MEMORANDUM

DATE: April 12, 2024

TO: Lupita Garcia, City of Perris

FROM: Dionisios Glentis, Associate/Senior Environmental Planner

SUBJECT: Mapes and Trumble Business Park Industrial Center Project Consistency Determination pursuant to the California Environmental Quality Act

This memorandum, prepared pursuant to the California Environmental Quality Act (CEQA), describes the proposed modifications to the Mapes and Trumble Business Park Industrial Center Project (Conditional Use Permit 22-05023) evaluated in the June 2023 Initial Study/Mitigated Negative Declaration (IS/MND) and provides a determination that the modifications to the project are within the scope of the analysis presented in the IS/MND and no further environmental review is required.

INTRODUCTION

In accordance with the Notice of Intent to Adopt Mitigated Negative Declaration (MND) 2387 for the City of Perris, California, the City of Perris (City) as the Lead Agency pursuant to Section 15367 of the State of California *Guidelines for Implementation of the California Environmental Quality Act* (State CEQA Guidelines) prepared an IS/MND to evaluate the potential environmental effects of the proposed Mapes and Trumble Industrial Facility Project.[1] The Mapes and Trumble Industrial Facility Project IS/MND was circulated for public and agency review for a 30-day period from March 31, 2023 to May 1, 2023. The comments received during public review of the project and the City's responses to comments are included in Appendix K of the Final IS/MND.

Subsequent to public review of the Mapes and Trumble Industrial Facility Project IS/MND and in response to comments made by the Perris Planning Commission during a public hearing held on August 16, 2023, to consider taking action on the project, the project applicant is proposing to modify the Mapes and Trumble Industrial Facility Project to reduce the size of the proposed high-cube fulfillment warehouse from 396,000 square feet (Original Project) to 350,000 square feet and incorporate approximately 14,000 square feet of business park flex space (Modified Project) on the same 19.16-acre project site. The overall square footage of building space at the project site would

[1] LSA. *Final Initial Study/Mitigated Negative Declaration, Mapes and Trumble Industrial Facility Project, Perris, Riverside County, California (CUP 22-05023).* June 2023.

be reduced from 396,000 square feet under the Original Project to approximately 364,000 square feet under the Modified Project delineated as described above.

This memorandum is prepared pursuant to State CEQA Guidelines Section 15073.5, which states the following:

(a) A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073.

(b) A "substantial revision" of the negative declaration shall mean:

    (1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or

    (2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

(c) Recirculation is not required under the following circumstances:

    (1) Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.

    (2) New project revisions are added in response to written or verbal comments on the project's effects identified in the proposed negative declaration which are not new avoidable significant effects.

    (3) Measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.

    (4) New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

(d) If during the negative declaration process there is substantial evidence in light of the whole record, before the lead agency that the project, as revised, may have a significant effect on the environment which cannot be mitigated or avoided, the lead agency shall prepare a draft EIR and certify a final EIR prior to approving the project. It shall circulate the draft EIR for consultation and review pursuant to Sections 15086 and 15087, and advise reviewers in writing that a proposed negative declaration had previously been circulated for the project.

Pursuant to State CEQA Guidelines Section 15073.5(c)(2), this memorandum summarizes the changes to the Original Project evaluated in the Mapes and Trumble Industrial Facility Project IS/MND and the reasons for the City's conclusion that the Modified Project revisions proposed in

response to verbal comments made by the Perris Planning Commission during a public hearing held on August 16, 2023, on the project's effects would not result in new avoidable significant effects. Therefore, recirculation of the Mapes and Trumble Industrial Facility Project IS/MND is not required.

MODIFIED PROJECT

The project applicant is proposing to modify the proposed Mapes and Trumble Industrial Facility Project (Conditional Use Permit 22-05023) to reduce the size of the proposed high-cube fulfillment warehouse from 396,000 square feet (Original Project) to 350,000 square feet and incorporate approximately 14,000 square feet of business park flex space (Modified Project) at the same 19.16-acre project site.

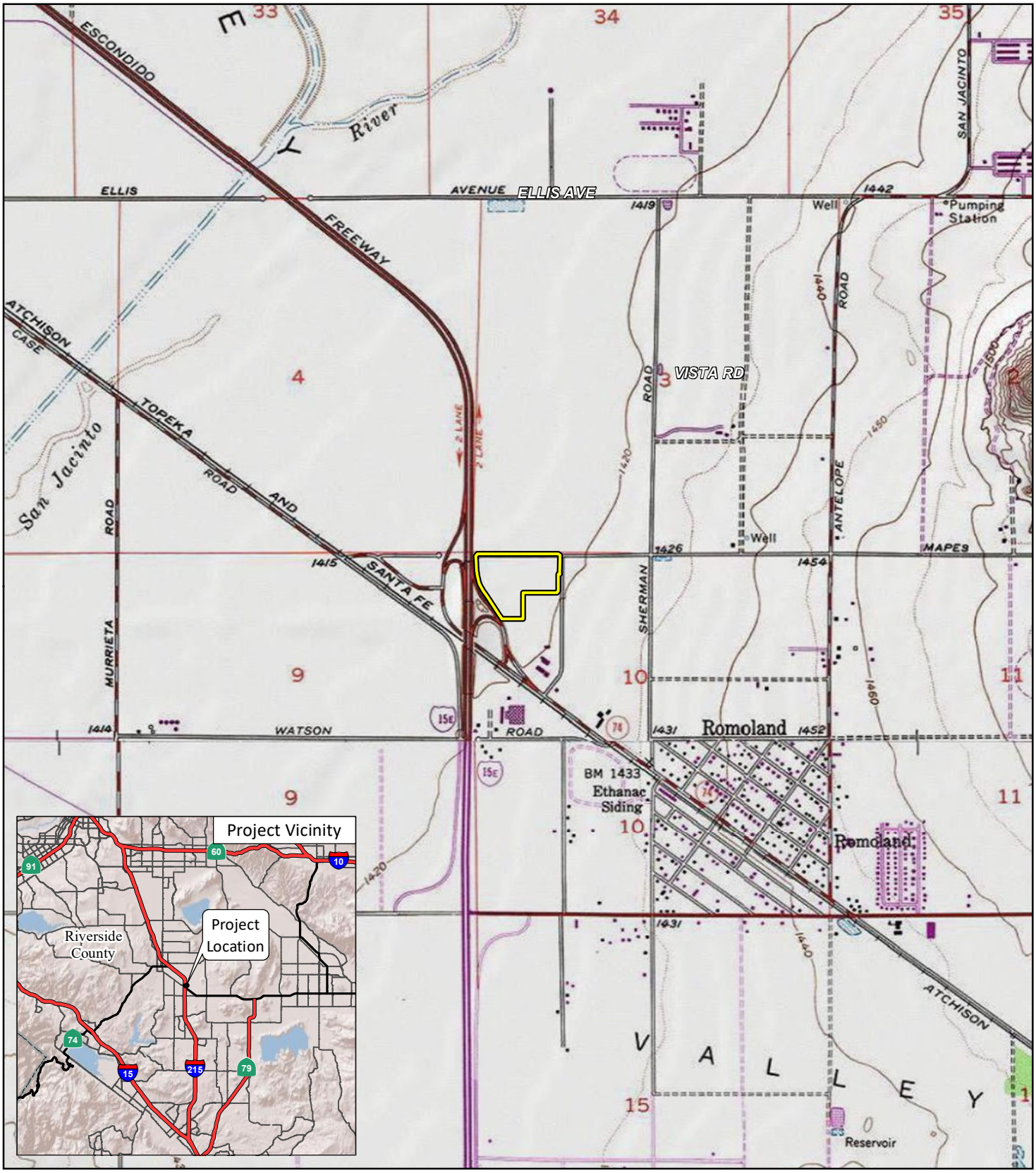
PROJECT LOCATION AND SETTING

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

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

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

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



LSA

LEGEND

Project Location

FIGURE 1

N

0 1000 2000

FEET

SOURCE: USGS Topo

J:\20241476\GIS\MXD\Reg_ProjLoc_Topo.mxd (3/13/2024)

Mapes and Trumble Business Park Industrial Center Project

Regional Location

LSA

LEGEND

Project Site

Photo Locations

FIGURE 2

N

0 300 600

FEET

SOURCE: Google (2023)

J:\20241476\GIS\MXD\Existing_Setting.mxd (3/13/2024)

Mapes and Trumble Business Park Industrial Center Project

Aerial Photograph of Project Site and Surrounding Land Uses

The project site is within Planning Area 9 of the City of Perris and has corresponding Industrial BP-Business Park land use and zoning designations.[3] The project site consists of vacant land and is dominated with low-lying ruderal grasses[4] and other vegetation. Historically, the project site was utilized for row crop agriculture until the 1990s, by which point in time surrounding properties were developed for industrial, commercial, and public facilities uses.[5] The project site has since been fallow and subject to routine weed abatement through the present day.[6] A total of 7 eucalyptus trees exist at the western site boundary along the Interstate 215 northbound on-ramp, and 12 sycamore trees planted as part of the Trumble Road street improvements are located along the eastern site boundary with Trumble Road. The Riverside County Flood Control and Water Conservation District (RCFCD) constructed a square-shaped storm water detention basin and associated channel in the center of the project site in 2002 as part of Line B of the Romoland Master Drainage Plan to receive runoff from the western terminus of Exceed Road and adjacent properties up-gradient to the south and west.[7] Figures 3a through 3e include photographs of the project site and surrounding land uses.

PROJECT DESCRIPTION

The modified project includes a reduction of the size of the proposed high-cube fulfillment warehouse from 396,000 square feet that was analyzed in the Mapes and Trumble Industrial Facility Project IS/MND[8] (Original Project) down to 350,000 square feet of high-cube fulfillment warehouse and the addition of approximately 14,000 square feet of business park flex space (Modified Project) at the same 19.16-acre project site.

The 14,000 square feet of business park flex space would be constructed along the eastern portion of the project site fronting Trumble Road. The overall square footage of building space at the project site would be reduced from 396,000 square feet under the Original Project to approximately 364,000 square feet under the Modified Project.

The description of the Original Project as included in Section 2.4, Project Description, of the Mapes and Trumble Industrial Facility Project IS/MND[9] (pages 6 through 10) is shown below and modified as follows (modified text shown in <u>underline</u> and ~~strikeout~~). The proposed project, as modified, constitutes the "Modified Project."

---

3 City of Perris. *City of Perris General Plan 2030 Land Use Element and City of Perris Zoning Map.* Exhibit LU-1. Updated January 3, 2013. Website: https://www.cityofperris.org/departments/development-services/general-plan (accessed April 1, 2022).

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

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

6 Ibid.

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

8 LSA. *Final Initial Study/Mitigated Negative Declaration, Mapes and Trumble Industrial Facility Project, Perris, Riverside County, California (CUP 22-05023).* June 2023.

9 Ibid. Pages 6 through 10.

Photo 1: Project Site Overview Facing East.

Photo 2: Project Site Boundary along Exceed Road Facing East

LSA

* Note: Viewpoint locations are depicted in Figure 2.

FIGURE 3a

Mapes and Trumble Business Park Industrial Center Project
Site Photographs

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

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

LSA

* Note: Viewpoint locations are depicted in Figure 2.

FIGURE 3b

Mapes and Trumble Business Park Industrial Center Project
Site Photographs

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

Photo 6: Offsite Uses South of Exceed Road Facing South

LSA

* Note: Viewpoint locations are depicted in Figure 2.

FIGURE 3c

Mapes and Trumble Business Park Industrial Center Project
Site Photographs

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

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

LSA

* Note: Viewpoint locations are depicted in Figure 2.

FIGURE 3d

Mapes and Trumble Business Park Industrial Center Project
Site Photographs

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

Photo 10: Northern Boundary of Project Site Facing North.

Photo 11: Southern Portion of Project Site Facing East.

LSA

* Note: Viewpoint locations are depicted in Figure 2.

FIGURE 3e

Mapes and Trumble Business Park Industrial Center Project
Site Photographs

2.4 PROJECT DESCRIPTION

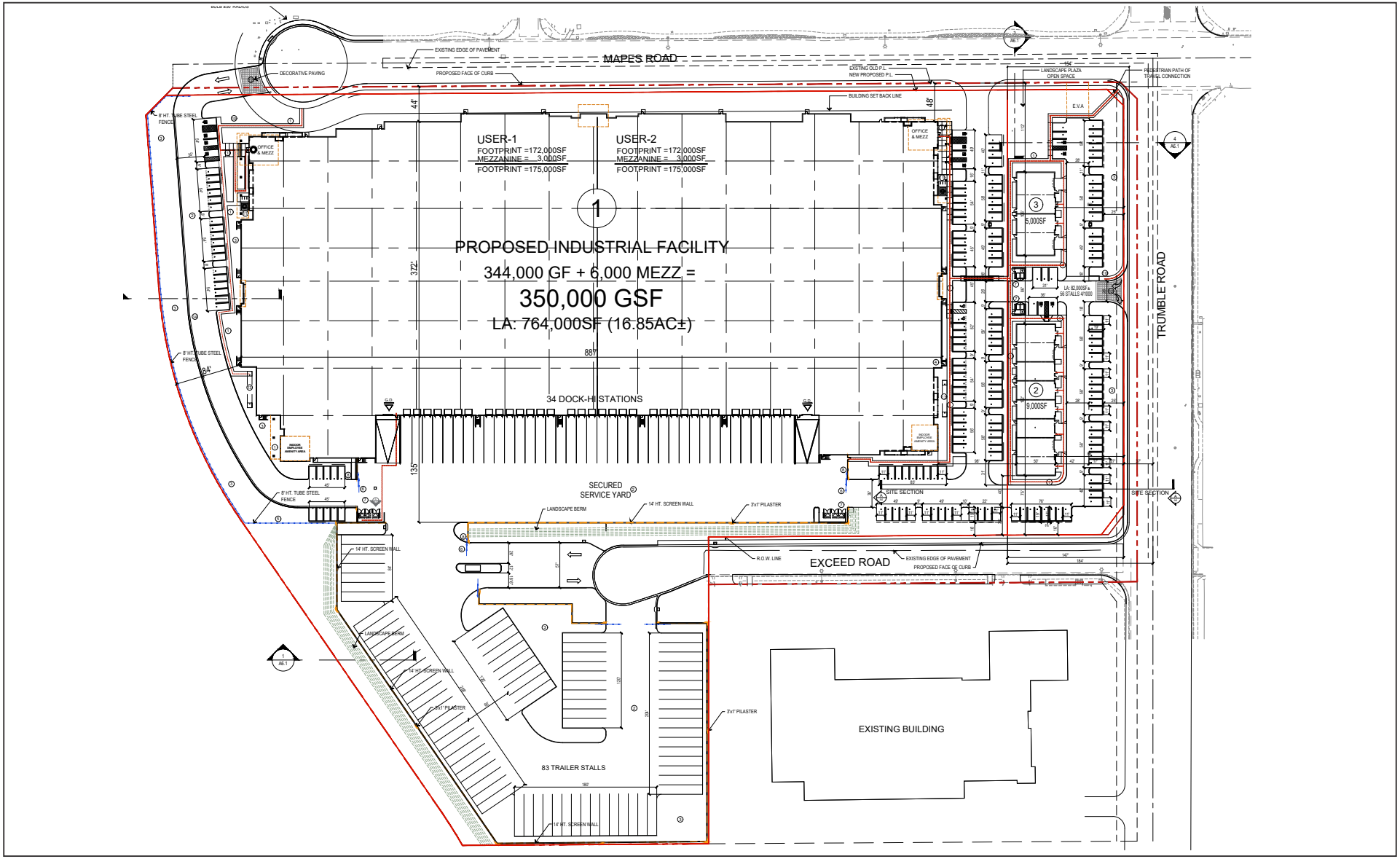
The proposed project would result in development of the project site with a ~~396,000~~ 350,000-square-foot warehouse building that would include ~~45~~ 34 freight truck loading docks with trailer parking on the south side of the building and employee parking on the east and west sides of the building, as well as associated improvements. Individual project components are described below. The conceptual site plan is presented in Figure 4.

