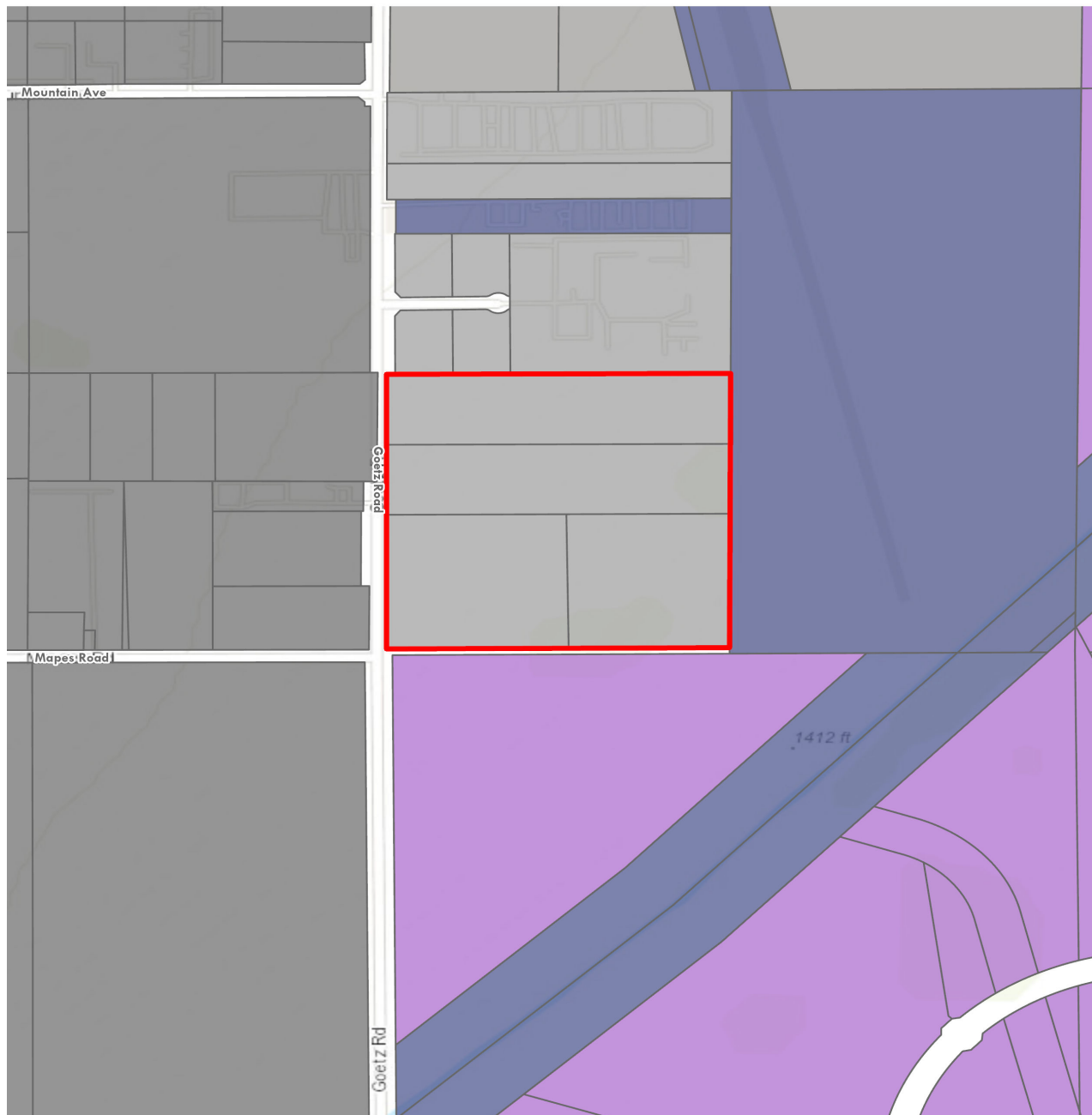
## General Plan Land Use Designation

-  Project Site
-  Public (P)
-  Green Valley Specific Plan (GV-SP)
-  Light Industrial (LI)
-  General Industrial (GI)



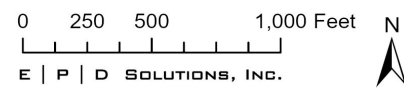
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# Existing Zoning Designations



## Zoning Designation

-  Project Site
-  Public (P)
-  Green Valleu Specific Plan (GV-SP)
-  Light Industrial (LI)
-  General Industrial (GI)



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### 3 PROJECT DESCRIPTION

#### 3.1 PROJECT OVERVIEW

The Mapes Commerce Center Project (Project) would develop 28.9 acres of the 37.55-acre site within the City of Perris with two new light industrial warehouse buildings and related site improvements. The southeast 8.6-acres of the site would remain as open space. The Project includes construction and operation of approximately 648,630 square feet of new building space, including 125,648 square feet of refrigerated storage space, within the two proposed buildings. The Project would be implemented in one development phase. See Figure 3-1, *Conceptual Site Plan*. The Project Applicant is requesting a Development Plan Review and Tentative Parcel Map (TPM) to develop the Project.

#### 3.2 PROJECT FEATURES

##### Development Summary

The Mapes Commerce Center Project would grade the site and construct two new warehouses totaling approximately 648,630 square feet. A majority of the southeast 8.6-acre portion of the site would remain as open space for the existing floodway.

Building 1 would be located in the northern portion of the Project site and would include 492,590 square feet of warehouse space with 5,000 square feet of ground floor office space and 5,000 square feet of mezzanine, as shown in Table 3-1. Approximately 25 percent, or 125,648 square feet, of Building 1 would be operated as refrigerated storage. Additionally, there would be 60 dock doors located on the southern side of Building 1.

Building 2 would be located in the southwest portion of the Project site and would include 136,040 square feet of warehouse space, 5,000 square feet of ground floor office space and 5,000 square feet of mezzanine office space, as shown in Table 3-1. Additionally, Building 2 would include 24 dock doors oriented toward the south. The two buildings would result in a floor area ratio (FAR) of 0.408.

**Table 3-1: Proposed Buildings Summary**

	<b>Building 1</b>	<b>Building 2</b>
<b>Warehouse</b>	492,590 SF	136,040 SF
<b>Office First Floor</b>	5,000 SF	5,000 SF
<b>Office Mezzanine</b>	5,000 SF	5,000 SF
<b>Total Square Footage</b>	502,590 SF	146,040 SF

The proposed buildings would have a maximum height of 49-feet, as allowed per Section 19 of the City of Perris Development Code. Conceptual elevations are shown in Figure 3-2, *Building 1 Elevations*, and Figure 3-3, *Building 2 Elevations*. As proposed, the buildings would require a minimum setback of 20-feet along Mapes Road, and a minimum 30-foot setback along Goetz Road, as allowed per Section 19 of the City of Perris Development Code. No setback would be required along the northern and eastern boundaries of the Project site as allowed per Section 19 of the City of Perris Development Code.

### **Circulation and Parking**

As depicted in Figure 3-1, *Conceptual Site Plan*, Goetz Road is a north-south roadway that is located along the western perimeter of the Project Site. Access to the Project site would be provided from four driveways along Goetz Road and two driveways from Mapes Road with three driveways provided per building. Each building would be accessible via a driveway to the north of the warehouse and two driveways to the south of the warehouse. Trucks would utilize the southern driveways for access to each building. The Project would include gates limiting access to the loading dock and trailer storage areas. Internal circulation would be provided by 26'-40' drive aisles.

The Project would include 422 auto parking stalls and 143 trailer parking stalls. Building 1 would include 309 auto parking stalls that would be located along the northern and eastern end of the warehouse. Building 1 would include 8 handicap accessible parking stalls and 31 electric vehicle parking stalls. Building 1 would include 96 trailer parking stalls to the south of the warehouse in the gated loading dock area.

Building 2 would provide 114 auto parking stalls located to the north of the warehouse. Additionally, Building 2 would provide 5 handicap accessible parking stalls and 13 electric vehicle parking stalls. Building 2 would include 47 trailer parking stalls located to the south of the warehouse in the loading dock area.

### **Landscaping and Fencing**

The proposed Project would include approximately 162,247 square feet of drought tolerant ornamental landscaping that would cover 10.17 percent of the site and 379,450 square feet of natural open space, which would cover approximately 23.79 percent of the site, as shown in Figure 3-4, *Proposed Landscape Plan*. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and ground covers to screen the proposed buildings, infiltration/detention basin, and parking and loading areas from off-site viewpoints. A retaining wall and wrought iron fence is proposed along the southern, eastern, and northern property lines of Building 1 and Building 2. A 14-foot-high concrete screen wall is proposed to the west and south of Building 1 and Building 2's loading dock and trailer parking areas, as shown in Figure 3-1, *Conceptual Site Plan*. A fence is proposed between Buildings 1 and 2 along the property line.