2.4.1 Facility and Site Design

The project would ~~be a~~ include a 350,000-square-foot high-cube ~~modern industrial~~ warehouse building approximately 46 feet in height and up to 55 feet in height at its tallest parapet (Figure 5a details the high-cube warehouse building elevations). The ~~industrial~~ warehouse building would contain 12,000 square feet of office space and approximately ~~384,000~~ 338,000 square feet of warehouse space, with a total of ~~45~~ 34 truck loading docks. The building's design would be comprised of tempered glazed aluminum and painted concrete. The northeast and northwest corners of the building where the offices are proposed would contain parapets with glass façades, which are intended to provide visual relief and varied massing.

The proposed 14,000 square feet of business park flex space would be developed as two buildings, respectively 5,000 square feet and 9,000 square feet in size, each approximately 24 feet in height and up to 29 feet in height at the tallest parapet. The business park flex space design would complement the 350,000-square-foot high-cube warehouse building and include tempered glazed aluminum and painted concrete, accented with tile façade, corrugated metal features, and trellised awnings. Each business park building would include two at-grade dock doors to facilitate deliveries in accordance with business park uses. Figure 5b details the business park flex space.

As the future tenant of the proposed 350,000-square-foot high-cube warehouse is unknown at this time, the warehouse would be designed to facilitate up to 50 percent cold storage space. The 50 percent of cold storage is the maximum that is being proposed and would be limited by a Project Design Feature as part of the City's development review process through modularity in design. For example, to ensure the warehouse electrical room is sufficiently sized to accommodate the potential cold storage, either a secondary electrical room would be provided in the building, or the primary electrical room would be sized 25 percent larger than is required to satisfy the service requirements of the building, or the electrical gear would be installed with the initial construction with 25 percent excess demand capacity depending on the ultimate tenant of the facility. Additionally, a conduit would be installed from the electrical room to the loading dock doors that have potential to serve the refrigerated space. If the ultimate tenant requires cold storage, building improvement permits would be required for any refrigerated warehouse space, at which point electric plug-in units would be installed at every dock door servicing the refrigerated space to allow transport refrigeration units to plug in.



LSA

FIGURE 4

0 160 220

FEET

SOURCE: AO Architecture

I:\20241476\G\Site_Plan.ai (3/14/2024)

Mapes and Trumble Business Park Industrial Center Project

Proposed Conceptual Site Plan

LSA

FIGURE 5a

Mapes and Trumble Business Park Industrial Center Project

High-Cube Warehouse Building Elevations

SOURCE: AO Architecture Design Relationships

I:\I:\20241476\G\High-Cube_Elevations.ai (3/14/2024)

LSA

FIGURE 5b

Mapes and Trumble Business Park Industrial Center Project

Business Park Flex Space Elevations

SOURCE: AO Architecture Design Relationships

I:\I:\20241476\G\BPFS_Elevations.ai (3/15/2024)

The project would include installation of 8-foot-tall tubular steel fencing along the western property boundary adjacent to Interstate 215, while the southern areas of the site containing the freight truck loading docks and trailer parking would be screened from public views via 14-foot-tall tilt-up screen walls pursuant to Section 19.44.080 (Site and Architectural Design Guidelines) of the City Municipal Code for Industrial Zones.

Light poles would be installed throughout the surface parking lots and along on-site pedestrian pathways. The warehouse building and 14,000 square feet of business park flex space would have security lighting located on the building façades. Additionally, streetlights will be installed along the project frontages of Mapes Road, Trumble Road, and Exceed Road. All project lighting would be installed in accordance with Section 19.02.110(a) (Lighting) of the City Municipal Code, which requires light shielding, functional and aesthetic design, and compatibility with surrounding uses.

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

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

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

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

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

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

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

construction and demolition waste management ordinance, whichever is more stringent.

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

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

2.4.2 Site Access

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

Passenger vehicle and pedestrian access to the project site would be provided by an ingress/egress driveway and sidewalk at the western terminus of Mapes Road and another ingress/egress driveway and sidewalk off Mapes Road near the intersection with Trumble Road. An additional passenger vehicle driveway with sidewalk would be constructed along Trumble Road between Mapes Road and Exceed Road. Freight truck access would occur only from Exceed Road[11] via an improved cul-de-sac with two ingress/egress driveways to be used only by trucks to access the warehouse loading docks and a separate trailer parking area to the south of the warehouse building. An on-site drive aisle along the east, west, and south of the warehouse building would connect the driveways with the passenger vehicle parking areas and offices on the east and west sides of the warehouse and would facilitate internal access to freight loading docks and trailer parking areas proposed on the south side of the warehouse. The business park flex space proposed for the eastern portion of the project site would be surrounded by passenger vehicle parking spaces and drive aisles connecting to the proposed driveways along Mapes road to the north and Trumble Road to

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

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

the east. Additionally, the on-site drive aisles would serve as ~~an~~ emergency fire lanes to ensure adequate access for first responders to an emergency.

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

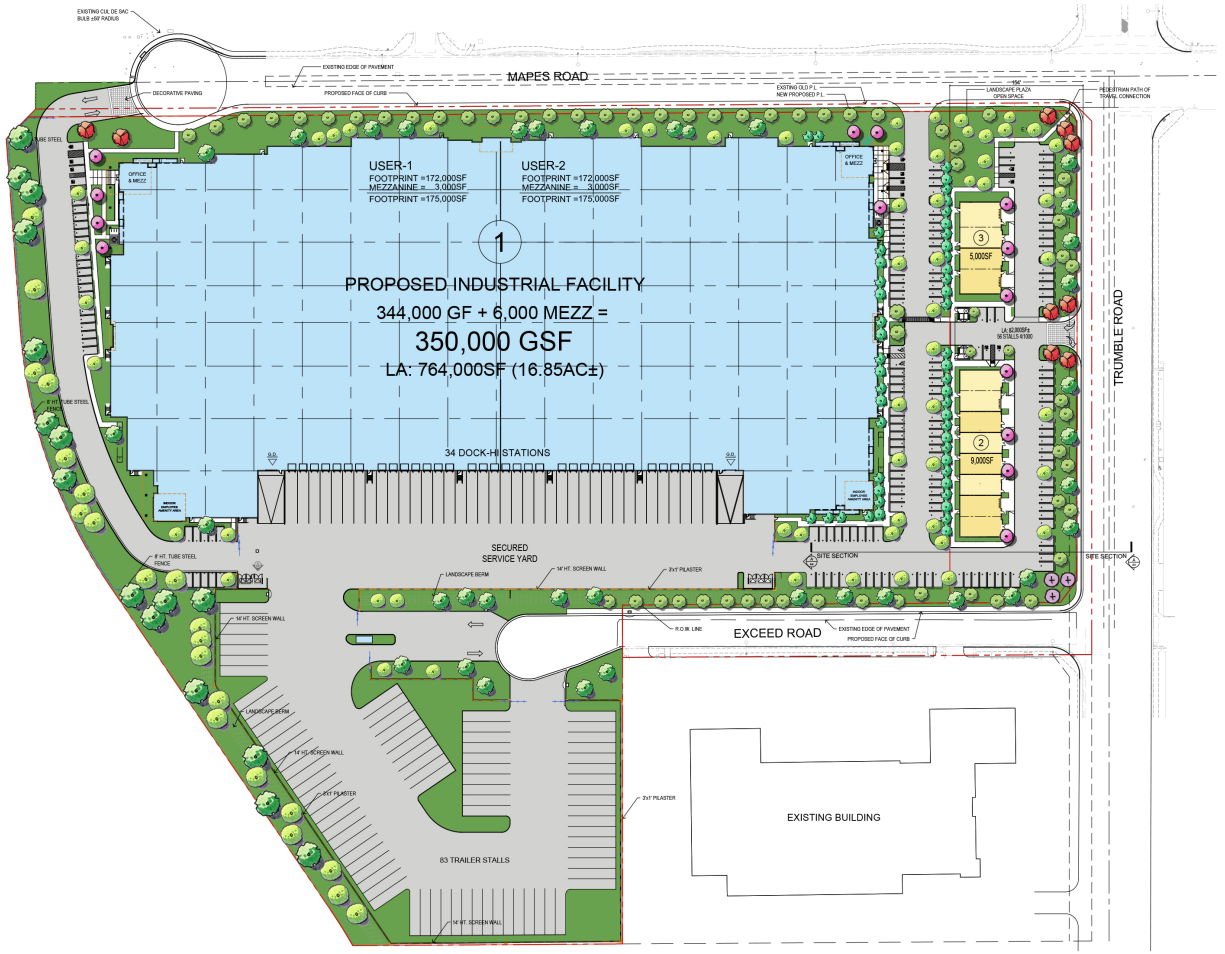
2.4.3 Transit, Pedestrian, and Bicycle Connectivity

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

2.4.4 Landscaping

The City requires a minimum 12 percent of the overall project site to be landscaped, and the project includes approximately ~~158,843~~ 187,100 square feet of landscaping,[12] which equates to approximately ~~19~~ 22 percent of the site. The project would incorporate landscaping through a combination of accent plantings/groundcovers, hedges, and trees along the site perimeter and include additional trees throughout the parking area and along the internal drive aisles. Enhanced landscaping would be installed throughout the project site pursuant to Chapter 19.70 (Landscaping) and Section 19.02.130(b) of the City Municipal Code, which requires the applicant to incorporate a variety of plant materials with an emphasis on drought-tolerant species compatible with the scale of adjacent structures, streets, and public spaces. Design elements of the proposed project include landscaped setbacks and street trees along the site perimeter and on-site trees throughout the parking areas and internal drive aisles. The proposed landscaping is intended to complement existing natural and manmade features, including the dominant landscaping of surrounding areas (Figure 6 details the project landscape design).

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



SITE DATA TABLE

BUILDING	LAND AREA AC	LAND AREA SF	LANDSCAPE SF	LANDSCAPE %	FAR %	COVERAGE %	BLDG FOOT PRINT	BLDG MEZZ.	TOTAL BLDG SF	OFFICE SF	BUSINESS PARK PRKG.	WAREHOUSE SF	WHSE PRKG. 0-20K	WHSE PRKG. 20-40k	WHSE PRKG. 40K+	PRKG REQ. AUTOS	PRKG PROV. AUTOS	PRKG REQ. TRAILERS	PRKG PROV. TRAILERS
1	16.85 AC	±764,000	±146,800	±19.2%	45.8 %	45.0%	344,000	6,000	350,000	12,000	N/A	338,000	20	10	60	90	121	70	83
2	~	~	~	~	~	~	9,000	N/A	9,000	N/A	36	N/A	N/A	N/A	N/A	36	36	N/A	N/A
3	1.88 AC	±82,000	±40,300	±49.2%	~	17.1%	5,000	N/A	5,000	N/A	20	N/A	N/A	N/A	N/A	20	20	N/A	N/A
TOTAL	18.73 AC	±846,000	±187,100	±22.2%	~	42.32%	358,000	6,000	364,000	12,000	56	338,000	20	10	71	146	175	70	83
											(1/250)		(1/1000)	(1/2000)	(1/5000)		(.30/1000)	(1/5000)	(1/4217)

LSA

FIGURE 6

0 110 220
FEET

SOURCE: AO Architecture Design Relationships

I:\I:\20241476\G\Lanscape_Plan.ai (3/14/2024)

Mapes and Trumble Business Park Industrial Center Project

Proposed Conceptual Landscape Plan

2.4.5 Drainage

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

2.4.6 Infrastructure and Off-site Improvements

The project would include dedication of approximately 9 feet of right-of-way along the site's northern frontage with Mapes Road, buildout of the ultimate full width of Mapes Road (78 feet/56 feet) in accordance with the City's General Plan designation for a Major Collector Street, completion of the cul-de-sac at the western terminus of the roadway, and construction of curb, gutter, sidewalk, street trees, and streetlights along the northern frontage of the site. Additionally, the project would include dedication of approximately 27 feet of right-of-way along the project site's eastern frontage with Trumble Road along APN 329-020-034 and one foot of right-of-way for Trumble Road along APN 329-020-044. Trumble Road would be built out to the ultimate full width (94 feet/64 feet with 12-foot painted median) in accordance with the City's General Plan designation for a Secondary Arterial Street and include construction of curb, gutter, sidewalk, street trees, and streetlights along the eastern frontage of the site. The project would include adequate dedication along Exceed Road in order to construct an offset cul-de-sac at the western terminus of the roadway. The project would include buildout of the ultimate full width of Exceed Road (60 feet/40 feet) in accordance with the City's General Plan designation for a Local Road and construction of curb, gutter, sidewalk, street trees, and streetlights along the southern frontage of the site along this roadway. Finally, the project also would interconnect to existing sewer, water, gas, and telecommunications utilities within the Mapes Road and Trumble Road rights-of-way.

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

2.4.7 Construction

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

Construction parking and staging areas would occur on site. According to the project conceptual grading plans, approximately ~~28,891~~ 26,590 cubic yards of soil import would be required during the grading phase of construction for excavation, compaction, and rough grading in order to raise the site one foot above the 100-year flood plain elevation of 1,420 as identified in FEMA's Flood Insurance Rate Map (FIRM) Panel 06065C1440H. Construction hours would generally conform to City standards (Chapter 7.34, Section 7.34.060, Construction Noise of the City Municipal Code) and be limited to 7:00 a.m. to 7:00 p.m. Monday through Saturday. During project construction, it is possible there would be temporary lane closures and/or detours necessary along Trumble Road, Mapes, Road, and/or Exceed Road. In addition, it is possible that concrete pouring activities may need to occur at night to facilitate proper concrete curing. Pours during hot weather would typically occur between the approximate hours of 1:00 a.m. and 7:00 a.m.

Construction of the project is anticipated to commence in ~~spring of~~ ~~2023~~ approximately November 2024 and be completed in ~~the~~ ~~summer of 2024~~ approximately September 2025, resulting in a total construction duration of approximately ~~17~~ 10 months. Construction equipment anticipated to be used includes rubber-tired dozers, tractors/loaders/backhoes, excavators, graders, scrapers, cranes, forklifts, generators, welders, air compressors, and paving equipment.

COMPARISON TO THE CONDITIONS LISTED IN CEQA GUIDELINES SECTION 15073.5

Aesthetics

Section 3.3 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed the visual conditions of the project area. Similar to the Original Project, the Modified Project would not substantially impact a scenic vista, nor would it substantially damage scenic resources within a State scenic highway. As part of the Modified Project, the warehouse building is still proposed to be approximately 46 feet in height and up to 55 feet in height at its tallest parapet, while the proposed business park flex space would be developed as two buildings, respectively 5,000 square feet and 9,000 square feet in size, each approximately 24 feet in height and up to 29 feet in height at the tallest parapet. The business park flex space would be constructed along the eastern portion of the project site fronting Trumble Road and would screen the taller warehouse from the Trumble Road right of way while maintaining an 86-foot setback from Trumble Road in accordance with City Municipal Code Section 19.44.030 (Development Criteria) prescribed for Industrial BP-Business Park

land use and zoning designations. Additionally, the Modified Project includes approximately 28,257 square feet of additional landscaping compared to the Original Project to better integrate the proposed development with the surrounding properties, which consist of a combination of industrial, public facility (i.e., Interstate 215), and recreational (i.e., Big Leage Dreams Sports Park) land uses. All other design features of the Modified Project are similar to the project design evaluated in the Mapes and Trumble Industrial Facility Project IS/MND for the Original Project.

The California Department of Transportation (Caltrans) Scenic Highway Program does not identify any State-designated scenic highways near the project site.[14] The nearest officially designated State Scenic Highways are Highway 243, approximately 20 miles east of the project site, and State Route 74 at the boundary of the San Bernardino National Forest located approximately 20 miles east of the project site.

Trucking operations would be buffered from adjacent uses by a 14-foot-tall tilt-up screen wall and minimum 25-foot setback landscaping. Moreover, any street lighting associated with the proposed project would be consistent with City standards. All lighting on the project site would comply with Sections 19.02.110(a) and 19.69.030(C)(5)(h) of the City Municipal Code, which require light shielding, functional and aesthetic design, and compatibility with surrounding uses. The purpose of these lighting standards is to minimize light pollution, glare, and spillover, conserve energy resources, and curtail the degradation of the nighttime visual environment. In addition, the proposed project would be subject to design review on a site-specific basis to ensure light and glare impacts would not substantially impact adjacent uses.[15]

The Modified Project would not have a substantial effect on scenic vistas or existing visual resources, nor would it degrade the existing visual character or quality of the project site, substantially damage scenic resources within a State scenic highway, or result in a new source of light or glare that would adversely affect daytime or nighttime views in the project area. ***No new impacts or increase in severity of impacts would occur, and new mitigation measures would not be required.***

Agricultural Resources

Section 3.4 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts to agricultural resources. No impacts to agricultural resources were identified in the IS/MND. Since the Modified Project is proposed for the same 19.16-acre site as the Original Project and would result in development of the entire site, the Modified Project would not result in the conversion of agricultural land nor would it conflict with existing zoning for agricultural use or Williamson Act contract. ***No new impacts or increase in severity of impacts would occur, and new mitigation measures would not be required.***

---

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

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

Air Quality

Section 3.5 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts to air quality. Short-term construction and long-term operational emissions were analyzed using the California Emissions Estimator Model (CalEEMod), version 2020.4.0, and impacts were determined to be less than significant under the Original Project.

As detailed below, the Modified Project would result in short-term construction and long-term operational emissions that would not exceed the CEQA significance emissions thresholds established by the South Coast Air Quality Management District (SCAQMD). Therefore, similar to the Original Project, the Modified Project would not increase the frequency or severity of an air quality standards violation or cause a new violation. Furthermore, the Modified Project is consistent with the City's Business Park (B-P) land use and zoning designation through development of warehouse and business park facilities. Because the Modified Project would be consistent with the City's General Plan, it would also be consistent with the regional growth projections adopted in the 2022 Air Quality Management Plan (AQMP) for the South Coast Air Basin. Similar to the Original Project, air quality emissions generated by the Modified Project are considered to be evaluated in the AQMP, and proposed development in accordance with the City's General Plan would not conflict with or obstruct implementation of the regional 2022 AQMP.

Under the Modified Project, the overall building space at the project site would be reduced from 396,000 square feet to approximately 364,000 square feet. As detailed in Attachment A of this memorandum, the proposed modification is expected to reduce the total number of truck trips (from 224 to 198), increase the total number of passenger vehicle trips (from 495 to 503), and reduce the total number of overall vehicle trips (from 719 to 701).[16] The Modified Project was evaluated using the current version of CalEEMod, version 2022.1, to account not only for changes in the project trip generation, but also for other variables attributable to the proposed modifications, including natural gas demand, parking surface area, landscaping, etc. in order to quantify the amount of criteria pollutant emissions the proposed Modified Project would generate compared to the Original Project.[17] Detailed modeling outputs of the air quality analysis are available in Attachment B of this memorandum.

Table A details the anticipated short-term construction emissions associated with the Modified Project.

---

16 LSA. *Mapes and Trumble Road Mixed-Use Project Transportation Sensitivity Analysis Memorandum.* Table A and Table D. March 8, 2024.

17 LSA. *Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum for the Modified Mapes and Trumble Business Park Industrial Center Project.* March 14, 2024.

Table A: Short-Term Regional Peak-Day Construction Emissions

Construction Phase	Total Regional Pollutant Emissions (lbs/day)							
	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	4	36	34	<1	8	2	4	1
Grading	4	39	33	<1	5	2	2	1
Building Construction	2	13	25	<1	3	<1	1	<1
Paving	3	8	11	<1	<1	<1	<1	<1
Architectural Coating	20	1	4	<1	<1	<1	<1	<1
Peak Daily	**22**	**39**	**34**	**<1**	**10**		**5**	
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**		**55**	
Exceeds Thresholds?	**No**	**No**	**No**	**No**	**No**		**No**	

Source: LSA. *Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum for the Modified Mapes and Trumble Business Park Industrial Center Project.* Table B. March 14, 2024.
Note: The daily emissions for Architectural Coatings and Building Construction are combined as it was assumed that the emissions would occur simultaneously. The measures applied in this modeling are required dust control measures per SCAQMD Rule 403 and Rule 1113.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

The results shown in Table A indicate the Modified Project would not exceed the SCAQMD's thresholds of significance for daily VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$ emissions. Therefore, similar to the Original Project, construction of the Modified Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable California Ambient Air Quality Standard and/or National Ambient Air Quality Standard. In addition, the Modified Project, like the Original Project, would be required to comply with SCAQMD Rule 403 fugitive dust and Rule 1113 for architectural coatings. Therefore, the Modified Project would not result in new or substantially more severe construction impacts beyond those identified for the Original Project.

The estimated long-term operational emissions associated with the Modified Project are detailed in Table B.

Table B: Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	11	<1	16	<1	<1	<1
Energy	<1	2	2	<1	<1	<1
Mobile – Vehicles and Light Duty Trucks	2	7	35	<1	11	3
Mobile – Heavy-Heavy Duty Trucks	<1	19	4	<1	5	2
Warehouse Equipment	1	9	12	<1	<1	<1
Total Modified Project Emissions	**14**	**37**	**69**	**<1**	**16**	**5**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA. *Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum for the Modified Mapes and Trumble Business Park Industrial Center Project.* Table C. March 14, 2024.

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

The results shown in Table B indicate the Modified Project would not exceed the SCAQMD's thresholds of significance for daily VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$ emissions. Therefore, similar to the Original Project, operation of the Modified Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment. Therefore, the Modified Project would not result in new or substantially more severe operational impacts beyond those identified for the Original Project.

The SCAQMD recommends the evaluation of localized CO, NOx, PM_{10}, and $PM_{2.5}$ construction- and operation-related impacts to sensitive receptors[18] in the immediate vicinity of the project site. The appropriate Source Receptor Area is the Perris Valley area (Source Receptor Area 24). The nearest sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. The nearest sensitive receptors are identified as the single-family residences located approximately 1,390 feet east of the proposed project site. Additionally, the Big League Dreams Perris sports park is just to the northeast of the project site. The distance from the closest construction area to the closest playing field would be approximately 650 feet, and from the closest loading dock to the closest playing field would be approximately 965 feet.

A localized significance threshold (LST) analysis was completed to show the construction and operational impacts to the nearest sensitive receptors to the project site. Tables C and D show the results of the LST analysis during project construction and operation, respectively.

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

Table C: Modified Project Localized Construction Emissions

Source	Pollutant Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions	36	33	9	5
Localized Significance Threshold	**486**	**6,792**	**95**	**31**
Significant?	**No**	**No**	**No**	**No**

Source: LSA. *Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum for the Modified Mapes and Trumble Business Park Industrial Center Project.* Table D. March 14, 2024.
Note: Source Receptor Area 24 based on a 5-acre construction disturbance daily area at a distance of 650 feet from the project site boundary.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

Table D: Modified Project Localized Operational Emissions

Source	Pollutant Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions	12	32	1	<1
Localized Significance Thresholds	**579**	**11,770**	**31**	**14**
Significant?	**No**	**No**	**No**	**No**

Source: LSA. *Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum for the Modified Mapes and Trumble Business Park Industrial Center Project.* Table E. March 14, 2024.
Note: Source Receptor Area 24 based on a 5-acre operational daily area at a distance of 965 feet from the project site boundary.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

As detailed in Tables C and D, the modeled emission levels indicate that the Modified Project would not exceed the SCAQMD's LSTs during project construction or operation. Furthermore, given the extremely low level of CO concentrations in the project area, the project-related vehicles would not be expected to contribute significantly or to result in CO concentrations exceeding the State or federal CO standards. Because no CO hot spots would occur, there would be no project-related impacts on CO concentrations from the Modified Project.

According to the California Air Resources Board (CARB), air pollution studies have shown that diesel exhaust and other cancer-causing chemicals emitted from cars and trucks are responsible for much of the overall cancer risk from airborne toxics in California and also have shown an association between both respiratory and other non-cancerous health effects and proximity to high-traffic roadways. The Original Project was evaluated for health risk in the Mapes and Trumble Industrial Facility Project IS/MND under a project-specific Health Risk Assessment, which indicated the maximum cancer risk for the residential maximum exposed individual would be 0.26 in 1 million, the maximum cancer risk for children at the Big League Dreams Perris sports park would be 0.36, and the maximum cancer risk for the maximum exposed individual worker would be 0.40 in 1 million, all less than the SCAQMD's significance threshold of 10 in 1 million. The chronic and acute health risks from the Original Project indicate the hazard index for each of these risks is below the threshold of 1.0. Therefore, all health risk levels to nearby residents, children at the Big League Dreams Perris

sports park, and workers from project-related emissions of toxic air contaminants from the Original Project would be below the SCAQMD's significance thresholds.[19] As detailed in Attachment A, the Modified Project is expected to result in less truck trips (from 224 to 198), more passenger vehicle trips (from 495 to 503), and less total number of overall vehicle trips (from 719 to 701) compared to the Original Project.[20] Because the number of overall vehicle trips, especially heavy duty truck trips, would be less under the Modified Project compared to the Original Project, all potential health risk levels to nearby residents, children at the Big League Dreams Perris sports park, and workers from project-related emissions of toxic air contaminants from the Modified Project would likewise be below the SCAQMD's significance thresholds.

Due to the relatively small size of the Modified Project in relation to the overall South Coast Air Basin, the level of emissions is not sufficiently high to use a regional modeling program to correlate health effects on a basin-wide level. On a regional scale, the quantity of emissions from the Modified Project is incrementally minor. Because the SCAQMD has not identified any other methods to quantify health impacts from small projects, and due to the size of the Modified Project, it would be speculative to assign any specific health effects to small project-related emissions. However, based on this localized analysis, the Modified Project, like the Original Project, would not expose sensitive receptors to substantial pollutant concentrations. Therefore, the Modified Project would not result in new or substantially more severe adverse health effects beyond those identified for the Original Project.

Finally, similar to the Original Project, construction and operation of the Modified Project would be required by law to comply with SCAQMD Rules 402 and 403, and Title 13, Section 2449(d)(D) of the California Code of Regulations, which require the project applicant to implement standard control measures to limit fugitive dust and construction equipment emissions. These temporary emissions are expected to be isolated to the immediate vicinity of the construction site. Therefore, operation of fueled equipment during construction would not generate odor that could adversely affect a substantial number of people.

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

During project operation, freight trucks entering/exiting and loading/unloading at the site, as well as temporary storage of typical solid waste (refuse) associated with occupation of the site could generate potential odors. As a matter of State policy, medium- and heavy-duty freight vehicles accessing the project site must comply with the SCAQMD's and CARB's regulations pertaining to particulate filter requirements, idle time limits, smoke opacity, greenhouse gas emissions, and NOx

---

19 LSA. *Final Initial Study/Mitigated Negative Declaration, Mapes and Trumble Industrial Facility Project, Perris, Riverside County, California (CUP 22-05023).* Pages 40 through 42. June 2023.

20 LSA. *Mapes and Trumble Road Mixed-Use Project Transportation Sensitivity Analysis Memorandum.* Table A and Table D. March 8, 2024.

emissions standards.[21] Furthermore, project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations.

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

Similar to the Original Project, the Modified Project would not conflict with or obstruct implementation of the applicable AQMP, violate air quality standards, or result in a cumulatively considerable net increase in any criteria pollutant. Construction of the Modified Project would utilize similar construction techniques identified in the Mapes and Trumble Industrial Facility Project IS/MND; therefore, no additional impacts or increase in the severity of air quality impacts would occur with implementation of the Modified Project. ***No new impacts or increase in severity of impacts would occur, and new mitigation measures would not be required.***

Biological Resources

Section 3.6 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts to biological resources. The IS/MND identified areas of potential impact, including adverse effects on special-status species, wildlife movement and migration, and the environment from conflict with an adopted habitat conservation plan, and prescribed **Mitigation Measures BIO-1** and **BIO-2** to ensure that potential impacts to rare, threatened, and/or endangered species and nesting birds would be reduced to a less-than-significant level.