### **Infrastructure Improvements**

#### *Water*

The proposed Project would construct onsite water lines to connect to the existing 12-inch water line in Goetz Road served by the Eastern Municipal Water District (EMWD).

#### *Sewer*

The Project would include one of two alternatives for connecting the Project site to existing EMWD sewer lines in Ethanac Road. Under Alternative 1, the Project applicant would install approximately 5,233 linear feet of new sewer and force main lines in Goetz Road that would connect to the existing EMWD lines in Ethanac Road. Under Alternative 2, the Project applicant would install approximately 10,800 linear feet of new sewer and force main lines from Goetz Road, west on Mapes Road, southwest on S. A Street, west on S. Watson Road, south on River Road, and east on the Ethanac Road right-of-way to the existing EMWD lines in Ethanac Road. Both alternatives would utilize a sewer lift station to pump flows to the existing point of connection. Locations of the lift station are shown on Figure 3-5, *Sewer Alternatives*.

### *Drainage*

The Project would collect all developed on-site runoff with an on-site storm drain system and convey it to a water quality basin at the southeast portion of the site outside of the floodway limits. All runoff from the site would be released from the basin via a concrete spillway into the vacant floodway area at existing floodway elevations or below at the southeast portion of the site. These flows would then follow the natural flow pattern and drain southeast to the existing earthen swales at the east and south property lines, then to the San Jacinto River. Development within the floodway is limited to access road construction and any grading performed within the floodway would be at elevations at or below existing grade so as not to impact conveyance in the floodway that would increase flood levels.

### *Street Improvements*

Along Goetz Road, the street is already paved to ultimate width and the Project would complete sidewalk and landscape from the northern property line to Mapes Road. Along Mapes Road, the street is currently a dirt road and would be improved with paving, sidewalk, and landscape along the Project frontage from Goetz Road to the eastern property line with a driveway access for the adjacent owner, Perris Valley Airport.

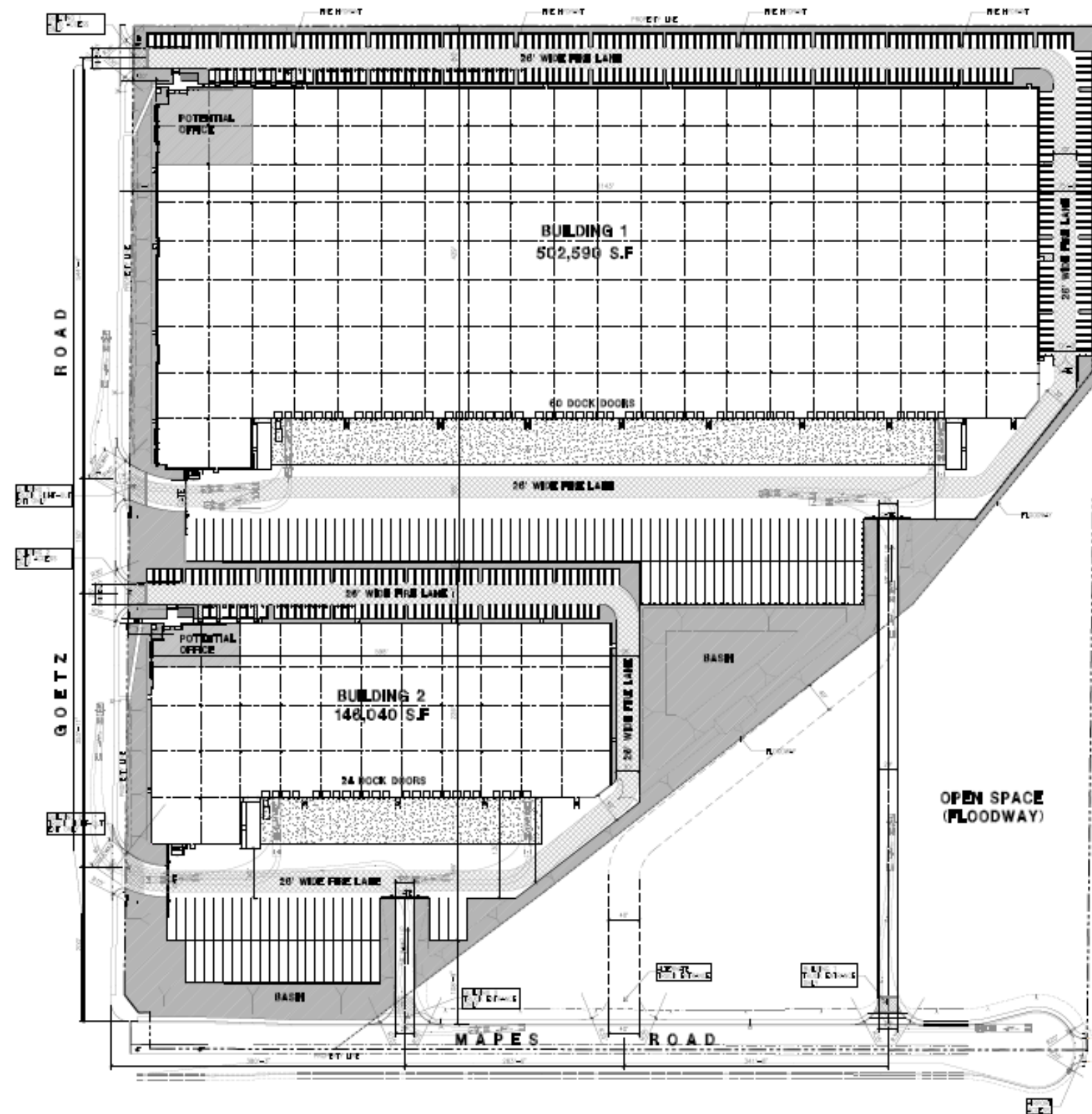
## 3.3 CONSTRUCTION

Project construction would take approximately 14 months and includes site preparation, grading, construction of backbone infrastructure, followed by building construction, pavement, and then architectural coatings. Construction is anticipated to start in the second quarter of 2023 and be completed by the third quarter of 2024.

Project grading is anticipated to include approximately 957 cubic yards of excavation and 336,407 cubic yards of soil for embankment. Additionally, the Project applicant is projecting the import of 335,450 cubic yards of soil. Import is anticipated to come from a location 1.5 miles to the southeast at Watson Road and "A" Street. Fill would be limited to areas outside of the floodway limits and would raise the finished floor of the proposed buildings to above the existing floodplain elevations.

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# Conceptual Site Plan



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North Elevation



Goetz Road Elevation - West Elevation



South Elevation



East Elevation



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**North Elevation**



**Goetz Road Elevation - West Elevation**



**South Elevation**



**East Elevation**



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# Sewer Alternatives



- Project Site
- Existing Sewers
- Sewer Alternative 1
- Sewer Alternative 2
- Potential Lift Station



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### 3.4 OPERATIONS

Although individual users have not been identified, the proposed warehouses are anticipated to operate up 24 hours a day, 7 days a week. Approximately 125,648 square feet of Building 1 would operate as refrigerated storage. The industrial/warehousing uses could include multiple shifts with operational activities 24 hours per day. Operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and the loading and unloading of trucks at designated loading bays.

### 3.5 PROJECT OBJECTIVES

The Mapes Commerce Center Project site plan has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the proposed Project and its associated environmental impacts. The Project objectives are designed to ensure the Project develops a quality industrial development. The Project objectives have been refined throughout the planning and design process for the proposed Project, and are listed below:

1. To make efficient use of underutilized property in the City of Perris by adding to its potential for employment-generating uses.
2. To attract new business and employment to the City of Perris and thereby promote economic growth
3. To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
4. To develop an underutilized property with two speculative industrial buildings to host a variety of light industrial uses permissible under current land use and zoning code designations and help meet demand for businesses in the Inland Empire.
5. To develop two warehouse buildings for building occupants seeking modern warehouse buildings constructed to contemporary design standards and enhanced environmental standards based on the most current building code requirements.
6. To develop an underutilized property zoned for the proposed industrial building use that is conveniently located next to a City-designated truck route and in vicinity to the I-215 and has access to available infrastructure, including roads and utilities.

### 3.6 DISCRETIONARY ACTION REQUESTED

The City of Perris and the following responsible agencies are expected to use the information contained in this Initial Study for consideration of approvals related to and involved in the implementation of this Project. These include, but may not be limited to, the permits and approvals described below.