Since the Modified Project is proposed for the same 19.16-acre site as the Original Project and would result in development of the entire site, the Modified Project would result in the same potential impacts to special-status species, wildlife movement and migration, and the environment from conflict with an adopted habitat conservation plan. Therefore, the Modified Project would be subject to the same mitigation measures **(Mitigation Measures BIO-1** and **BIO-2)** identified in the Mapes and Trumble Industrial Facility Project IS/MND to ensure that potential impacts to biological resources would be reduced to less than significant levels. ***No new impacts or increase in severity of impacts would occur, and new mitigation measures would not be required.***

Cultural Resources

Section 3.7 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts to cultural resources. The IS/MND identified areas of potential impact, including adverse effects on archaeological and historical resources and human remains, and prescribed **Mitigation Measures TCR-1** and **TCR-2** to ensure that potential impacts to unanticipated encounters with cultural resources and human remains would be reduced to a less-than-significant level.

---

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

Since the Modified Project is proposed for the same 19.16-acre site as the Original Project and would result in development of the entire site, the Modified Project would result in the same potential impacts to cultural resources. Therefore, the Modified Project would be subject to the same mitigation measures **(Mitigation Measures TCR-1** and **TCR-2)** identified in the Mapes and Trumble Industrial Facility Project IS/MND to ensure that potential impacts to cultural resources would be reduced to less than significant levels. ***No new impacts or increase in severity of impacts would occur, and additional mitigation measures would not be required.***

Energy

Section 3.8 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts to the environment from wasteful, inefficient, or unnecessary consumption of energy and from project conflict with state or local plans for renewable energy. Energy demand from short-term construction and long-term operations emissions were analyzed using CalEEMod, and impacts were determined to be less than significant under the Original Project.

Construction

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

Similar to the Original Project, the CalEEMod output for energy consumption during construction of the Modified Project incorporates project compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, and California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program regulations, and the 2022 California Green Building Standards Code, which is Part 11 of the California Code of Regulations, commonly referred to as the CALGreen Code. Requirements of the 2022 CALGreen Code that are applicable to construction of the Modified project include Section 5.408.1 (Construction Waste Management), which requires construction of the project to include recycling and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.408.1.2, or 5.408.1.3, or to meet the City's construction and demolition waste management ordinance, whichever is more stringent.

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

Best Available Control Measures include, but are not limited to, requirements that the project applicant utilize only low-sulfur fuel having a sulfur content of 15 parts per million by weight or less; ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were

not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with CARB's Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor would recycle/reuse at least 65 percent of the construction material and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project in accordance with CalRecycle regulations. Through compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, the CalRecycle Green Building Program, and the 2022 CALGreen Code as a matter of regulatory policy, construction of the Modified Project would demand only the energy required, and potential impacts from wasteful, inefficient, or unnecessary energy consumption would be the same as for the Original Project; less than significant. Mitigation is not required.

Operation

Similar to the Original Project, energy use associated with the Modified Project would consist of electricity, natural gas, and vehicle fuel use associated with project operations. Table E shows the estimated potential increased electricity, natural gas, gasoline, and diesel demand associated with the Modified Project, which includes a 350,000-square-foot high cube warehouse designed to facilitate up to 50 percent cold storage space depending on the end user. The electricity and natural gas rates are from the CalEEMod analysis, while the gasoline and diesel rates are based on the traffic analysis in conjunction with United States Department of Transportation fuel efficiency data.

Table E: Estimated Annual Energy Use of the Modified Project

Land Use	Electricity Use (kWh/year)	Natural Gas (kBtu/year)	Gasoline (gallons per year)	Diesel (gallons per year)
Business Park	69,773	110,347	14,478	10,066
Commercial/Storage	46,024	190,922	4,343	3,020
Unrefrigerated Warehouse	805,411	3,341,132	84,507	157,018
Refrigerated Warehouse	3,827,171	4,630,684	95,948	196,186
Parking Lighting	279,321	N/A	N/A	N/A
Total	5,026,936	8,273,085	199,276	366,290

Source: LSA. *Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum for the Modified Mapes and Trumble Business Park Industrial Center Project.* Table F. March 14, 2024.
kWh = kilowatt hours
kBtu = thousand British thermal units
N/A = not applicable

As identified in Table E, operation of the Modified Project would demand a total of approximately 5,026,936 kilowatt hours (kWh) of electricity and 8,273,085 thousand British thermal units (kBtu) of natural gas on an annual basis.

In addition, the Modified Project would result in energy usage associated with consumption of motor vehicle gasoline and diesel fuel for project-related trips. Trip lengths as recommended by the SCAQMD of 15.3 miles for the smaller trucks and 39.9 miles for the heavy-duty trucks were used to

calculate gasoline and diesel fuel demand. As identified in Table E, operation of the Modified Project would result in the consumption of approximately 199,276 gallons of gasoline and 366,290 gallons of diesel per year.

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

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

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

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

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

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

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

Electricity is provided in the State through a complex grid of power plants and transmission lines. In 2022, California's in-state electric generation totaled 194,127 gigawatt-hours (GWh); the State's

total system electric generation, which includes imported electricity, totaled 277,764 GWh.[22] Population growth is the primary source of increased energy consumption in the State; population projections show annual electricity use is anticipated to increase by approximately 1 percent per year through 2027.[23] The project's net electricity usage would total approximately 0.0026 percent[24] of electricity generated in the State in 2022, which would not represent a substantial demand on available electricity resources.

California's receipt capacity of natural gas per day totals approximately 9.8 billion cubic feet (Bcf), and the State's average consumption is approximately 5.8 Bcf per day.[25] In 2022, total natural gas consumption in Riverside County was 431,052,392 therms.[26] Therefore, operation of the proposed project would increase the annual natural gas consumption in Riverside County by 0.02 percent, which would not represent a substantial demand on available natural gas resources.

The United States Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration indicate the average fuel economy for tractors (freight trucks) is between 5.5 and 6.5 mpg.[27] The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 mpg in 1980 to 25.2 mpg in 2021.[28] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007, which originally mandated a national fuel economy standard of 35 mpg by the year 2020, and would be applicable to cars and light trucks of Model Years 2011 through 2020.[29] The EPA and the National Highway Traffic Safety Administration amended the Corporate Average Fuel Economy (CAFE) standard. The new vehicle rules under the Safe Affordable Fuel-Efficient (SAFE) rule would hold the emissions standards at 2020 standards for both CAFE and SAFE until 2026. This new rule applies to the emissions of light duty cars and trucks from model years 2021 to 2026.[30]

As stated previously, implementation of the Modified Project would increase the project-related annual fuel demand by approximately 199,276 gallons of gasoline and 366,290 gallons of diesel. Based on fuel consumption obtained from CARB's California Emissions Factor Model, version 2021

---

22 California Energy Commission. *2021 Total System Electric Generation*. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation (accessed March 2024).

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

24 5.03 GWh (proposed Project) ÷ 194,127 GWh (generated in State in 2022) = < 0.0026 percent.

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

26 California Energy Commission. 2022. *Gas Consumption by County*. Website: ecdms.energy.ca.gov/gasbycounty.aspx (accessed March 2024).

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

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

29 United States Department of Energy. *Energy Independence & Security Act of 2007*. Website: https://www.afdc.energy.gov/laws/eisa (accessed March 2024).

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

(EMFAC2021), approximately 744 million gallons of gasoline and approximately 301 million gallons of diesel will be consumed from vehicle trips in Riverside County in 2024.[31] Therefore, vehicle trips associated with the Modified Project would increase the annual fuel use in Riverside County by approximately 0.03 percent for gasoline and approximately 0.1 percent for diesel fuel. Progressive improvements to freight trucks (e.g., more efficient engines and improvements to aerodynamic features) and new automobiles purchased and operated by patrons and employees driving to and from the project site would be subject to fuel economy and efficiency standards applied throughout the State. As such, the fuel efficiency of vehicles associated with project operation would increase throughout the life of the project as fuel efficiency of vehicles continues to improve in order to meet the State's 2030 GHG emission reduction goals pursuant to Senate Bill 32 and beyond. Furthermore, SCAQMD Rule 2305, the Warehouse Indirect Source Rule, which is applicable to all warehouses at least 100,000 square feet in size, would facilitate the acquisition and use of natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, etc. to further reduce demand for diesel fuel.

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

Increasingly stringent electricity, natural gas, and fuel efficiency standards combined with compliance with the California Building Code and CALGreen Code, and improved alternative transportation infrastructure throughout the region would ensure operation of the Modified Project would demand only the energy required, similar to the Original Project, and potential impacts from wasteful, inefficient, or unnecessary energy consumption would be less than significant. Furthermore, construction and operation of the Modified Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Similar to the Original Project, potential impacts from the Modified Project would be less than significant. ***No new impacts or increase in severity of impacts would occur, and new mitigation measures would not be required.***

Geology and Soils

Section 3.9 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed the geological, seismic, and soil conditions within the project area. The IS/MND identified areas of potential impact, including damage due to seismic ground shaking, seismic-related liquefaction, soil erosion, expansive soils, as well as potential impacts to paleontological resources and prescribed **Mitigation**

[31] LSA. *Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum for the Modified Mapes and Trumble Business Park Industrial Center Project.* Page 13. March 14, 2024

Measures GEO-1 and **GEO-2** to ensure that potential impacts related to seismic ground shaking, seismic-related liquefaction, soil erosion, expansive soils, and paleontological resources would be reduced to a less-than-significant level. Since the Modified Project is proposed for the same 19.16-acre site as the Original Project and would result in development of the entire site, the Modified Project would result in the same impacts related to Geology and Soils and would be designed and constructed in accordance with applicable provisions of the 2022 edition of the California Building Code and measures identified in the project-specific Geotechnical Investigation (included as Appendix F of the IS/MND). Construction of the Modified Project would be monitored by a qualified paleontologist, similar to the Original Project. Therefore, the Modified Project would be subject to the same mitigation measures **(Mitigation Measures GEO-1** and **GEO-2)** identified in the Mapes and Trumble Industrial Facility Project IS/MND to ensure that potential impacts related to geology and soils would be reduced to less than significant levels. ***No new impacts or increase in severity of impacts would occur, and additional mitigation measures would not be required.***

Greenhouse Gas Emissions and Climate Change

Section 3.9 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts associated with greenhouse gas (GHG) emissions and climate change. Short-term construction and long-term operational emissions were analyzed using CalEEMod, version 2020.4.0, and the Original Project was estimated to generate a total of 1,439 metric tons of carbon dioxide equivalent per year (MT CO_2e/yr) during project construction and 5,770 MT CO_2e/yr (including the construction emissions amortized over 30 years) during project operations. Therefore, the Original Project's GHG emissions would not exceed the City of Perris' significance threshold of 10,000 MT CO_2e/yr for industrial projects. The analysis concluded that impacts related to the generation of GHG emissions, either directly, indirectly, or cumulatively, would not be significant under the Original Project. Similar to the Original Project, the Modified Project would generate GHG emissions that would not exceed the City's 10,000 MT CO_2e emissions per year threshold of significance for industrial projects.

Construction

Based on an analysis of the Modified Project using the latest version of CalEEMod, version 2022.1, it is estimated that the Modified Project would generate 664 MT CO_2e during construction, which is less than the 1,439 MT CO_2e that would be generated during construction of the Original Project. The difference in construction related GHG emissions is due to the reduced construction schedule, square footage for the industrial warehouse building and overall building space, and updated emission factors in CalEEMod. When amortized over the 30-year life of the Modified Project, annual emissions would be 22 MT CO_2e.[32]

Operation

Long-term operation of the Modified Project would generate GHG emissions from area, mobile, waste, and water sources, as well as indirect emissions from sources associated with energy

[32] LSA. *Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum for the Modified Mapes and Trumble Business Park Industrial Center Project.* Pages 14 and 15. March 14, 2024.

consumption. Table F shows the estimated operational GHG emissions for the Modified Project based on the latest version of CalEEMod, version 2022.1.

Table F: Long-Term Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (MT/yr)					
	Bio-CO_2	**NBio-CO_2**	**Total CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area	0	7	7	<1	<1	7
Energy	0	1,652	1,652	<1	<1	1,658
Mobile – Vehicles and Light Duty Trucks	0	1,994	1,994	<1	<1	2,033
Mobile – Heavy Duty Trucks	0	2,929	2,929	<1	<1	3,072
Waste	31	0	31	3	0	107
Water	27	142	169	3	<1	257
Warehouse Equipment	0	195	195	<1	<1	196
Amortized Construction Emissions						22
Total Modified Project Emissions						**7,352**
City of Perris Threshold						**10,000**
Emissions Exceed Threshold?						**No**

Source: LSA. *Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum for the Modified Mapes and Trumble Business Park Industrial Center Project.* Table G. March 14, 2024.

Bio-CO_2 = biologically generated CO_2
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide
Nbio-CO_2 = nonbiologically generated CO_2
SCAQMD = South Coast Air Quality Management District

An industrial project would result in less than significant GHG emissions if it would result in operation-related GHG emissions of less than the City of Perris significance threshold of 10,000 MT CO_2e/yr. Based on the analysis results, the Modified Project is estimated to result in 7,352 MT CO_2e/yr, which would be below the City's numeric threshold of 10,000 MT CO_2e/yr for industrial projects. For comparison, the Original Project was estimated to result in 5,770 MT CO_2e/yr under a previous version of CalEEMod (version 2020.4.0). The difference in operational related GHG emissions is due to the variables attributable to the proposed modifications, including water, electricity, and natural gas demand, parking surface area, increased landscaping, etc., and updated emission factors in CalEEMod version 2022.1. CalEEMod version 2022.1 includes key updates regarding traffic analysis zone-specific vehicle trip data, electricity intensity factors, and changes in emission intensity factors derived from EMFAC,[33] which result in more conservative GHG emissions outputs. As with the Original Project, GHG emissions related to operation of the Modified Project would not exceed the City's GHG emissions threshold for industrial projects and therefore would be considered less than significant.

The analyses within the Mapes and Trumble Industrial Facility Project IS/MND and associated technical studies demonstrate with substantial evidence that the Original Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. These plans include the City of Perris Climate Action Plan, the CARB Scoping

[33] CalEEMod version 2020.4.0 uses emission factors from EMFAC2017 whereas the 2022.1 version uses EMFAC2021.

Plan, and Connect SoCal – the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments.

Similar to the Original Project, the Modified Project would not generate GHG emissions, either directly or indirectly, that would result in a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. ***No new impacts or increase in severity of impacts would occur, and new mitigation measures would not be required.***

Hazards and Hazardous Materials

Section 3.11 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts related to hazards and hazardous materials that would be associated with implementation of the Original Project. The IS/MND evaluated areas of potential impact related to transport, handling, disposal, or release of potentially hazardous materials, exposure of people residing or working in the project vicinity to safety hazards or excessive noise, and exposure of people or structures to risks of wildfires through implementation of a site-specific Phase I Environmental Site Assessment[34] and Limited Surface Investigation.[35] The IS/MND determined that potential impacts to the environment, people, and structures would be considered less than significant though compliance with applicable regulatory requirements.