As part of the proposed Project, the following discretionary actions are being requested by the project proponent:

- **Development Plan Review DPR 22-00002:** The Project applicant proposes a new development and would require a Development Plan Review application. This proposal would require a public hearing before the Planning Commission
  - **Vesting Tentative Parcel Map VTPM 38446 or Lot Line Adjustment.** A tentative parcel map or lot line adjustment of the existing four parcels and dedication of Mapes Road is required to create stand-alone parcels and to dedicate right-of-way as needed. A tentative
-

parcel map would require a public hearing before the Planning Commission and City Council while the Lot Line adjustment and right-of-way dedications would be ministerial.

In addition, Project development will require a number of ministerial approvals, including the following:

- Issuance of grading permit
- Issuance of building permits
- Issuance of landscape permits
- Issuance of fire permits

The following approvals are anticipated from responsible agencies:

- South Coast Air Quality Management District
  - Issuance of Air Quality permits for construction
- Santa Ana Regional Water Quality Control Board
  - Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit
  - Issuance of a Construction General Permit
- Eastern Municipal Water District
  - Approval of design conditions, water, and sewer improvement plans
- Riverside County Airport Land Use Commission
  - Determination of Consistency with Perris Valley Airport Land Use Plan
- Federal Aviation Administration
  - Aeronautical Study of new construction within proximity of the Perris Valley Airport
- Federal Emergency Management Agency
  - Issuance of a Conditional Letter of Map Revision
  - Issuance of a Letter of Map Revision
- Riverside Conservation Authority
  - Habitat Evaluation and Acquisition Negotiation Strategy determination
  - Western Riverside County Multiple Species Habitat Conservation Plan consistency findings

## 4 ENVIRONMENTAL CHECKLIST

### 4.1 BACKGROUND

<p><b>Project Title:</b> Mapes Commerce CenterProject</p>
<p><b>Lead Agency:</b> City of Perris 101 N. D Street Perris, CA 92570</p>
<p><b>Lead Agency Contact:</b> Nathan Perez, Senior Director (951) 943-5003</p>
<p><b>Project Location:</b> The Project site encompasses approximately 37.55 acres and is located north of Mapes Road, east of Goetz Road, south of Ellis Avenue, and west of Murrieta Road. Additionally, the site is located within the Perris USGS 7.5-Minute Quadrangle; Section 5, Township 5 South, Range 3 West, San Bernardino Baseline and Meridian. The Project site is identified as APNs 330-100-025, -028, -029, and -030. Regional location and local vicinity maps are provided in Figure 2-1, <i>Regional Location</i>, Figure 2-2, <i>Local Vicinity</i>, and Figure 2-3, <i>Aerial</i>, respectively.</p>
<p><b>Project Sponsor’s Name and Address:</b> Richland Real Estate Fund, LLC 3161 Michelson Drive, Suite 425, Irvine, CA 92615</p>
<p><b>General Plan and Zoning Designation:</b> The 37.55-acre Project site has a General Plan Land Use designation and Zoning designation of Light Industrial (LI) and is located in City Planning Area 8: Perris Valley Airport/South Perris Industrial. “The Perris Valley Airport anchors this Planning Area and is surrounded by industrial land use designations”, according to the General Plan and the LI zone allows for “manufacturing, research, warehousing/distributing, assembly of non-hazardous products and materials, [and] retail related to manufacturing” at a FAR of 0.75. Warehouses are a permitted use in the LI zone.</p>
<p><b>Project Description:</b> The Mapes Commerce Center Project (Project) would develop 28.9-acres of the 37.55-acre site within the City of Perris with two new light industrial warehouse buildings totaling 648,630 square feet and related site improvements.</p>
<p><b>Surrounding Land Uses and Setting:</b> North: Light Industrial uses and vacant land. West: Goetz Road followed by vacant and undeveloped land and Rokstad Power Inc, a utility contractor. South: Mapes Road followed by vacant and undeveloped land. East: Perris Valley Airport.</p>
<p><b>Other Public Agencies Whose Approval is Required:</b> South Coast Air Quality Management District Santa Ana Regional Water Quality Control Board</p>

Eastern Municipal Water District

#### 4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

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

#### 4.3 DETERMINATION:

On the basis of this 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 proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier analysis 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.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name and Title

\_\_\_\_\_  
Lead Agency

#### 4.4 EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including offsite as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Guidelines Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:
  - (a) Earlier Analysis Used. Identify and state where they are available for review.
  - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - (c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

## 5 ENVIRONMENTAL ANALYSIS

This section provides evidence to substantiate the conclusions in the environmental checklist.

### 5.1 AESTHETICS

Would the project:	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in 2 ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or “vista” of the scenic resource. Important factors in determining whether a proposed project would block scenic vistas include the project’s proposed height, mass, and location relative to surrounding land uses and travel corridors.

The City of Perris General Plan EIR designates the western, eastern, and northern view of the surrounding foothills as well as the northern view of the San Bernardino Mountains as significant vistas. The proposed Project would be constructed in accordance with the City’s Development Standards which would result in a maximum building height of 50 feet. Additionally, a 30-foot setback would be provided along Goetz Road and a setback of over 200 feet would be provided along Mapes Road. Although the Project would be developed according to the City’s Development Standards, the development of the new structures on a currently undeveloped site could result in blocking or diminishing of the scenic quality of the surrounding foothills. Significant impacts are not anticipated. However, impacts related to scenic vistas will be evaluated in the EIR.

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

**No Impact.** There are no officially designated State scenic highways adjacent to the Project site. The closest Eligible State Scenic Highway according to the California Department of Transportation (Caltrans) is a portion of State Route 74 (SR-74)/West 4<sup>th</sup> Street, located 1.5 miles north of the Project site, and the I-215 interchange with SR-74, located 1.75 miles east of the Project site. The Project site is not visible from either of these locations. Therefore, the Project would not result in any impacts scenic resource within a state scenic highway and this topic will not be evaluated in the EIR.

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

**Potentially Significant Impact.** The proposed Project would change the scenic quality of the site from an undeveloped site and would construct two new warehouse buildings 502,590 square feet and 146,040 square feet in size, parking lots, ornamental landscaping, and associated infrastructure. The Project site is in a mixture of developed and undeveloped areas and is bounded by undeveloped land, industrial buildings, and the Perris Valley Airport. As the Project would develop two industrial buildings on a currently vacant site, it could potentially degrade the existing visual character or quality of public views of the site and its surroundings and could conflict with regulations governing scenic quality. Therefore, this topic will be further evaluated in the EIR.

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

**Potentially Significant Impact.** Spill light occurs when lighting fixtures such as streetlights, parking lot lighting, exterior building lighting, and landscape lighting are not properly aimed or shielded to direct light to the desired location and light escapes and partially illuminates a surrounding location. Sensitive uses (e.g., residential uses) surrounding the Project site could be impacted by the light from development within the boundaries of the Project site if light spill occurs.

Glare is the result of improperly aimed or blocked lighting sources that are visible against a dark background such as the night sky. Glare may also refer to the sensation experienced looking into an excessively bright light source that causes a reduction in the ability to see or causes discomfort. Glare generally does not result in illumination of off-site locations but results in a visible source of light viewable from a distance. Glare could also occur from building materials of the new structures, including glass and other reflective materials.

The Project site is currently vacant and undeveloped. Thus, there is no existing light and glare generated from the site. The proposed Project would introduce new sources of light from new building security lighting, street lights within the Project area, interior lights shining through building windows, and headlights from nighttime vehicular trips generated from the Project. Lighting would also be used during the construction phase for site security. Thus, the Project would increase lighting and glare compared to the existing condition. The proposed Project would be subject to the City's Municipal Code Development Standards, and Project lighting would be required to be shielded, diffused or indirect to avoid glare to both on and offsite pedestrians and motorists. Thus, significant impacts are not expected. However, the EIR will evaluate the proposed Project's potential to produce substantial amounts of light and/or glare during construction and operation and will evaluate its impact on pedestrians and motorists both on and off the site.

**5.2 AGRICULTURE AND FORESTRY RESOURCES**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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.** The State of California Department of Conservation's Farmland Mapping and Monitoring Program is charged with producing maps for analyzing impacts on the state's agricultural resources. California's agricultural lands are rated based on soil quality and irrigation status. For CEQA purposes, the following categories qualify as "agricultural land": Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land.

The Project site is identified by the Farmland Mapping and Minorng Program as "Farmland of Local Importance." The site is undeveloped and vacant and there are no surrounding areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Minorng Program. Per Section 21060.1 of the State CEQA Guidelines, Farmland of Local Importance is not considered Farmland. Because there is no Prime Farmland,

Unique Farmland, or Farmland of Statewide Importance at the Project site, there will not be any new significant impacts related to conversion of Farmland. Therefore, no impact would occur and this topic will not be evaluated in the EIR.

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

**No Impact.** The Williamson Act (California Land Conservation Act of 1965) restricts the use of agricultural and open space lands to farming and ranching by enabling local governments to contract with private landowners for indefinite terms in exchange for reduced property tax assessments.

According to Municipal Code Section 19.20.010, the A-1 Zone (Light Agricultural/Interim Designation) is intended to provide for existing agricultural uses and act as a holding zone or interim designation until a property can be developed consistent with the City's General Plan. A potential use of this zone is its application for property currently subject to a Williamson Act contract within an existing agricultural preserve. The Project site is zoned as Light Industrial (LI) which is not intended for agricultural use and allows for "manufacturing, research, warehousing/distributing, assembly of non-hazardous products and materials, [and] retail related to manufacturing" according to the General Plan. Warehouse and distribution centers are a permitted use within the LI zone. Therefore, there would be no impacts, and this topic will not be evaluated in the EIR.

The Project site is not under an active Williamson Act contract. Therefore, development of the Project would not result in the cancellation of the contract, and impacts related to a Williamson Act contract would not occur and this topic will not be evaluated in the EIR.

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

**No Impact.** "Forest land" is defined as "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." "Timberland" is defined as "land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees." "Timberland Production Zone" (TPZ) is defined as "an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h)."

The Project site is designated as Light Industrial and is not zoned for forest land, timberland, or TPZ. Therefore, the Project would not result in impacts to forests or timberlands. Therefore, this topic will not be evaluated in the EIR.

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

**No Impact.** The Project site is not zoned as forest land. There is no land in the City of Perris that qualifies as forest land as defined in Public Resources Code section 12220(g). Neither the General Plan nor the City's Zoning Code provides designations for forest land. Consequently, the proposed Project would not result in the loss or conversion of forest land to non-forest use. Therefore, this topic will not be evaluated in the EIR.

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

**No Impact.** The Project site is currently vacant and undeveloped and the site, and the vicinity, are not designated as Farmland or forest land by the General Plan. Thus, the proposed Project would not convert existing Farmland to nonagricultural uses nor forest land to non-forest uses. Therefore, no impact would occur and this topic will not be evaluated in the EIR.

**5.3 AIR QUALITY**

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** The City of Perris is located within the South Coast Air Basin (Basin). The Basin includes all of Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). Standards for air quality within the Basin are documented in the SCAQMD’s Air Quality Management Plan (AQMP). The main purpose of an AQMP is to describe air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area in order to bring the area into compliance with federal and State air quality standards. SCAQMD’s 2016 AQMP is based on regional growth forecasts for the Southern California Association of Governments region. Whether the Project would exceed the growth assumptions in the AQMP is, in part, based on projections from local general plans. The Perris General Plan Land Use Element adopted in 2005 designates the site as Light Industrial (LI). The proposed Project would be consistent with the General Plan; therefore, the Project would be consistent with the AQMP regional growth forecasts for the Southern California Association of Governments region.

A project is consistent with the regional AQMP if it does not create new violations of clean air standards, exacerbate any existing violations, or delay a timely attainment of such standards. Construction of the proposed Project would generate exhaust from construction equipment and vehicle trips, fugitive dust from demolition and ground-disturbing activities, and off-gas emissions from architectural coatings and paving. The proposed Project would also result in the emission of pollutants into the Basin during Project operation from vehicle and truck trips, and stationary sources. The emission of pollutants resulting from construction (short-term) and operation (long-term) of the proposed Project have the potential to affect implementation of the AQMP. Therefore, the EIR will evaluate any impacts the proposed Project may have on the attainment of regional air quality objectives. Mitigation measures will be recommended as needed.

**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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

**Potentially Significant Impact.** The Basin is designated under the California and National Ambient Air Quality Standards (NAAQS) as nonattainment for ozone (O<sub>3</sub>), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), nitrogen oxides (NO<sub>x</sub>) (California standard only), and lead (Los Angeles County only).

Air quality impacts are divided into short-term construction and long-term operational impacts. Short-term impacts are the result of demolition, grading, and/or construction operations. Long-term impacts are associated with the long-term operations of the proposed Project. Implementation of the proposed Project may increase existing levels of criteria pollutants and contribute to their nonattainment status in the Basin during both construction and operational activities. Thus, an air quality analysis will be prepared to determine if the proposed Project would result in a cumulatively considerable net increase in any criteria air pollutant. This topic will be addressed in the EIR, and mitigation measures will be recommended, as appropriate.

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

**Potentially Significant Impact.** Development pursuant of the proposed Project has the potential to expose sensitive receptors near the Project site and along its primary truck routes to emissions from mobile sources (i.e., trucks and car exhaust). The nearest sensitive receptors are the Hunt Club Apartments located on the northwest corner of Goetz Road and E. Ellis Avenue, approximately 4,000 feet north of the Project site, and the Railway Elementary School located at 555 Alpine Drive, approximately 3,160 feet west of the Project site. Due to the presence of sensitive receptors in the vicinity and the volume of truck traffic from development pursuant to the Project, there is the potential to expose nearby sensitive receptors to substantial pollutant concentrations. Therefore, this topic will be further evaluated in the EIR.

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

**Less Than Significant Impact.** The proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

*A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.*

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Odors generated by the operation of the proposed Project are not expected to be

significant or highly objectionable and would be required to be in compliance with SCAQMD Rule 402, which would prevent nuisances to sensitive land uses.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any residences, they would be diluted to well below any level of odor concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials.

During operations, trucks and vehicles operating at the loading docks may emit odor. A southern California study (Zhu, 2002) showed measured concentrations of vehicle-related pollutants, including diesel exhaust, decreased dramatically (more than 90%) within approximately 300 feet. There are no sensitive receptors (as described under Impact 5.3 (c) above) adjacent to the Project site or within 300 feet of proposed loading dock facilities. Therefore, by the time any diesel exhaust emissions reach the nearest receptor, they would be diluted and not generate an objectionable odor. In addition, all Project-generated solid waste would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations and would not generate objectionable odors. Therefore, impacts associated with operation- and construction-generated odors would be less than significant, and no further analysis is required in the EIR.

**5.4 BIOLOGICAL RESOURCES**

Would the project:	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 Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**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 Wildlife or U.S. Fish and Wildlife Service?**

**Potentially Significant Impact.** The Project site is vacant, undeveloped, and vegetated with grasses throughout a majority of the site as well as three trees on the northwestern portion of the site. The vegetation on the site could provide a habitat for candidate, sensitive, or special status plant or wildlife species. As a result, a biological assessment will be prepared to evaluate whether the Project has the potential to result in a substantial adverse effect on candidate, sensitive, or special status species. This topic will be analyzed in the EIR and mitigation measures will be recommended, as necessary.

**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?**

**Potentially Significant Impact.** A biological assessment will be conducted by a professional biologist to determine if the site has the potential to contain a riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. This topic will be addressed in the forthcoming EIR, and mitigation measures will be recommended, as appropriate.

- 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?**

**Potentially Significant Impact.** No known federally or state protected wetlands are present on the Project site as seen on the National Wetlands Inventory Wetlands Mapper. A biological assessment will be conducted to determine if any protected wetlands are present on the Project site that would be potentially impacted by project implementation. This topic will be addressed in the forthcoming EIR, and mitigation measures will be recommended, as appropriate.

- 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?**

**Potentially Significant Impact.** A biological assessment will be conducted by a professional biologist to determine whether a migratory wildlife corridor exists on the site and if the Project has the potential to impact the corridor.

In addition, the Project site includes vacant undeveloped land and trees, that could be used for nesting by common bird species that are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515. Therefore, the Project's potential impact to migratory birds during construction and operation will be evaluated in the EIR.

- e) Conflict with any local policies or ordinances protecting biological resources?**

**No Impact.** 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. The section is intended to implement an effective urban forestry program to protect the health, safety, and welfare of the community. Section 19.71.020 and 19.71.050 of the City of Perris Municipal Code defines protected trees as city trees, heritage trees, specimen, tress, and trees required by ordinance and/or condition of approval for development. There are 3 existing trees on the Project site, none of which are classified as a protected tree pursuant to Section 19.71.020 and 19.71.050 of the City of Perris Municipal Code. The proposed Project would remove the existing 3 trees and install new street trees, as part of the roadway improvements and install landscaping along the roadway setbacks and perimeters of the site. New trees and landscaping would comply with Perris Municipal Code Chapter 19.71, as applicable. Therefore, there would be no impacts. This topic will not be evaluated in the EIR, and no mitigation measures are required.