Since the Modified Project is proposed for the same 19.16-acre site as the Original Project and would result in development of the entire site with similar construction techniques as the Original Project, the Modified Project would be subject to the same applicable regulations, which inherently safeguard life and property from hazards arising from the storage, handling, use, and release of hazardous substances, materials, and devices, as well as hazardous conditions due to proximity to March Air Reserve Base and lands prone to wildfires. Therefore, similar to the Original Project, implementation of the Modified Project would result in less than significant impacts associated with hazards and hazardous materials. ***No new impacts or increase in severity of impacts would occur, and new mitigation measures would not be required.***

Hydrology and Water Quality

Section 3.12 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts related to hydrology and water quality that would be associated with implementation of the Original Project. The IS/MND evaluated areas of potential impact related to water quality standards, surface and groundwater quality, groundwater supplies, erosion and siltation, flooding, storm water drainage system capacity, polluted runoff, and conflict with applicable water quality control plans and sustainable groundwater management plans. The IS/MND determined impacts related to hydrology and water quality would remain less than significant through implementation of **Regulatory Compliance Measure HYD-1** and **Regulatory Compliance Measure HYD-2,** which require

---

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

35 Environmental Managers & Auditors, Inc. *Summary Report, Limited Surface Investigation, 20-Acre Vacant Undeveloped Land Southwest Corner of Trumble Road and Mapes Road, Perris, CA 92571.* September 2021.

proper engineering design and construction in conformance with the requirements of the City, the MS4 permit,[36] and project-specific recommendations outlined in a Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP), included in Appendix H of the IS/MND.

Since the Modified Project is proposed for the same 19.16-acre site as the Original Project and would result in development of the entire site with similar construction techniques as the Original Project, the Modified Project would be subject to the same applicable regulations, which inherently safeguard surface and ground water quality, life, and property from impacts that could occur from converting permeable earthen surfaces to non-permeable concrete and asphalt. Due to the modifications proposed related to reducing the high-cube warehouse square footage and adding 14,000 square feet of business park flex space, the Modified Project would increase the amount of landscaping at the project site compared to the Original Project. The additional landscaped areas would serve as self-mitigating areas that capture, filter, store, evaporate, detain, and infiltrate runoff rather than allowing runoff to flow directly to piped or impervious storm drains. Therefore, the site-specific design capture volume of the proposed modular wetland facilities and underground water treatment/storage tanks proposed in the northeast and northwest portions of the site is slightly different than originally proposed for the Original Project. Accordingly, the Modified Project design was evaluated for hydrology and water quality under an updated *Project Specific Water Quality Management Plan*[37] and *Drainage Report*[38] to ensure stormwater runoff resulting from the minor reconfiguration of building space, parking lots, drive aisles, and landscaping is managed in accordance with the City's MS4 Permit.

Similar to the Original Project, a portion of the Modified Project site is within Flood Zone AE[39] of the Federal Emergency Management Agency (FEMA). Section 60.3(d) of the National Flood Insurance Program (NFIP) requires a developer to obtain a FEMA permit for a Floodway Encroachment for construction in Flood Zone AE 100-year flood zone indicating the lowest floor (including basement) must be built above a predetermined base flood elevation (BFE) for Flood Zone AE. Accordingly, the project would be conditioned to obtain a Conditional Letter of Map Improvement (CLOMR) and a Letter of Map Revision (LOMR) and construct the site such that the finished floor elevation would be at least one foot above the 100-year flood plain elevation of 1,420 as identified in FEMA's Flood Insurance Rate Map (FIRM) Panel 06065C1440H. Existing off-site drainage patterns would be maintained, and no on-site runoff would be discharged off-site before being treated by the on-site detention system. All on-site flows would be captured, conveyed, and released off-site at or below existing flow rates with the use of catch basins and an underground detention system. Further, the

---

36 National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the County of Riverside, and the Incorporated Cities of Riverside County Within the Santa Ana Region, Order No. R8-2010-0033, NPDES No. CAS 618033 as amended by Order No. R8-2013-0024.

37 Kimley-Horn and Associates*. Project Specific Water Quality Management Plan, Mapes & Trumble Industrial Project.* February 2, 2024.

38 Kimley-Horn and Associates. *Drainage Report, Mapes & Trumble Industrial Project.* February 2024.

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

site is located within an ineffective flow area, and no work would be done within a regulated FEMA floodway.[40]

In this ineffective flow area, the floodplain is a result of backwater from the main San Jacinto River floodplain, which means that the floodwaters in this area are ponded and are not contributing to the active flow in the main channel. In addition to the site being on the outer limits of the floodplain, the Interstate 215 freeway is approximately 15-feet high in this area and blocks all active flood flows from where the project site is located.[41]

Based on the one-dimensional (1-D), steady flow hydraulic model used to develop the FEMA floodplain and floodway, any fill material placed within an ineffective flow area would have zero impact on computed flood elevations on- or off-site at the project area, including upstream and downstream of the project. Therefore, the Modified Project would not have an adverse impact on adjacent properties, nor would it impede or redirect flows off site. In addition, the effective FEMA Flood Insurance Study (FIS) shows that the overall San Jacinto River floodplain, specifically between cross sections AN and AR, has a constant base flood elevation of 1,420.1 feet (the project is located between cross sections AQ and AR). Not only is the project site in an ineffective flow area, but the overall floodplain is essentially ponded in this area with no measurable change in computed flood elevation.[42]

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

Compliance with construction- and operation-phase storm water requirements, as set forth in **Regulatory Compliance Measures HYD-1** and **HYD-2**, would maintain water quality standards, surface and groundwater quality, and groundwater supplies and ensure post-development storm water runoff volume would not exceed the existing, pre-developed condition. Therefore, the Modified Project would not result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site; or create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. ***No new impacts or increase in severity of impacts would occur, and new mitigation measures would not be required.***

Land Use

Section 3.13 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potent impacts related to land use and planning. The IS/MND concluded that the Original Project would not

---

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

41 Ibid.

42 Ibid.

physically divide an establish community, and impacts related to conflict with applicable land use plans, policies, and regulations adopted for purposes of avoiding or mitigating an environmental effect would be less than significant. The Modified Project is proposed for the same 19.16-acre site as the Original Project and would result in development of the entire site with similar construction techniques as the Original Project. Therefore, the Modified Project would be subject to the same applicable land use plans discussed in the Mapes and Trumble Industrial Facility Project IS/MND, including the City of Perris General Plan.

Similar to the Original Project, the Modified Project would not physically divide an established community or conflict with a habitat conservation plan or natural community conservation plan, or airport land use compatibility plan. Likewise, as shown in Table G below, the Modified Project would be consistent with applicable policies contained in the Perris General Plan that have been adopted for purposes of avoiding or mitigating an environmental effect.

Table G: Development Project Consistency Analysis with the City of Perris General Plan Policies

Applicable Policies	Project Consistency Analysis
Land Use Element-	
Policy II.A: Require new development to pay its full, fair-share of infrastructure costs.	**Consistent:** The project proponent would pay applicable development impact fees pursuant to City Ordinance No. 1182 (as set forth in Municipal Code §19.68.020, Development Impact Fees) to mitigate the cost of public facilities and infrastructure to support new development. The public facilities to be funded by the development impact fees (the "Public Facilities") are in the following categories: (1) police; (2) fire; (3) community amenities; (4) government services; (5) parks; (6) transportation; and (7) administration.
Policy II.B: Require new development to include school facilities or pay school impact fees, where appropriate.	**Consistent:** Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed … are hereby deemed to be full and complete mitigation of the impacts … on the provision of adequate school facilities." The project applicant would be required to pay these development fees in accordance with Government Code §65995 and Education Code §17620.
Policy III.A: Accommodate diversity in the local economy.	**Consistent:** The project site is proposed in Planning Area 9 of the City with an Industrial Business Park (BP) land use and zoning designation. The City General Plan states that the BP land use designation allows uses such as business/professional offices, light manufacturing, storage, warehousing/distribution, wholesaling, large-scale warehouse retail, automobile dealerships, service commercial, and public uses with a maximum permissible floor-to-area ratio (FAR) of 0.75:1. The Modified Project includes development of a 350,000-square-foot warehouse building and 14,000 square feet of business park flex space, with a FAR of approximately 0.46. As such, the project would be subject to conditions of approval pursuant to Municipal Code Chapter 19.61 (Conditional

Table G: Development Project Consistency Analysis with the City of Perris General Plan Policies

Applicable Policies	Project Consistency Analysis
	Use Permits) to ensure development is consistent with the existing BP-Business Park zone.
Policy V.A: Restrict development in areas at risk of damage due to disasters. **(Implementation Measure V.A.1):** Consult hazards maps as part of the review process for all development application.	**Consistent:** The potential environmental impacts have been measured against the hazards identified by the City in respective elements of its General Plan and/or plans/mapping developed by other public entities (e.g., FEMA, CalFire). Potential impacts related to seismic and geotechnical, flooding, wildfire, and airport hazards have been addressed in the respective sections above. As appropriate, mitigation has been identified to reduce the potential impact related to any such hazard to a less-than-significant level consistent with the Mapes and Trumble Industrial Facility Project IS/MND.
Circulation Element	
Policy II.B: Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	**Consistent:** The Modified Project would not modify the existing roadway network in a manner inconsistent with the General Plan, and Trumble Road and Exceed Road would be built out to full-width as designated by the City's General Plan.
Policy III.A: Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities. **(Implementation Measure III.A.4):** Require developers to be primarily responsible for the improvement of streets and highways to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities	**Consistent:** The Modified Project incorporates select roadway improvements that build upon the existing circulation network to support existing development and the proposed project. As part of the Modified Project, Trumble Road and Exceed Road would be built out to full-width as designated in the City's General Plan.
Policy V.A: Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.	**Consistent:** The Modified Project includes frontage improvements along Mapes Road, Exceed Road, and Trumble Road to include curb and gutter, sidewalks, street trees, and lighting that would facilitate pedestrian access from the site to the neighboring recreational uses, reducing the existing pedestrian system gap in the project vicinity. Class 3 bike routes are present along nearby major corridors such as Trumble Road and Mapes Road adjacent to the project site. Trumble Road and Exceed Road would be built out to full-width as designated by the City's General Plan. These improvements would provide additional road width for vehicles and bicycles to co-operate and connect to regional bicycle infrastructure. All project improvements would be designed consistent with applicable engineering and design improvements to ensure that the Modified Project would not result in movements that are unsafe.

Table G: Development Project Consistency Analysis with the City of Perris General Plan Policies

Applicable Policies	Project Consistency Analysis
Conservation Element	
Policy II.A: Comply with state and federal regulations to ensure protection and preservation of significant biological resources. **(Implementation Measure II.A.2):** For public and private projects located in areas with potential for moderate or high plant and wildlife sensitivity, require biological surveys as part of the development review process	**Consistent:** A Biological Resources Assessment and MSHCP Consistency Analysis was prepared for the Original Project which included biological surveys of specific resources pursuant to provisions of the MSHCP. **Mitigation Measures BIO-1** and **BIO-2** address potential impacts to nesting birds and burrowing owls, respectively. Potential impacts related to other biological resources were determined to be less than significant. Since the Modified Project is proposed for the same 19.16-acre site as the Original Project and would develop the entire site, the findings of the Biological Resources Assessment and MSHCP Consistency Analysis apply to the Modified Project, which therefore would implement **Mitigation Measures BIO-1** and **BIO-2** to ensure no new or more severe impacts occur.
Policy III.A: Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	**Consistent:** A Biological Resources Assessment and MSHCP Consistency Analysis was prepared pursuant to applicable requirements of the MSHCP. Section 3.6, Biological Resources, of the Mapes and Trumble Industrial Facility Project IS/MND addresses the Original Project's consistency with the MSHCP and identifies appropriate mitigation to reduce the significance to affected biological resources. Since the Modified Project is proposed for the same 19.16-acre site as the Original Project and would develop the entire site, the findings of the Biological Resources Assessment and MSHCP Consistency Analysis apply to the Modified Project, which therefore would implement **Mitigation Measures BIO-1** and **BIO-2** to ensure no new or more severe impacts occur.
Policy IV.A: Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	**Consistent:** As discussed in Section 3.7, Cultural Resources, Section 3.9, Geology and Soils, and Section 3.20, Tribal Cultural Resources, of the Mapes and Trumble Industrial Facility Project IS/MND, the Original Project would implement **Mitigation Measures TCR-1** and **TCR-2,** governing the inadvertent discovery of Native American cultural material and **Mitigation Measure GEO-2** addressing the project's potential effect on paleontological resources, ensuring compliance with applicable State and federal regulations related to preservation of any such resources. Since the Modified Project is proposed for the same 19.16-acre site as the Original Project and would develop the entire site, the Modified Project would implement **Mitigation Measures TCR-1**, **TCR-2, and GEO-2** to ensure no new or more severe impacts occur.
Policy V.A: Coordinate land-planning efforts with local water purveyors.	**Consistent:** The Eastern Municipal Water District (EMWD) projects that there will be access to water supplies to meet demand through the year 2045 under Average Year,

Table G: Development Project Consistency Analysis with the City of Perris General Plan Policies

Applicable Policies	Project Consistency Analysis
	Single-Dry Year, and Multiple-Dry Year conditions. The EMWD models each scenario based on the land use and zoning designations of each local jurisdiction it serves. As such, the Modified Project within the City of Perris is already accounted for in the water (groundwater) supply and demand scenarios determined by the EMWD. As part of the planning process, the project applicant has coordinated with the EMWD, the local water purveyor. The EMWD issued a will-serve letter indicating that it is willing to serve the project.
Policy VI.A: Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	**Consistent:** The City of Perris is a co-permittee of the NPDES Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the County of Riverside, and the Incorporated Cities of Riverside County Within the Santa Ana Region. The NPDES permit prohibits discharges, sets limits on pollutants being discharged into receiving waters, and requires implementation of technology-based standards. Co-permittees are required to develop and implement a standard design and post-development BMP guidance to guide application of Low Impact Development (LID) BMPs to the maximum extent practicable. The Modified Project would comply with applicable provisions and requirements of the NPDES permit as required by law.
Policy VIII.A: Adopt and maintain development regulations that encourage water and resource conservation.	**Consistent:** As part of the project, a new engineered storm drain system would be constructed within the project site to collect and treat on-site stormwater runoff. All on-site storm water would be captured on-site. The runoff from the site would drain to multiple on-site grate inlets and catch basins and would be conveyed into a series of modular wetland facilities and underground water treatment/storage tanks proposed in the northeast and northwest portions of the site.
Policy VIII.B: Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	**Consistent:** All development within the City, including the Modified Project, is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other local, State, and federal solid waste disposal standards including. Municipal Code §7.44.050, which requires that project construction divert a minimum of 50 percent of construction and demolition debris; §7.44.060, which requires the submittal of a waste management plan; and the current CALGreen Code.
Noise Element	
Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development (Implementation Measure I.A.1): All new development proposals will be evaluated with respect to the State Noise/Land Use	**Consistent:** Noise levels of up to 70 dBA CNEL are identified in the Perris General Plan as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. According to the Noise Element of the City of Perris General Plan, the

Table G: Development Project Consistency Analysis with the City of Perris General Plan Policies

Applicable Policies	Project Consistency Analysis
Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.	Project site is not located within the future 70 dBA CNEL noise contour for any roadways, highways, or airports. Therefore, the Modified Project would be consistent with this policy.
Policy V.A: New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	**Consistent:** The nearest sensitive receptors are identified as the single-family residences located approximately 1,390 feet east of the proposed project site. Additionally, the Big-League Dreams Perris sports park is just to the northeast of the project site. The distance from the closest construction area to the closest playing field is approximately 650 feet, and from the closest loading dock to the closest playing field is approximately 965 feet.
Safety Element	
Policy S-2.1: Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	**Consistent:** The Modified Project includes frontage improvements along Mapes Road, Exceed Road, and Trumble Road to include curb and gutter, sidewalks, street trees, and lighting. Trumble Road and Exceed Road would be built out to full-width as designated by the City's General Plan. Passenger vehicle and pedestrian access to the project site would be provided by an ingress/egress driveway and sidewalk at the western terminus of Mapes Road and another ingress/egress driveway and sidewalk off Mapes Road near the intersection with Trumble Road. An additional passenger vehicle driveway with sidewalk would be constructed along Trumble Road between Mapes Road and Exceed Road. Freight truck access would occur only along Exceed Road via an improved cul-de-sac with two ingress/egress driveways to be used only by trucks to access the warehouse loading docks and a separate trailer parking area to the south of the warehouse building. All project improvements, including access points, would be designed consistent with applicable City standards per the review and approval of the City Engineer.
Policy S-2-2: Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	**Consistent:** The Modified Project would interconnect to existing sewer, water, gas, and telecommunications utilities within the Mapes Road and Trumble Road right-of of-ways. The Modified Project would also improve roads along the project frontage to full General Plan standards. All improvements or connections to existing infrastructure would be designed and constructed per the standards of the City and/or appropriate utility provider.
Policy S-2.5: Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	**Consistent:** Passenger vehicle and pedestrian access to the project site would be provided by an ingress/egress driveway and sidewalk at the western terminus of Mapes Road and another ingress/egress driveway and sidewalk off Mapes Road near the intersection with Trumble Road. An additional passenger vehicle driveway with sidewalk

Table G: Development Project Consistency Analysis with the City of Perris General Plan Policies

Applicable Policies	Project Consistency Analysis
	would be constructed along Trumble Road between Mapes Road and Exceed Road.
Policy S-4.1: Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	**Consistent:** The project site is in an area of the floodplain known as an ineffective flow area, resulting from the backwater from the main San Jacinto River floodplain, which means that the floodwaters in this area are ponded and are not contributing to the active flow in the main channel. Interstate 215 is approximately 15-feet high in this area and blocks all active flood flows from where the project site is located. Furthermore, the site would be raised 12 inches so that the buildings will be located above the base flood elevation.
Policy S-4.3: Require new development projects and major remodels to control stormwater runoff on site.	**Consistent:** The Modified Project involves over one acre of ground disturbance, it is subject to the Construction General Permit (CGP), as detailed in **Regulatory Compliance Measure HYD-1**. The CGP requires submittal of a Notice of Intent application to the State Water Resources Control Board), and the preparation of a SWPPP for construction discharges. Also, as required, a Final WQMP that specifies the Site Design, Source Control, Low Impact Development, and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff.
Policy S-4.4: Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	**Consistent:** The project site is located within Flood Hazard Zone AE and Zone X. Zone AE is defined as the base floodplain and is considered a special flood hazard area, and Zone X is an area determined to be outside the 500-year flood and protected by levee from the 100-year flood. The Modified Project includes the import of soil to raise the site 12 inches above base flood elevation of 1,420 as identified on FEMA FIRM Panel 06065C1440H. The project would be conditioned to obtain a Conditional Letter of Map Improvement (CLOMR) and a Letter of Map Revision (LOMR).
Policy S-5.3: Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	**Consistent:** According to the California Department of Forestry and Fire Protection (CALFIRE), the project site is not located within a wildfire State Responsibility Area, nor is the site classified as a Very High Fire Hazard Severity Zone (VHFHSZ). The site is 1.5 miles removed from the nearest VHFSZ and is surrounded by existing development and roadway infrastructure and is in an area of relatively low risk for wildfire.
Policy S-5.6: All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	**Consistent:** The Modified Project is located in an area developed with local roads and regional highways that provide adequate access and departure from the area in the event of an emergency, such as a wildfire.
Policy S-5.10: Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	**Consistent:** The EMWD has identified adequate water is available to supply the project during normal, dry, and multiple dry years. The location, capacity, and design or

Table G: Development Project Consistency Analysis with the City of Perris General Plan Policies

Applicable Policies	Project Consistency Analysis
	required fire suppression/firefighting facilities confirmed during project design and reviewed/approved by the appropriate fire protection entity.
Policy S-6.1: Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	**Consistent:** The project site is located within the March Air Reserve Base Compatibility Zone D (Flight Corridor Buffer). The March Joint Powers Authority identifies the project site within Federal Aviation Administration (FAA) Part 77 Notification Area, which limits building heights in this area to 85 feet. The Modified Project does not include structures or other features that reach this this height. The project has been subject to planning staff review to ensure it is consistent with Compatibility Zone D of the 2014 MARB/IPA ALUCP.
Policy S-6.2: Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	
Policy S-6.3: Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	
Policy S-7.1: Require all development to provide adequate protection from damage associated with seismic incidents.	**Consistent:** As required under **Mitigation Measure GEO-1**, the Modified Project would be designed and constructed in compliance with 1) the applicable sections of the current edition of the California Building Code, which provides criteria for the seismic design of buildings and, 2) the recommendations detailed in a site-specific geotechnical investigation.
Policy S-7.2: Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.	**Consistent:** A site-specific geotechnical investigation evaluation identifying potential seismic and geotechnical limitations is required by a registered geotechnical engineer licensed by the State of California pursuant to **Mitigation Measure GEO-1**. The geotechnical investigation shall include design and construction recommendations, which must be incorporated into the project prior to issuance of grading and/or building permits.
Healthy Community Element	
Policy HC 1.3: Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space	**Consistent:** Light poles would be installed throughout the surface parking lots and along on-site pedestrian pathways. All project buildings would have security lighting located on the building façades. Additionally, streetlights would be installed along the project frontages of Mapes Road, Trumble Road, and Exceed Road. All project lighting would be installed in accordance with Section 19.02.110(a) (Lighting) of the City Municipal Code, which requires light shielding, functional and aesthetic design, and compatibility with surrounding uses.
Policy HC 6.3: Promote measures that will be effective in reducing emissions during construction activities: • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations • All construction equipment for public and private projects will also comply with California Air Resources	**Consistent:** Air pollutants resulting from construction and operation of the project would not exceed established SCAQMD thresholds of significance. The proposed project would comply with the existing SCAQMD rules and regulations aimed at reducing emissions of pollutants.

Table G: Development Project Consistency Analysis with the City of Perris General Plan Policies

Applicable Policies	Project Consistency Analysis
Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD • Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded	
Environmental Justice Element	
Goal 3.1 Policy: Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.	**Consistent:** The project site is bounded by Interstate 215 to the west, across which are a water treatment facility and vacant land. Industrial uses, Big League Dreams Perris sports park, and Mapes Road border the project site to the north. Trumble Road borders the project site to the east, across which are industrial uses. Finally, the site is bounded by Exceed Road and commercial/industrial development to the south. The project site is designated Industrial Business Park (BP), which allows development of business/professional offices, light manufacturing, storage, warehousing/distribution, wholesaling, large-scale warehouse retail, automobile dealerships, service commercial, and public uses. The proposed use is consistent with the City's existing planning for the site and the current pattern of development in the project area and is substantially removed from sensitive or incompatible uses.
Goal 3.1 Policy: Support identification, clean-up and remediation of local toxic sites through the development review process.	**Consistent:** According to the Phase I ESA, no CRECs or HRECs occur within the project site. One REC potentially may occur within the project site due to the presence of an on-site basin that has historically received storm water from off-site land uses. Borings conducted within this area did not identify hazardous compounds above detection or reporting limits.
Goal 3.1 Policy: As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."	**Consistent:** The nearest sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. The nearest sensitive receptors are identified as the single-family residences located approximately 1,390 feet east of the proposed project site. Additionally, the Big League Dreams Perris sports park is just to the northeast of the project site. The distance from the closest construction area to the closest playing field is approximately 650 feet and from the closest loading dock to the closest playing field is approximately 965 feet. Environmental effects resulting

Table G: Development Project Consistency Analysis with the City of Perris General Plan Policies

Applicable Policies	Project Consistency Analysis
	from the construction and operation of the project do not exceed established significance thresholds.
Goal 5.1 Policy: Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.	**Consistent:** The Modified Project includes frontage improvements along Mapes Road, Exceed Road, and Trumble Road to include curb and gutter, and sidewalks to facilitate pedestrian access through the project area. Class 3 bike routes are present along nearby major roadways adjacent to the site. These roads would be built out to full-width as designated by the City's General Plan, adding additional road width to further facilitate and connect to local and regional bicycle infrastructure.

Source: City of Perris. *City of Perris General Plan 2030*. Website: https://www.cityofperris.org/departments/development-services/general-plan (accessed March 2024).

As detailed in Table G, the Modified Project would be consistent with applicable policies contained in the Perris General Plan. Furthermore, the Modified Project would not require amendments to the City land use or zoning designations for the site. Similar to the Original Project, the Modified Project would not physically divide an establish community or conflict with applicable land use plans, policies, and regulations adopted for purposes of avoiding or mitigating an environmental effect. ***No new impacts or increase in severity of impacts would occur, and no additional mitigation measures would be required.***

Mineral Resources

Section 3.14 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts related to mineral resources. No impacts to mineral resources were identified in the Mapes and Trumble Industrial Facility Project IS/MND. The Modified Project is proposed for the same 19.16-acre site as the Original Project and would result in development of the entire site. Therefore, similar to the Original Project, the Modified Project would not result in the loss of availability of a known mineral resource or a locally-important mineral resource recovery site. ***No new impacts would occur, and new mitigation measures would not be required.***

Noise

Section 3.15 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts related to noise and vibration. The IS/MND concluded that the Original Project would result in less than significant impacts to the environment from project-generated noise and vibration. The Modified Project is proposed for the same 19.16-acre site as the Original Project and would result in development of the entire site with similar construction techniques as the Original Project.

Impacts from noise and vibration generated by the Modified Project were evaluated in a *Supplemental Noise and Vibration Impact Analysis for the Mapes and Trumble Business Park Industrial Center Project in Perris, California,*[43] from which the following discussion is presented.

Construction

Similar to the Original Project, the building construction phase for the Modified Project would generate the most trips of all construction phases, which would generate approximately 425 trips per day based on CalEEMod (version 2022.1) results.[44] This is less than the estimated 498 trips per day for the Original Project, and the construction-related traffic noise increase associated with the Modified Project would be lower than the Original Project. Therefore, similar to the Original Project, no significant short-term construction-related impacts associated with worker commutes and transport of construction equipment and material to the project site would occur, and no noise reduction measures would be required.

Construction of the Modified Project would utilize the same construction equipment as the Original Project for the same 19.16-acre project site and would result in development of the entire site with similar construction techniques as the Original Project. Noise generated from construction activities for the Modified Project therefore would be the same as the Original Project. The Modified Project would be required to comply with the construction hours allowed under the City's Municipal Code Noise Ordinance and standard best construction practices that include implementation of engine covers and mufflers on heavy equipment. Therefore, similar to the Original Project, no significant noise impacts would occur from construction activities associated with the Modified Project. No noise reduction measures are required.

The anticipated construction equipment that would generate vibration during construction of the Modified Project would remain the same as the Original Project, which includes large bulldozers and loaded trucks. Also, the distances from the project construction boundary to off-site buildings would remain the same. Vibration levels generated from construction of the Modified Project would be the same as the Original Project, and vibration levels generated from the Modified Project would not result in community annoyance or have the potential to result in building damage. Therefore, similar to the Original Project, no significant construction vibration impacts would occur during construction of the Modified Project, and no vibration reduction measures are required.

Operation

Both the Original Project and Modified Project would be located outside the 55 A-weighted decibel Community Noise Equivalent Level (dBA CNEL) noise contours for Perris Valley Airport, Hemet-Ryan Airport, and French Valley Airport, and outside the 60 dBA CNEL noise contours for March Air Reserve Base/Inland Port Airport (MARB/IPA). Additionally, there are no helipads or private airstrips within two miles of the project site based on the noise compatibility contours in the Riverside

---

43 LSA. *Supplemental Noise and Vibration Impact Analysis for the Mapes and Trumble Business Park Industrial Center Project in Perris, California.* March 14, 2024.

44 LSA. *Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum for the Modified Mapes and Trumble Business Park Industrial Center Project.* Attachment B. March 14, 2024.

County Airport Land Use Compatibility Plan. Therefore, similar to the Original Project, the Modified Project would not expose people working in the project area to excessive noise levels.

Under the Modified Project, the overall building space at the project site would be reduced from 396,000 square feet to approximately 364,000 square feet. As detailed in Attachment A, the proposed modification is expected to reduce the total number of truck trips (from 224 to 198), increase the total number of passenger vehicle trips (from 495 to 503), and reduce the total number of overall vehicle trips (from 719 to 701).[45] Therefore, the traffic noise levels along roadways within the project area under the existing- and opening-year-with-project scenarios would be similar or slightly lower than traffic noise levels generated by the Original Project. Also, the Modified Project would result in a project-related traffic noise increase similar to or lower than the Original Project (up to 7.7 dBA or lower) along Mapes Road between Project Driveway 1 and Trumble Road. Although the Modified Project-related traffic noise increase along Mapes Road between Project Driveway 1 and Trumble Road would be perceptible to the human ear in an outdoor environment, there are no noise-sensitive land uses located adjacent to this roadway segment. The Modified Project-related traffic noise increase along other roadway segments within the project area would remain less than 3 dBA, and a noise increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, similar to the Original Project, the Modified Project would not result in off-site traffic noise impacts, and no noise reduction measures are required.