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

**Potentially Significant Impact.** The Project site is within the boundaries of the Western Riverside County Multi-Species Habitat Conservation Plan. The Project site is not located within a MSHCP Cell Group but is within Criteria Cell 3377. However, it is located within areas requiring habitat assessments for the burrowing owl (Section 6.3.2-Additional Survey Needs and Procedures), Narrow Endemic Plant Species (Section 6.1.3- Narrow Endemic Plants), and Criteria Plan Species. Therefore, a biological assessment pursuant to the requirements of the MSHCP will be prepared and the potential impacts of the Project related to the MSHCP will be evaluated in the EIR.

**5.5 CULTURAL RESOURCES**

Would the project:	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 §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** State CEQA Guidelines Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered “historically significant” if it meets one of the following criteria:

- i. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- ii. Is associated with the lives of persons important in our past;
- iii. 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;
- iv. Has yielded, or may be likely to yield, information important in prehistory or history.

The Project site is currently vacant and undeveloped. Although no historic structures exist on the site, there is the possibility that other historically significant resources could be present at the site pursuant to State CEQA Guidelines Section 15064.5. Therefore, a historic resources study will be prepared and the EIR will evaluate the proposed Project’s potential to cause a substantial adverse change in the significance of a historical resource and mitigation measures will be recommended, as necessary.

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

**Potentially Significant Impact.** Although the Project site soils have been previously disturbed by agricultural activities, ground-disturbing activities of the Project have the potential to uncover previously undiscovered archaeological resources. Therefore, it is possible that unidentified archaeological resources are located within the Project site. Thus, an archaeological resources assessment will be prepared as part of the EIR and will include a literature review, records search, and site survey. Results of the archaeological resources assessment will be included in the EIR, and mitigation measures will be recommended, as necessary.

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

**Potentially Significant Impact.** The Project site has been previous disturbed, as described above, and has not been previously used as a cemetery. Thus, the Project is not expected to impact any known location of human remains. However, an archaeological resources assessment will be prepared as part of the EIR and will include a literature review, records search, and site survey to determine the potential for unknown burials to be located at the site Results of the archaeological resources assessment will be included in the EIR, and mitigation measures will be recommended, as necessary.

**5.6 ENERGY**

Would the project:	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** During construction of the proposed Project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project sites, construction worker travel to and from the project sites, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and;
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Once operational, the warehouses would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of buildings, water heating, operation of electrical systems and plug-in appliances within buildings, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed.

The EIR will quantify the amount of energy that would be used by both construction and operation of the proposed Project to identify if wasteful, inefficient, or unnecessary consumption of energy resources would occur from implementation of the Project. Mitigation measures will be included, as necessary.

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

**Potentially Significant Impact.** The State of California has established a comprehensive framework for the use of efficient energy. This occurs through the implementation of the Clean Energy and Pollution Reduction Act of 2015 (SB 350), Assembly Bill (AB) 1007 (Pavley 2007), Title 24 Energy Efficiency Standards, and the California Green Building Standards. The proposed project would result in an increase in energy use. Therefore, the EIR will further evaluate the energy use by the proposed project and evaluate its consistency with the applicable plans and policies.

**5.7 GEOLOGY AND SOILS**

Would the project:	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? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**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?**

**No Impact.** In 1972, the Alquist-Priolo Special Studies Zones Act was signed into law. In 1994, it was renamed the Alquist-Priolo Earthquake Fault Zoning Act (A-P Act). The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The A-P Act requires the State Geologist (Chief of the California Geology Survey) to delineate “Earthquake Fault Zones” along with faults that are “sufficiently active” and “well-defined.” The boundary of an “Earthquake Fault Zone” is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The A-P Act dictates that cities and counties withhold development permits for sites within an Alquist-

Priolo Earthquake Fault Zone until geologic investigations demonstrate that the site zones are not threatened by surface displacements from future faulting.

According to the City's Safety Element of the Perris General Plan and the USGS U.S. Quaternary Faults Finder there are no active or potentially active faults known on the site or in the City of Perris. Therefore, development of the Project would not expose people or structures to potential substantial adverse effects, including the risk or loss, injury, or death. Therefore, any impacts related to rupture of a known fault lines would not occur and will not be further evaluated in the EIR.

**ii. Strong seismic ground shaking?**

**Less Than Significant Impact.** According to the City's Safety Element of the Perris General Plan and the USGS U.S. Quaternary Faults Finder there are no active or potentially active faults known on the site or in the City of Perris. However, ground shaking could still occur as a result from faults in the Elsinore Fault zone approximately 9 miles southwest, the San Jacinto zone approximately 14 miles to the east and the San Andreas fault zone located 27 miles to the northeast. The proximity of the site to the active faults will result in ground shaking during moderate to severe seismic events. However, structures built in the City are required to be built in compliance with the California Building Code (CBC) (California Code of Regulations, Title 24, Part 2) that provides provisions for earthquake safety based on factors including building occupancy type, the types of soils onsite, and the probable strength of ground motion. Compliance with the CBC would require the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structure so that it would withstand the effects of strong ground shaking.

All Project construction would also be developed in compliance with the Perris Municipal Code, the recommendations of a geotechnical investigation and all other ordinances adopted by the City related to construction and safety. The Perris Building and Safety Division would review the building plans through building plan checks, issuance of a building permit, and inspection of the building during construction, which would ensure that all required CBC seismic safety measures are incorporated into the building. Compliance with the CBC as verified by the City's review process, would reduce impacts related to strong seismic ground shaking to a less than significant level, and impacts related to groundshaking will not be further evaluated in the EIR.

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

**Potentially Significant Impact.** Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils.

Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

A geotechnical investigation will be prepared for the Project site and potential impacts will further be discussed in the EIR. Mitigation measures will be recommended, if appropriate.

**iv. Landslides?**

**No Impact.** Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquake induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits. As described above, the Project site is located in a seismically active region subject to strong ground shaking. However, the Project site is located in a flat area that does not contain or is adjacent to large slopes, and the Project would not generate large slopes. As a result, implementation of the Project would not expose people or structures to substantial adverse effects involving landslides, and impacts related to landslides would not occur and will not be further evaluated in the EIR.

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

**Potentially Significant Impact.** The proposed Project would involve excavation, grading, stockpiling, and import and export of soil to and from the Project site. Grading increases the potential for erosion by removing the protective vegetation, changing the natural drainage patterns, and constructing slopes. As a result, the EIR will evaluate the potential of soil erosion or the loss of topsoil to occur during implementation of the Project.

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

**Potentially Significant Impact.** As stated above, the Project site is located in an area that does not contain or is adjacent to large slopes, and impacts related to landslides would not occur. However, liquefaction has the potential to occur and result in lateral spreading or collapse. A geotechnical investigation will be prepared to further analyze the potential of geologic impacts related to implementation of the Project, and this topic will further be analyzed in the EIR.

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

**Potentially Significant Impact.** Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture. A geotechnical investigation will be prepared to analyze the potential of impacts related to expansive soils, and this topic will further be analyzed in the EIR.

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

**No Impact.** The proposed Project would develop new sewer infrastructure that would connect into existing sewer infrastructure and would not use septic tanks or alternative methods for disposal of wastewater into subsurface soils. Therefore, impacts related to septic tanks or alternative wastewater disposal methods would not occur and this topic will not be evaluated in the EIR.

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

**Potentially Significant Impact.** The site vicinity is underlain by Pleistocene alluvial deposits that have the potential to contain paleontological resources. Therefore, as part of preparation of the EIR a paleontological resources assessment will be prepared to evaluate the potential of the site to contain fossils or other resources. The site-specific investigation will include detailed geologic conditions, the potential for paleontological resources to exist, and mitigation measures, if necessary, will be recommended.

**5.8 GREENHOUSE GAS EMISSIONS**

Would the project:	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** Global climate change is not confined to a particular project area. A typical project does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Implementation of the proposed Project would generate GHG emissions during both construction and operation of the development. During construction, sources of GHG emissions include construction equipment and workers' commutes to and from the site. During operations, the Project would generate GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. The Project has the potential to generate a substantial increase in GHG emissions. Therefore, this issue will be further analyzed in the EIR.

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

**Potentially Significant Impact.** The State of California, through its Governors and Legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. This will occur primarily through the implementation of Assembly Bill (AB) 32 (2006), Senate Bill (SB) 375 (2008), Executive Order S-3-05 (2005), Executive Order B-30-15 (2015), and SB 32 (2016), which address GHG emissions on a statewide, cumulative basis. The proposed project would result in an increase in GHG emissions. Therefore, the EIR will further evaluate the level of GHG emissions produced by the proposed Project and evaluate its consistency with the applicable plans and policies.