As detailed in Attachment C of this memorandum, the stationary-source noise levels generated by truck delivery and loading/unloading activities, parking lot activities, and heating/ventilation/air conditioning (HVAC) activities combined from operation of the Modified Project would reach 49.0 dBA L_{max} (43.6 dBA L_{eq}) during the daytime and 49.0 dBA L_{max} (40.1 dBA L_{eq}) during the nighttime, respectively,[46] at the Big League Dreams Sports Park.[47] At the nearest residential property line, the combined stationary-source noise levels would reach 45.0 dBA L_{max} (42.5 dBA L_{eq}) during the daytime and 45.0 dBA L_{max} (41.6 dBA L_{eq}) during the nighttime.[48] Noise levels at the Big League Dreams Sports Park and the nearest residential uses would not exceed the City of Perris maximum daytime and nighttime noise standards of 80 dBA and 60 dBA, respectively, or the City of Menifee daytime and nighttime 10-minute noise standards of 65 dBA L_{eq} and 45 dBA L_{eq}, respectively.

Similar to the Original Project, operation of the Modified Project would not generate vibration levels at the project site, and vibration generated from project-related traffic along the adjacent roadways (State Route 74, Trumble Road, and Mapes Road) is not expected from on-road vehicles. Therefore, no vibration impacts would occur from operation of the Modified Project, and no vibration reduction measures are required.

---

45 LSA. *Mapes and Trumble Road Mixed-Use Project Transportation Sensitivity Analysis Memorandum.* Table A and Table D. March 8, 2024.

46 LSA. *Supplemental Noise and Vibration Impact Analysis for the Mapes and Trumble Business Park Industrial Center Project in Perris, California.* Page 4. March 14, 2024.

47 The recreation area of the sports complex was evaluated using the City's residential noise standards for a conservative analysis.

48 LSA. *Supplemental Noise and Vibration Impact Analysis for the Mapes and Trumble Business Park Industrial Center Project in Perris, California.* Page 4. March 14, 2024.

Similar to the Original Project, the Modified Project would result in less than significant impacts to the environment from project-generated noise and vibration emitted during construction and operation. ***No new or more severe impacts would occur, and no mitigation measures would be required.***

Population and Housing

Section 3.16 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts related to population and housing. The IS/MND concluded that the Original Project would result in less than significant impacts from unplanned population growth and no impact from displacement of existing people or housing.

As stated previously, both the Original Project and Modified Project are consistent with the City's General Plan land use and zoning designations for the site (BP-Business Park). The Mapes and Trumble Industrial Facility Project IS/MND, the Original Project would generate approximately 259 employees[49] based on the Institute of Transportation Engineers (ITE) *Trip Generation* (11th Edition) rates for Land Use 155 – "High-Cube Fulfillment Center Warehouse." [50]

For the Modified Project, employment forecasts for the proposed 350,000-square-foot high-cube fulfillment center warehouse likewise are based on ITE *Trip Generation* (11th Edition) rates for Land Use 155 – "High-Cube Fulfillment Center Warehouse" [51] since the employment generation correlates directly with all passenger vehicle and truck trips forecasted for the proposed 350,000-square-foot high-cube fulfillment center warehouse using current survey data. Employment generation for the proposed 14,000 square feet of business park flex space is based on the Business Park (BP)[52] land use designation in the Land Use Element and Appendix E-2, *Socioeconomic Build-Out Assumptions and Methodology,* of the Riverside County General Plan[53,54] to account for the potential of this building space to generate vehicle trips made by customers in addition to employees.

Based on the ITE *Trip Generation* (11th Edition) rates for Land Use 155 – "High-Cube Fulfillment Center Warehouse," [55] the proposed 350,000-square-foot high-cube fulfillment center warehouse would generate approximately 229 employees.[56] Based on Table E-5 of Appendix E-2, *Socioeconomic Build-Out Assumptions and Methodology,* of the Riverside County General Plan, Business Park (BP)

---

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

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

51 Institute of Transportation Engineers (ITE). *Trip Generation Manual (11th Edition, Volume 3), General Urban/Suburban and Rura (Land Uses 000-399)*. Pages 157, 159, and 166. September 2021.

52 Business Park (BP): Employee intensive uses, including research and development, technology centers, corporate offices, clean industry, and supporting retail uses.

53 County of Riverside. *County of Riverside General Plan.* Appendix E-2: Socioeconomic Build-Out Assumptions and Methodology, Page 3. Adopted December 8, 2015. Revised April 11, 2017.

54 County of Riverside. *County of Riverside General Plan.* Chapter 3: Land Use Element, Page LU-42. Adopted September 28, 2021.

55 Institute of Transportation Engineers (ITE). *Trip Generation Manual (11th Edition, Volume 3), General Urban/Suburban and Rura (Land Uses 000-399)*. Pages 157, 159, and 166. September 2021.

56 Average 1.81 daily vehicle trips per 1,000 square feet gross floor area and average 2.77 daily vehicle trips per employee. 1.81 ÷ 2.77 = 0.653 employee per 1,000 square feet gross floor area. 0.653 × 350.000 = 228.55 employees.

land uses would generate approximately one employee per 600 square feet of building space.[57] Accordingly, the proposed 14,000 square feet of business park flex space would generate approximately 23 employees.[58] Therefore, the Modified Project is expected to generate approximately 252 employees overall.[59]

Although the potential exists for the Modified Project to result in population growth through employment opportunities, both the Original Project and Modified Project are consistent with the General Plan land use and zoning designations for the site. Furthermore, the Modified Project is expected to generate seven fewer employees than the Original Project. Therefore, similar to the Original Project, population increase as a result of the Modified Project is not considered substantial or unplanned. Additionally, because no housing is currently located within the project site, the Modified Project would result in no impacts related to displacement of existing people or housing within the project site. ***No new or more severe impacts would occur, and new mitigation measure would not be required.***

Public Services

Section 3.17 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts related to public services. The IS/MND concluded that the Original Project would result in less than significant impacts on all relevant public services in the City, including fire protection, police protection, schools, parks, and other public services, including libraries.

As stated previously, the Modified Project is consistent with the project site's General Plan land use and zoning designations and therefore does not represent unplanned growth. Although the potential exists for the Modified Project to result in population growth through employment opportunities, the Modified Project is expected to generate seven fewer employees than the Original Project. Therefore, impacts to public services resulting from development of the Modified Project are expected to be the same as the potential impacts resulting from development of the Original Project, and less than significant impacts would occur. ***No new impacts or increase in severity of impacts would occur, and new mitigation measures would not be required.***

Recreation

Section 3.18 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts related to recreation. The IS/MND concluded that the Original Project would result in less than significant impacts on recreation.

As stated previously, the Modified Project is consistent with the site's General Plan land use and zoning designations and therefore does not represent unplanned growth. Although the potential exists for the Modified Project to result in population growth through employment opportunities, the Modified Project is expected to generate seven fewer employees than the Original Project. Therefore, impacts to recreation from development of the Modified Project are expected to be the

---

57 County of Riverside. *County of Riverside General Plan.* Appendix E-2: Socioeconomic Build-Out Assumptions and Methodology, Table E-5: Commercial Employment Factors. Adopted December 8, 2015. Revised April 11, 2017.

58 14,000 square feet of business park flex space ÷ 600 square feet per employee for Business Park land uses = 23.33 employees.

59 229 employees (high-cube fulfillment warehouse) + 23 employees (business park flex space) = 252 total employees.

same as impacts from development of the Original Project, and less than significant impacts would occur. ***No new impacts or increase in severity of impacts would occur, and new mitigation measures would not be required.***

Transportation and Traffic

Section 3.19 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts related to transportation and traffic. The IS/MND concluded that the Original Project would result in less than significant impacts on transportation and traffic.

The Modified Project would provide the same roadway improvements proposed for the Original Project, and the roadway improvements would be constructed in accordance with the City's General Plan designation for a Major Collector Street (Mapes Road), Secondary Arterial Street (Trumble Road), and Local Road (Exceed Road). Similar to the Original Project, the Modified Project includes frontage improvements along Mapes Road, Exceed Road, and Trumble Road to include curb and gutter, sidewalks, street trees, and lighting that would facilitate pedestrian access from the site to the neighboring recreational land uses such as the Big League Dreams Sports Park northeast of the site. Furthermore, by introducing new employment opportunities at an underutilized property in proximity to an existing bus stop, the Modified Project, similar to the Original Project, would facilitate increased transit mobility in the project vicinity. Finally, the proposed roadway improvements described above would provide additional road width for vehicles and bicycles to co-operate and connect to regional bicycle infrastructure. Therefore, similar to the Original Project, implementation of the Modified Project would not conflict with a program, plan, ordinance, or policy addressing the City's traffic circulation system, pedestrian system, transit services system, or bicycle facilities system.

As detailed in Attachment A of this memorandum, the proposed modification is expected to reduce the total number of truck trips (from 224 to 198), increase the total number of passenger vehicle trips (from 495 to 503), and reduce the total number of overall vehicle trips (from 719 to 701).[60] Since the Modified Project includes an additional business park land use at the project site, the Modified Project vehicle miles traveled (VMT) profile is expected to differ from that of the Original Project. Therefore, a VMT analysis was conducted for the Modified Project using the Riverside County Transportation Model (RIVCOM), as detailed in Attachment A, to compare the VMT of the Modified Project with that of the Original Project. Under the Original Project, the VMT per service population under base year is 26.2, which is 19.17 percent lower than the Citywide VMT per service population of 32.4 for the base year, and the VMT per service population under future year is 23.5, which is 27.71 percent lower than the Citywide VMT per service population of 32.4 for the base year. Under the Modified Project, the VMT per service population under base year is 26.3, which is 19.09 percent lower than the Citywide VMT per service population of 32.4 for the base year, and the VMT per service population under future year is 23.6, which is 27.31 percent lower than the Citywide VMT per service population of 32.4 for the base year. Similar to the Original Project,

[60] LSA. *Mapes and Trumble Road Mixed-Use Project Transportation Sensitivity Analysis Memorandum.* Table A and Table D. March 8, 2024.

implementation of the Modified Project would result in a less than significant impact associated with VMT.

The Modified Project is proposed for the same 19.16-acre site as the Original Project and would result in development of the entire site with similar construction techniques as the Original Project. As discussed above, the Modified Project would provide the same roadway improvements proposed for the Original Project, and the roadway improvements would be constructed in accordance with the City's General Plan designation for a Major Collector Street (Mapes Road), Secondary Arterial Street (Trumble Road), and Local Road (Exceed Road). Similar to the Original Project, the Modified Project includes frontage improvements along Mapes Road, Exceed Road, and Trumble Road to include curb and gutter, sidewalks, street trees, and lighting. Therefore, the Modified Project would be subject to the same applicable regulations to ensure that all transportation improvements are consistent with California Fire Code and City Municipal Code standards and requirements. Adherence to these standards and requirements would ensure the Modified Project would not include any sharp curves or dangerous intersections or result in inadequate emergency access. Therefore, similar to the Original Project, no substantial increase in hazards due to a design feature would occur from development of the Modified Project, and the Modified Project would not result in inadequate emergency access.

Similar to the Original Project, the Modified Project would result in less than significant impacts on transportation and traffic. ***No new impacts or increase in severity of impacts would occur, and new mitigation measures would not be required.***

Tribal Cultural Resources

Section 3.20 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts to tribal cultural resources. The IS/MND identified areas of potential impact on tribal cultural resources and prescribed **Mitigation Measures TCR-1** and **TCR-2** to ensure that potential impacts to unanticipated encounters with tribal cultural resources and human remains would be reduced to a less than significant level.

Since the Modified Project is proposed for the same 19.16-acre site as the Original Project and would result in development of the entire site, the Modified Project would result in the same impacts to tribal cultural resources. Therefore, the Modified Project would be subject to the same mitigation measures **(Mitigation Measures TCR-1** and **TCR-2)** identified in the Mapes and Trumble Industrial Facility Project IS/MND to ensure that impacts to tribal cultural resources would be reduced to less than significant levels. ***No new impacts or increase in severity of impacts would occur, and additional mitigation would not be required.***

Utilities and Service Systems

Section 3.21 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts to utilities and service systems. No potentially significant impacts were identified in the IS/MND. The Modified Project is proposed for the same 19.16-acre site as the Original Project and would result in development of the entire site. Furthermore, similar to the Original Project, the Modified Project would not result in unplanned growth that would require the construction of new/expansion of existing water, wastewater, drainage, electric, natural gas, or telecommunications facilities; result in

the construction or expansion of storm water drainage facilities that would result in significant effects to the environment; or generate substantial amounts of solid waste that would exceed landfill capacity or conflict with regulations related to solid waste.

All proposed improvements and interconnection to drainage, electric power, natural gas, water, and wastewater facilities would be installed simultaneously with finish grading activities and required roadway improvements (Mapes Road, Trumble Road, and Exceed Road) for either the Original Project or the Modified Project. The areas of potential impact from drainage and utility infrastructure improvements are included in the analytical footprint of both the Original Project and the Modified Project, and impacts are mitigated where necessary to less than significant levels. ***No new impacts or increase in severity of impacts would occur, and new mitigation measures would not be required.***

Wildfire

Section 3.22 of the Mapes and Trumble Industrial Facility Project IS/MND analyzed potential impacts to from wildfire. The IS/MND identified no impacts from wildfire because the Original Project site is not located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones (VHFHSZ).

The Modified Project is proposed for the same 19.16-acre site as the Original Project. According to the California Department of Forestry and Fire Protection (CALFIRE), the project site is not located within a wildfire State Responsibility Area,[61] nor is the site classified as a VHFHSZ.[62] The nearest VHFHSZ is located approximately 1.5 miles northeast of the site. Therefore, similar to the Original Project no impact would occur from wildfires as a result of the Modified Project. ***No new impacts would occur, and new mitigation measures would not be required.***

CONCLUSION

On the basis of the evaluation presented above, the proposed modifications to the Mapes and Trumble Industrial Facility Project under the Modified Project would not change the conclusions of the Mapes and Trumble Industrial Facility Project IS/MND. Therefore, consideration of the request to approve the Modified Project would not trigger any of the conditions listed under State CEQA Guidelines Section 15073.5 that would require recirculation of the Mapes and Trumble Industrial Facility Project IS/MND. The proposed modifications to the Mapes and Trumble Industrial Facility Project would not constitute a substantial revision to the project that would result in a new, avoidable significant effect that requires mitigation measures or project revisions in order to reduce the effect to less than significant levels. Furthermore, the mitigation measures prescribed in the Mapes and Trumble Industrial Facility Project IS/MND that the Modified Project would also implement would reduce potential environmental impacts to less-than-significant levels, and new measures or revisions would not be required.