**5.9 HAZARDS AND HAZARDOUS MATERIALS**

Would the project:	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Potentially Significant Impact.** A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

The proposed construction activities would involve transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking during construction activities. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. The EIR will describe the various regulations related to potential hazardous material releases related to construction and provide mitigation measures, as necessary to reduce impacts related to construction.

The proposed Project would operate two new warehouse facilities on the site. The future building occupants within the warehouses are not yet identified, and based on the planned industrial land uses, it is possible that acute hazardous materials could be used during the course of a future building user's daily operations. Therefore, the EIR will evaluate the potential of the Project to result in hazards to the public or the environment from the routine use, transport, or storage 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?**

**Potentially Significant Impact.** The Project site was historically used for agricultural uses, which may indicate that herbicides and pesticides were previously stored and used on the site and may have resulted in contaminated soils. In addition, Project grading and excavation could unearth contaminants that may be present in soils from previous uses on the site. A Phase I Environmental Site Assessment will be prepared to analyze the potential for previously used chemicals, and other hazardous or potentially hazardous materials, being on the site. Given historic uses and the potential presence of hazardous materials, this topic will be further evaluated in the forthcoming EIR.

**c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Potentially Significant Impact.** The Project site is located near 4 schools: Railway Elementary is located 0.6 miles west, Pinacate Middle School is located 0.7 miles northwest, Perris Lake High School is 0.94 miles northwest, and Perris Elementary is 1.44 miles northwest. Although the schools are more than one-quarter mile from the Project site, the EIR will analyze the Project's potential to emit hazardous emissions or handle hazardous materials that could impact the schools.

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

**Potentially Significant Impact.** A site-specific Phase I Environmental Site Assessment for the Project site will be prepared which will include an up-to-date governmental database search. Potential impacts would be analyzed based on the findings of the Phase 1 ESA. Thus, this topic would be further discussed in the EIR.

**e) For a project 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?**

**Potentially Significant Impact.** The proposed Project is located adjacent to the Perris Valley Airport, a privately owned and operated airport within the City, and is within influence areas B2 and D. The Project is also located in March Air Reserve Base/Inland Port Airport (MARB/IPA) influence area E. According to the Riverside County Airport Land Use Compatibility Plan Policy Document, proposals for new development with a height of more than 35 feet within Compatibility Zone B2 would require ALUC review per policy 1.5.3.

Based on local wind and station information from MARB/IPA, MARB/IPA and Perris Valley Airport have prevailing north-to-south winds (NOAA 2022). The Project site is downwind of both the MARB/IPA and Perris Valley Airport runways and parachute landing zone.

Although the Project is downwind of the MARB/IPA and Perris Valley Airport and impacts to airflow are unlikely, the Project would result in a maximum of 49-foot high structures and may result in a safety hazard. Thus, this topic will be further analyzed in the EIR.

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

**Potentially Significant Impact.** The City's Safety Element of the General Plan along with the City of Perris Local Hazard Mitigation Plan (LHMP) include goals and requirements to mitigate hazard impacts. The Project site is identified as a Special Flood Hazard Area subject to inundation by the 100-year flood. The Safety Element also identifies the site as being within the dam inundation zone for Perris Dam. The EIR will examine the proposed Project's consistency with the Safety Element LHMP, as well as any adopted emergency response or evacuation plans. The Project's site plan and circulation system (internal and ingress/egress) will be evaluated as part of this analysis. This topic will be included in the EIR and mitigation measures will be recommended, as necessary.

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

**No Impact.** According to the CalFire Fire Hazard Severity Zone Map for the City of Perris and the Fire Hazards Map in the City's Safety Element, the Project site is not within a Very High Fire Hazard Severity Zone. Therefore, impacts related to exposure of people or structures to wildland fire hazards would not occur, and this topic will not be analyzed in the EIR.

**5.10 HYDROLOGY AND WATER QUALITY**

Would the project:	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 a substantial erosion or siltation on- or off-site;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** The proposed Project would convert the vacant and undeveloped land into a new warehousing facility. Development of the Project would include construction activities such as grading, paving, and building construction. These activities could result in the generation of water quality pollutants that could violate water quality or waste discharge standards. Required permits pursuant to National Pollutant Discharge Elimination System (NPDES) regulations, contain water pollution control requirements applicable to the Project. The General Construction Permit issued by the State Water Resources Control Board requires the Project applicant to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would specify Best Management Practices (BMPs) to be used during construction of the Project to minimize or avoid water pollution.

The Project would also result in development of new impervious surfaces such as parking lots, sidewalks, and buildings that could increase the levels of polluted runoff as water infiltration rates would be reduced. A Water Quality Management Plan (WQMP) is also required by NPDES regulations. The WQMP would specify BMPs to be used in Project design and Project operation.

However, due to the amount of construction disturbance and change in onsite uses potential impacts to water quality will be evaluated in the EIR, and mitigation measures will be identified as necessary.

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

**Potentially Significant Impact.** The Project site is currently vacant and undeveloped. Upon development, a large portion of the site would become impervious, which could change the infiltration into the groundwater basin under the Project site. According to the Department of Water Resources Groundwater Basin Boundary Assessment Tool, the Project is located within the San Jacinto Groundwater Basin. Thus, a geotechnical assessment and a hydrology assessment will be prepared to further analyze the Project's potential impacts and this topic will be evaluated in the EIR. Mitigation measures will be identified as necessary.

**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 a substantial erosion or siltation on- or off-site?**

**Potentially Significant Impact.** Project implementation has the potential to alter the drainage pattern onsite. As previously described, the proposed Project would require development of new drainage infrastructure. These changes could generate erosion or siltation during construction activities. In addition, a floodway exists in the southeast corner of the site, and could be affected during project construction and result in erosion or siltation. Therefore, hydrology and drainage studies will be prepared for the Project, and potential impacts related to erosion and siltation will be analyzed in the EIR. The EIR will describe the requirements of the SWPPP that would specify BMPs to be used during construction of the Project to minimize erosion or siltation. Mitigation measures will also be incorporated, as necessary to reduce potential impacts to erosion or siltation.

**ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?**

**Potentially Significant Impact.** As described in the previous responses, the Project has the potential to alter the existing drainage pattern of the site. The Project would also result in development of new impervious surfaces such as parking lots, sidewalks, and buildings that could increase the levels of runoff, as water infiltration rates would be reduced. Thus, hydrology and drainage studies will be prepared to analyze pre- and post-development changes to the rate and amount of surface runoff onsite. The EIR will include analysis of potential impacts related to drainage, and mitigation measures will be provided as necessary.

**iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Potentially Significant Impact.** As previously mentioned, the proposed Project would involve grading and change to the onsite drainage and has the potential to result in additional runoff, as water infiltration rates would be reduced. Thus, Project impacts on existing and planned storm

drainage systems will be analyzed in in the EIR, and mitigation measures will be provided as necessary.

**iv) impede or redirect flood flows?**

**Potentially Significant Impact.** According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06065C1440H), the Project site is primarily located in Zone AE, which is a Special Flood Hazard Area. Additionally, a Regulatory Floodway exists on the southeastern portion of the site. Therefore, a hydrology study will be prepared and the EIR will evaluate this topic. Mitigation measures will be included, as necessary.

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

**Potentially Significant Impact.** According to the California Department of Water Resources Inundation Maps, the City of Perris is subject to inundation from failure of the Lake Perris dam and low-level outlet located 5.9 miles northeast of the Project. The downstream hazard from the failures is classified as extremely high and would include the Project site. In addition, the Project site is subject to inundation from Lake Hemet located 30 miles southeast of the site. Failure of the main dam would result in an extremely high downstream hazard that could flood the Project site. Thus, the Project may risk release of pollutants as a result of inundation from failure of nearby dams and/or reservoirs and will be further evaluated in the EIR.

A tsunami is a great sea wave produced by undersea disturbances such as tectonic displacement or large earthquakes. The Project site is located 33 miles to the northeast of the Pacific Ocean and separated by the Santa Ana Mountains. Therefore, the Project site would not have the potential to expose people or structures to a tsunami, and impacts related to risk release of pollutants due to a tsunami will not be further evaluated in the EIR.

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin such as a reservoir, harbor, lake, or storage tank. The Project site is located approximately 5.90 miles southwest of Lake Perris and 30 miles northwest of Lake Hemet. The spillway path for both Lake Perris and Lake Hemet would flow into the San Jacinto River which flows southeast near the Project site. The water would likely remain in the San Jacinto River as it passes the site and would not impact the Project. Thus, the Project site would not risk release of pollutants as a result of a seiche from the lake.

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

**Potentially Significant Impact.** As described in the previous responses, the proposed Project would convert the vacant and undeveloped site into a warehousing facility that would generate pollutants, impervious surfaces, and utilize water supplies. Although existing regulations would require implementation of a SWPPP during construction and a WQMP during operation, whether the project would conflict with implementation of a water quality control plan or sustainable groundwater management plan will be evaluated in the EIR, and mitigation measures will be identified as necessary.

**5.11 LAND USE AND PLANNING**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) Physically divide an established community?**

**No Impact.** The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas.

The proposed Project would construct a warehousing facility on a vacant and undeveloped site. The use would be consistent with the General Plan Land Use designation and would be developed adjacent to the existing roadway system. The Project would not result in lack of access to services, schools, or shopping areas. There are no residential communities in the Project vicinity and the developments surrounding the site are consistent with the proposed Project. Therefore, the Project would not physically divide an established community, and this topic will not be evaluated in the EIR.

**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?**

**Potentially Significant Impact.** The proposed Project is located adjacent to the Perris Valley Airport and is within influence areas B2 and D. The Project is also located in March Air Reserve Base/Inland Port Airport (MARB/IPA) influence area E. Thus, the Project may have the potential to interfere with an applicable plan, policy, or regulation related to avoidance or mitigation of an environmental effect. Therefore, the Project's consistency with Perris Valley Airport, MARB/IPA, and other plans, including but not limited to the SCAQMD Air Quality Management Plan, Western Riverside County Multiple Species Habitat Conservation Plan, and the Santa Ana River Basin Plan will be analyzed in the EIR.

**5.12 MINERAL RESOURCES**

Would the project:	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**No Impact.** There are no known mineral resources either on the Project site or in the immediate vicinity of the Project site that would be impacted by the Project. According to the General Plan EIR, in order to protect the availability of mineral resources of value, the California Department of Conservation identifies sites to which continuing access is important to satisfying mineral production needs of the region and the State. The relative importance of potential mineral resource sites is indicated by inclusion in one of four Mineral Resource Zones (MRZ):

- MRZ 1: No mineral resources;
- MRZ 2: Significant resource area (quality and quantity known);
- MRZ 3: Significant resource area (quality and quantity unknown);
- MRZ 4: No information (applies primarily to high-value ores).

The California Department of Conservation is primarily interested in preservation of access to significant resources areas included in MRZ 2. Lands within the City of Perris and its Sphere of Influence are designated MRZ 3 and MRZ 4 which are not defined as significant resource areas. Accordingly, no impact to availability of valuable mineral resources will occur. Therefore, impacts related to known mineral resources would not occur from implementation of the Project, and this topic will not be evaluated in the EIR.

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

**No Impact.** As stated above, the Project sit does not include a mineral resource recovery site delineated by USGS. Therefore, impacts related to known mineral resources that are delineated on a land use plan would not occur from implementation of the Project, and this topic will not be evaluated in the EIR.

**5.13 NOISE**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** The proposed Project would redevelop the Project site for warehouse uses. Project-related short-term construction activities, as well as long-term operational activities may expose persons in the vicinity to noise levels in excess of standards established by City's General Plan.

A Project-specific noise impacts analysis will be prepared to determine the potential short-term construction and long-term operational noise impacts associated with the generation of noise levels in excess of standards established local standards. This topic will be evaluated the EIR, and mitigation will be identified, as needed.

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

**Potentially Significant Impact.** Groundborne vibration or noise would be associated with construction activities at the Project site, including grading, and building construction, and with associated hardscape and landscape improvements. The operation of the Project would include heavy trucks transiting on site to and from the loading dock areas. The noise impacts analysis will include a vibration assessment to analyze the impact of vibration from trucking operations on nearby streets and roadways. This topic will be evaluated in the EIR, and mitigation measures will be recommended, as needed.

**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?**

**Potentially Significant Impact.** The proposed Project site is located adjacent to the Perris Valley Airport and is within influence areas B2 and D. The Project is also located in MARB/IPA influence area E. As shown in the Ultimate Noise Impacts Map for Perris Valley Airport, the Project site would

be exposed to noise levels of 55-60 db CNEL. Due to the close proximity to the airport, people working at the Project site may be exposed to excessive noise levels related to the Perris Valley Airport. Standard building construction consistent with the State of California Green Building Standards Code typically provides up to 25 dBA CNEL of exterior to interior noise attenuation. Implementation of the proposed Project would potentially expose people working at the Project site to excessive noise levels which would be further analyzed in the EIR.

**5.1.4 POPULATION AND HOUSING**

Would the project:	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 (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Induce substantial unplanned population growth in an area, either directly or indirectly?**

**Potentially Significant Impact.** The proposed Project would develop two new industrial warehouses on a vacant and undeveloped site that would be consistent with the General Plan which was approved in 2005. The site is located in a developed area of the city adjacent to existing roads and in close proximity to infrastructure and utilities.

The Project would provide an increase of employment on the Project site that could lead to a potential population increase in the surrounding area. However, because Southern California Association of Government’s (SCAG) regional growth forecasts are based upon, among other things, land uses designated in land use plans, a project that is consistent with the land use designated in a General or Specific Plan would also be consistent with the SCAG’s growth projections. The proposed industrial facility, which is consistent with the existing Light Industrial (LI) land use designation for the Project site, would result in an increased number of employees. Based on the Riverside County General Plan employee generation rate of 1 employee for every 1,030 SF of light industrial uses, the proposed Project would result in the generation of approximately 640 employees. The EIR will analyze the projected growth associated with buildout of the Project site and its consistency with growth projections for the region.

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

**No Impact.** The Project site is currently vacant and undeveloped and does not contain any housing. Thus, the Project would not displace a substantial number of people or housing units that would require construction of replacement housing, and this topic will not be evaluated in the EIR.

**5.1.5 PUBLIC SERVICES**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Result in substantial adverse physical impacts associated with the provision of 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:**

*i. Fire Protection and Emergency Services*

**Potentially Significant Impact.** The City of Perris contracts with the Riverside County Fire Department/Cal Fire (RCFD) for all fire and emergency services. The closest fire station to the Project site is Fire Station #1, located approximately 1.8 miles northwest of the Project site, at 210 W. San Jacinto Avenue, Perris, CA 92570. RCFD staffing needs are determined by the number of calls and requests for fire, paramedic, and emergency response services. Construction and operation of the proposed warehouses would increase the number of structures and employees in the Project area. Although development of the Project will comply with RCFD requirements and payment of applicable fire mitigation fees, the proposed Project may impact local fire response times potentially requiring the construction of new or expanded facilities. The Fire Department will be consulted to determine the adequacy of existing resources and potential Project impacts on fire services. This will be further analyzed in the EIR.

*ii. Police Protection*

**Potentially Significant Impact.** The City contracts with the Riverside County Sheriff's Department which serves the site. The City of Perris Police Station is located at 137 N. Perris Boulevard, Perris, CA 92570, approximately 1.85 mile north of the Project. The proposed Project would develop the vacant site with two new warehouses. Project construction and operation would increase the number of structures and employees in the Project area, resulting in additional calls for police protection service. The Perris Police station will be consulted to determine existing police resources in the City and potential Project-generated impacts to services potentially requiring the construction of new or expanded facilities. This topic will be discussed in the EIR

*iii. School Services*

**Less Than Significant Impact.** The proposed Project would be developed with two warehouses and related improvements. The light industrial uses would not be expected to generate impacts requiring the construction of new school facilities as the Project would not construct residential development or directly result in an increase of residents. Nevertheless, pursuant to State law, commercial/industrial development is required to pay school impact mitigation fees in the form of development fees, as adopted by the affected school district. These fees are used to finance school facilities and accommodate student growth. By law, these fees constitute full mitigation of potential impacts upon the affected school district, the Perris Union High School District. Therefore, impacts are considered less than significant and the EIR will not address potential impacts to schools.

*iv. Parks*

**Less Than Significant Impact.** The site is served by the City of Perris Community Services Department. The Project would create a new warehouse facility and would not directly provide new housing opportunities and new residents in the area. The nearest park, Goetz Park, is located 0.6 miles south of the Project site, near the intersection of Goetz Road and Fieldstone Drive. Although new employees may occasionally use local parks, such increase in use would be limited and would not result in deterioration to facilities such that the construction or expansion of recreational facilities would be necessary. Therefore, any increased demand on the public parks within the city would be considered a less than significant impact. This issue will not be addressed in the forthcoming EIR.

*v. Other Public Facilities*

**Less Than Significant Impact.** The proposed Project involves the development of two warehouses and would not provide new housing opportunities to the area. The proposed Project is not likely to create a significant increase in the use of other public facilities such as libraries, community centers, post offices or animal shelters. Therefore, impacts are considered less than significant and the forthcoming EIR will not address potential impacts to other public facilities.

**5.16 RECREATION**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact.** The proposed Project would construct two new industrial warehouses. Implementation of the proposed Project would not directly increase housing or population, which typically cause an increase in the demand for, and use of, existing neighborhood parks and other citywide recreational facilities. Although new employees may occasionally increase the use of existing local parks, neighborhood and regionals parks, employees' limited use would not result in deterioration to facilities such that the construction or expansion of recreational facilities would be necessary. Any impacts related to the physical deterioration of existing recreation parks or facilities would be less than significant. This issue will not be addressed in the forthcoming EIR.

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

**Less Than Significant Impact.** The proposed Project would construct a new industrial warehouse facility. The Project applicant does not propose the construction or expansion of recreational facilities. As described above, the indirect increase in population as a result of new employment opportunities would not result in use of recreational facilities sufficient to cause deterioration such that the construction or expansion of recreational facilities would be necessary. Therefore, there would be less than significant impacts associated with recreational facilities and this topic will not be discussed in the EIR.

**5.17 TRANSPORTATION**

Would the project:	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** Development of the Project would result in an increase in vehicle trips, which may conflict with local plans, policies, or ordinances pertaining to transit, bicycle, and pedestrian modes of travel. Project construction would also temporarily increase vehicle trips on nearby roadways and may affect these modes of travel. A description of the existing and planned circulation system addressing transit, bicycle, and proposed pedestrian (sidewalks) facilities will be evaluated to ensure the Project does not impede these modes of travel. Impacts related to compliance with plans and policies that address the circulation system could occur with implementation of the Project, and these issues will be evaluated in the EIR.

**b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?**

**Potentially Significant Impact.** Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor’s Office of Planning and Research (OPR) to amend the State CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB743 specified that the new criteria should promote the reduction of GHGs, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

State CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The City of Perris TIA Guidelines for CEQA will be consulted to determine whether a VMT analysis would be required for the Project. Impacts related to VMT could occur with implementation of the Project, and these issues will be evaluated in the EIR.

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

**Potentially Significant Impact.** The Project does not propose changes to the City's circulation system, such as the redesign or closure of streets. However, temporary impacts may occur during construction. Design features of the Project circulation plan, including access lanes, driveway entrances and exits, and internal roadways, will be discussed in the EIR regarding potential hazards such as sharp curves or dangerous intersections. Mitigation measures will be recommended as needed.

**d) Result in inadequate emergency access?**

**Less than Significant Impact.** Operation of the proposed project would not result in inadequate emergency access. Direct access to the Project site would be provided from Goetz and Mapes Road which runs along the western perimeter of the site. The Project would also be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City Municipal Code. The Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the Uniform Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As such, the proposed project would not result in inadequate emergency access, and impacts would be less than significant.

**5.18 TRIBAL CULTURAL RESOURCES**

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

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

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

**Potentially Significant Impact:** In addition to consultation with Native American tribes that have provided notification to the City pursuant to Assembly Bill 52, a cultural resources assessment will be prepared with a literature review and records search related to potential site-specific tribal cultural resources that may be 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). Additionally, a Sacred Lands search request will be obtained from the Native American Heritage Commission (NAHC) as part of the tribal consultation process. Results of the updated cultural resources assessment and tribal consultation will be included in the EIR. If required, mitigation measures will be recommended.

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

**Potentially Significant Impact.** Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (Public Resources Code § 21074). In order to determine whether any tribal cultural resources could be impacted by the proposed Project, California Native American tribes that are traditionally and culturally affiliated with the Project area will be contacted early in the

CEQA process (Public Resources Code § 21080.3.1), and consultation undertaken with those Native American tribes that express an interest in engaging in consultation for this Project. The EIR will evaluate potential impacts of the proposed Project on tribal cultural resources, and mitigation measures will be provided as needed.

**5.19 UTILITIES AND SERVICE SYSTEMS**

Would the project:	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, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** The Project would be served by the existing 12-inch water line located in Goetz Road. Currently, no sewer lines exist near the Project site. However, the Project would adequately be served by sewer through the installation of new sewer lines in Goetz Road as discussed in section 3.2 above. Thus, the Project applicant may construct new sewer facilities and the impact will be further analyzed in the EIR. Mitigation measures will be provided, as needed.

Development of the site also includes installation of new drainage facilities onsite. Construction of new storm drain facilities could have a potentially significant impact. Additionally, the Project may require installation of electric power, natural gas, or telecommunications facilities. Thus, the EIR will evaluate the potential impacts of the construction of these facilities and recommend mitigation measures, as applicable.

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

**Potentially Significant Impact.** The Project area is served with potable water by the Eastern Municipal Water District (EMWD). Development of the site would result in an increase of water usage in the area. The Project EIR will evaluate the availability of adequate water supplies to serve the Project and recommend mitigation measures, as applicable.

- 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?**

**Potentially Significant Impact.** The Project is within the boundaries of the EMWD. However, there are currently no sewer lines that exist in Goetz Road and Mapes Road. The Project applicant proposes sewer lines in Goetz Road as discussed in section 3.2 and this topic will be discussed in the forthcoming EIR.

- 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?**

**Potentially Significant Impact.** The City of Perris contracts with a waste disposal company, CR&R Waste Management, to transport trash to the El Sobrante Landfill, located 14.6 miles northwest of the Project site, and the Badlands Landfill, located 14.4 miles southwest of the Project site. The Project would increase the amount of solid waste generated, thereby resulting in a contribution of waste that would add to the capacity at the landfills designated to serve the Project. The EIR will further evaluate impacts related to disposal of solid waste and attainment of solid waste reduction goals.

- g) **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**Less Than Significant Impact.** The Resource Conservation and Recovery Act of 1976 (United States Code Title 42, Section 6901 et seq.) governs the creation, storage, transport, and disposal of hazardous wastes and operators of hazardous waste disposal sites.

AB 939, the Integrated Waste Management Act of 1989 (California Public Resources Code Section 40000 et seq.) requires all local governments to develop source reduction, reuse, recycling, and composting programs to reduce tonnage of solid waste going to landfills. Cities must divert at least 50 percent of their solid waste generation into recycling. Compliance with AB 939 is measured for each jurisdiction, in part, as actual disposal amounts compared to target disposal amounts. Actual disposal amounts at or below target amounts comply with AB 939. The City must comply with State law to reduce solid waste generation, promote reuse and require solid waste collection for recycling and composting. The City would require the Project to reduce solid waste generation and recycle materials as much as feasible to reduce solid waste. Because the Project would be required by the City to recycle, the Project would not have a significant impact to any federal, state or local statutes or regulations related to solid waste. As such, impacts would be less than significant, and this topic will not be further evaluated in the EIR.

**5.20 WILDFIRE**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**

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

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

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

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

**No Impact.** According to the CalFire Fire Hazard Severity Zone Map for the City of Perris and the Fire Hazards Map in the City’s Safety Element, the Project site is not within a Very High Fire Hazard Severity Zone. Therefore, the Project would not result in any impacts related to wildfire. Wildfire risks will not be further evaluated in the EIR. Thus, wildfire risks will not be further evaluated in the EIR.

**5.21 MANDATORY FINDINGS OF SIGNIFICANCE**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Impact.** Development of the proposed Project has the potential to impact habitat of a fish or wildlife species or rare, endangered species of plant or animal, or plant or animal communities. As previously stated, a site-specific biological resources study will be conducted to determine potential biological resources impacts. Additionally, Project ground-disturbing activities could damage previously undiscovered archaeological and/or paleontological resources or tribal cultural resources. Thus, impacts to biological and cultural resources are potentially significant and will be analyzed in the EIR. Mitigation measures will be recommended as needed.

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

**Potentially Significant Impact.** Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts

can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

- a. Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
- b. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

As described above, the project would construct two warehouse buildings and related improvements. The construction of the Project would have the potential to result in cumulative impacts to aesthetic, air quality, biological, cultural, geotechnical, greenhouse gas, hazardous material, hydrology, land use, noise, population and housing, public services, traffic, tribal cultural resources, and utility services. The extent and significance of potential cumulative impacts resulting from the combined effects of the proposed project plus other past, present, and reasonably foreseeable future project will be evaluated in the EIR.

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

**Potentially Significant Impact.** Development of the site into a warehouse facility could directly or indirectly cause substantial adverse effects on human beings if not properly mitigated. The proposed Project could result in impacts to aesthetic, air quality, geotechnical, greenhouse gas, hazardous material, hydrology and water quality, land use, noise, population and housing, public services, transportation, tribal cultural resources, and utility services that all could result in adverse effects on human beings. Therefore, these impacts will be addressed in the EIR, and mitigation measures will be recommended as needed.

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