---

61 California Department of Forestry and Fire Protection (CALFIRE). *Fire Hazard Severity Zone Viewer.* Website: https://egis.fire. ca.gov/FHSZ/ (accessed September 2022).

62 City of Perris. 2022. *City of Perris General Plan Safety Element*. January 25.

In addition, no change has occurred with respect to the circumstances surrounding the proposed project that would cause new or substantially more severe significant environmental effects than identified in the IS/MND, and no new information has become available that shows that the Modified Project would cause significant environmental effects not already analyzed in the IS/MND. Therefore, recirculation of the Mapes and Trumble Industrial Facility Project IS/MND is not required, and this memorandum sufficiently evaluates the proposed modifications of the Modified Project pursuant to CEQA. Thus, this memorandum satisfies the requirements of State CEQA Guidelines Section 15073.5.

LIST OF PREPARERS

Kyle Simpson, Principal in Charge
Dionisios Glentis, Project Manager/Senior Environmental Planner
Lauren Johnson and Stephanie Powers, Editors
Meredith Canterbury, GIS
Matt Phillips, Graphic Designer

ATTACHMENTS

A: Transportation Sensitivity Analysis
B: Air Quality, Energy, and Greenhouse Gas Emissions Memorandum
C: Supplemental Noise and Vibration Memorandum

REFERENCES

California Department of Forestry and Fire Protection (CALFIRE). *Fire Hazard Severity Zone Viewer.* Website: https://egis.fire. ca.gov/FHSZ/ (accessed September 2022).

California Department of Transportation. *California State Scenic Highway System Map*. Website: https://caltrans.maps. arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c 46cc8e8057116f1aacaa (accessed April 12, 2022).

California Energy Commission. *2021 Total System Electric Generation*. Website: https://www.energy. ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation (accessed March 2024).

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

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

California Energy Commission. 2022. *Gas Consumption by County*. Website: ecdms.energy.ca.gov/ gasbycounty.aspx (accessed March 2024).

City of Perris. *City of Perris General Plan 2030 Land Use Element and City of Perris Zoning Map.* Exhibit LU-1. Updated January 3, 2013. Website: https://www.cityofperris.org/departments/ development-services/general-plan (accessed April 1, 2022).

County of Riverside. *County of Riverside General Plan.* Appendix E-2: Socioeconomic Build-Out Assumptions and Methodology, Page 3. Adopted December 8, 2015. Revised April 11, 2017.

County of Riverside. *County of Riverside General Plan.* Chapter 3: Land Use Element, Page LU-42. Adopted September 28, 2021.

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

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

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

Institute of Transportation Engineers (ITE). *Trip Generation Manual (11th Edition, Volume 3), General Urban/Suburban and Rura (Land Uses 000-399)*. Pages 157, 159, and 166. September 2021.

Kimley-Horn and Associates. *Drainage Report, Mapes & Trumble Industrial Project.* February 2024.

Kimley-Horn and Associates*. Project Specific Water Quality Management Plan, Mapes & Trumble Industrial Project.* February 2, 2024.

LSA. *Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum for the Modified Mapes and Trumble Business Park Industrial Center Project.* March 14, 2024.

LSA. *Final Initial Study/Mitigated Negative Declaration, Mapes and Trumble Industrial Facility Project, Perris, Riverside County, California (CUP 22-05023).* June 2023.

LSA. *Mapes and Trumble Road Mixed-Use Project Transportation Sensitivity Analysis Memorandum*. March 8, 2024.

LSA. *Supplemental Noise and Vibration Impact Analysis for the Mapes and Trumble Business Park Industrial Center Project in Perris, California.* March 14, 2024.

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

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

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

South Coast Air Quality Management District. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. May 6, 2005.

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

Southern California Association of Governments. *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy. Demographics and Growth Forecast, Technical Report.* Table 14 and Pages 38 and 39. Adopted September 2020.

United States Department of Energy*. Energy Independence & Security Act of 2007*. Website: https://www.afdc.energy.gov/laws/eisa (accessed March 2024).

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

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

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

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

ATTACHMENT A

TRANSPORTATION SENSITIVITY ANALYSIS

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: March 8, 2024

TO: Ms. Lupita Garcia, Associate Planner; City of Perris

FROM: Ambarish Mukherjee, P.E, AICP

SUBJECT: Mapes and Trumble Road Mixed-Use Project Transportation Sensitivity Analysis Memorandum (LSA Project #20241476)

LSA Associates, Inc. (LSA) has prepared this transportation sensitivity analysis memorandum (Memo) to evaluate the potential impacts due to changes in land uses for the proposed Mapes and Trumble Road Mixed-Use Project (Project). The project site is located at the southwest corner of Mapes Road and Trumble Road, in the City of Perris (City). The project is bounded by Mapes Road to the north, Exceed Road to the south, Interstate 215 (I-215) to the west, and Trumble Road to the east.

BACKGROUND AND PROJECT DESCRIPTION

Previously, the project proposed to develop one high cube fulfillment center warehouse building with a total area of 395,500 square feet (SF). A Traffic Study (TS) was prepared for the project by LSA and approved by the City staff in December 2022, which was further included in the Initial Study-Mitigated Negative Declaration (IS-MND) Report for the project, prepared by LSA in June 2023. Attached Table A (All tables attached) illustrates the trip generation for this version of the project. As shown in Table A, the previous iteration of the project was estimated to generate 1,054 daily passenger car equivalent (PCE) trips, with 86 PCE trips occurring the a.m. peak hour and 92 PCE trips occurring during the p.m. peak hour.

As part of the December 2022 TS and subsequent IS-MND, a California Environmental Quality Act (CEQA) Vehicle Miles Traveled (VMT) Analysis was conducted using the Riverside County Transportation Model (RIVCOM) consistent with the City's recommended methodology and significance impact criteria included in *City of Perris Transportation Impact Analysis Guidelines for CEQA* (TIA Guidelines), dated May 2020. Additionally, a Level of Service (LOS) analysis was conducted to determine whether the project would be resulting in any operational deficiencies in the vicinity of the project, consistent with the City's LOS analysis and operational deficiency criteria included in *City of Perris LOS Standards and Threshold of Significance*. The December 2022 TS and June 2023 IS-MND determined that the previous version of the project would not result in any CEQA VMT impact. Additionally, they included LOS operations related improvements, funding mechanism, and fair share as applicable.

The project is now proposing a modification to the site plan, by reducing the warehouse square footage to 350,000 sf, and including 10,000 sf public storage, and 4,000 sf business park land use (proposed project). As such, the project is proposed to be modified from a warehouse only land use, to a mixed-use facility. Therefore, this Memo evaluates the following:

- Whether the proposed project would have any CEQA VMT impact, and,
- Whether the proposed project would generate any additional trips and would have any additional operational deficiency not analyzed in the December 2022 TS.

PROPOSED PROJECT CEQA VMT ANALYSIS

Since the proposed project incorporates new land uses compared to the previous version, project VMT profile might differ from the previous iteration. Therefore, a CEQA VMT analysis was conducted for the proposed project using RIVCOM. The VMT analysis was conducted using methodology and significance impact criteria as included in the City's TIA Guidelines and consistent with the previous VMT analysis. Following is a brief description of the analysis:

Project Traffic Analysis Zone Update

The project land uses were converted into model socioeconomic categories using methodologies consistent with the December 2022 TS. Similarly, the socioeconomic data for the project TAZ in both RIVCOM base year and future year model scenario was updated accordingly, and non-project related socioeconomic data was shifted to an adjacent TAZ to isolate project from other land uses.

Model Run and VMT Analysis

Model run was conducted for this updated model upon completion of the socioeconomic data update for both base and future year. The outputs from these with project model runs were utilized to calculate the base and future year project VMT per service population.

Table B summarizes the significant threshold and project VMT per service population for the base year. As shown in Table B, the project VMT per service population under base year is 19.09% lower than the Citywide VMT per service population for the base year.

Table C summarizes the significant threshold and project VMT per service population for the future year. As shown in Table C, the project VMT per service population under future year is 27.31% lower than the Citywide VMT per service population for the base year.

Detailed VMT calculation worksheet is included as Appendix A.

Therefore, based on the City's significance threshold as established in the VMT Guidelines, similar to the previous project, the proposed project will not have any significant VMT impact.

PROPOSED PROJECT TRIP GENERATION ANALYSIS

Previously referenced Table A summarized the peak hour and daily trip generation included in the December TS and IS-MND. Consistent with the trip generation rates used in the December 2022 TS, trip generation for the proposed project was developed using appropriate rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Table D illustrates the trip

generation for the proposed project. As shown in Table D, the proposed project is estimated to generate 996 daily PCE trips, with 82 PCE trips occurring the a.m. peak hour and 91 PCE trips occurring during the p.m. peak hour.

Table E provides a comparison between the trip generation of the previous iteration of the project (Table A) and the proposed project trip generation (Table D). As shown in Table E, compared to the December 2022 TS project, the proposed project is anticipated to generate 4 less PCE trips in the a.m. peak hour, 1 less PCE trip in the p.m. peak hour, and 58 less daily PCE trips. Since the trip generation difference between the two projects is nominal and the proposed project will generate fewer trips compared to the previous iteration, LOS related operational deficiencies and improvement measures will remain the same as disclosed in the December 2022 TS and June 2023 IS-MND.

CONCLUSION

In summary, similar to the December 2022 TS, the proposed project is not estimated to have any CEQA VMT impact. Additionally, the proposed project is forecast to generate less trips than the previous iteration of the project. Therefore, the proposed project is not anticipated to result in any additional LOS related operational deficiencies or require any additional LOS related operational improvements than the deficiencies and corresponding improvement measures included in December 2022 TS and June 2023 IS-MND.

Attachment:

Table A – Project Trip Generation (Previous Project)
Table B – Base Year Significant Threshold and Project VMT per Service Population
Table C – Future Year Significant Threshold and Project VMT per Service Population
Table D – Project Trip Generation (Proposed Project)
Table E – Project Trip Generation Comparison

Appendix A: VMT Calculation Worksheet

LSA

Table A - Project Trip Generation (Previous Project)

Land Uses	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
High-Cube Fulfillment Center[1,2,3]								
	396 TSF							
Trips/Unit (Cars)		0.084	0.020	0.104	0.043	0.067	0.110	1.249
Trips/Unit (2-Axle Trucks)		0.005	0.005	0.010	0.005	0.006	0.011	0.123
Trips/Unit (3-Axle Trucks)		0.004	0.004	0.008	0.004	0.005	0.009	0.100
Trips/Unit (4+ Axle Trucks)		0.014	0.014	0.028	0.014	0.016	0.030	0.338
Trips/Unit (Total)		0.107	0.043	0.150	0.066	0.094	0.160	1.810
Trip Generation (Cars)		33	8	41	17	27	44	495
Trip Generation (2-Axle Trucks)		2	2	4	2	2	4	49
Trip Generation (3-Axle Trucks)		2	1	3	2	1	3	40
Trip Generation (4+ Axle Trucks)		6	5	11	5	7	12	135
Trip Generation (Total Trucks)		10	8	18	9	10	19	224
Trip Generation (Total)		43	16	59	26	37	63	719
Trip Generation (Cars)		33	8	41	17	27	44	495
PCE Trip Generation (2-Axle Trucks)		3	3	6	3	3	6	74
PCE Trip Generation (3-Axle Trucks)		4	2	6	4	2	6	80
PCE Trip Generation (4+ Axle Trucks)		18	15	33	15	21	36	405
PCE Trip Generation (Total Trucks)		25	20	45	22	26	48	559
PCE Trip Generation (Total)		**58**	**28**	**86**	**39**	**53**	**92**	**1,054**
Gross Trip Generation (Cars)		**33**	**8**	**41**	**17**	**27**	**44**	**495**
Gross Trip Generation (Trucks)		**10**	**8**	**18**	**9**	**10**	**19**	**224**
Gross Trip Generation (Cars + Trucks)		**43**	**16**	**59**	**26**	**37**	**63**	**719**
Gross PCE Trip Generation (Total)		**58**	**28**	**86**	**39**	**53**	**92**	**1054**

Notes:

TSF = thousand square-feet

[1] Rates based on the ITE *Trip* Generation Manual *(11th Edition)* for Land Use 155 - "High-Cube Fulfillment Center Warehouse - Non-Sort", Setting Location - "General Urban/Suburban."

[2] Passenger vehicles and truck in/out splits from Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) rates for Land Use 155 – "High-Cube Fulfillment Center Warehouse - Non-Sort", Setting/Location - "General Urban/Suburban."

[3] The resulting trips were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, Warehouse Truck Trip Study Data Results and Usage, dated December 2014, the truck mix was considered as 18.7% 4+ axle, 5.5% 3-axle, and 6.8% 2-axle trucks. All truck trips were converted to passenger car equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

LSA

Table B – Base Year Significance Threshold and Project VMT per Service Population

Significance Threshold*	Project	Difference	Percentage Difference	Significance Impact
32.4	26.3	-6.2	-19.09%	No

Table C – Future Year Significance Threshold and Project VMT per Service Population

Significance Threshold*	Project	Difference	Percentage Difference	Significance Impact
32.4	23.6	-8.9	-27.31%	No

**: Obtained from December 2022 TS*

LSA

Table D - Project Trip Generation (Proposed Project)

Land Uses	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
High-Cube Fulfillment Center[1,2,3]								
	350.000 TSF							
Trips/Unit (Cars)		0.084	0.020	0.104	0.043	0.067	0.110	1.249
Trips/Unit (2-Axle Trucks)		0.005	0.005	0.010	0.005	0.006	0.011	0.123
Trips/Unit (3-Axle Trucks)		0.004	0.004	0.008	0.004	0.005	0.009	0.100
Trips/Unit (4+ Axle Trucks)		0.014	0.014	0.028	0.014	0.016	0.030	0.338
Trips/Unit (Total)		0.107	0.043	0.150	0.066	0.094	0.160	1.810
Trip Generation (Cars)		29	7	36	15	24	39	438
Trip Generation (2-Axle Trucks)		2	2	4	2	2	4	44
Trip Generation (3-Axle Trucks)		1	1	2	1	2	3	35
Trip Generation (4+ Axle Trucks)		5	5	10	5	6	11	119
Trip Generation (Total Trucks)		8	8	16	8	10	18	198
Trip Generation (Total)		37	15	52	23	34	57	636
Trip Generation (Cars)		29	7	36	15	24	39	438
PCE Trip Generation (2-Axle Trucks)		3	3	6	3	3	6	66
PCE Trip Generation (3-Axle Trucks)		2	2	4	2	4	6	70
PCE Trip Generation (4+ Axle Trucks)		15	15	30	15	18	33	357
PCE Trip Generation (Total Trucks)		20	20	40	20	25	45	493
PCE Trip Generation (Total)		**49**	**27**	**76**	**35**	**49**	**84**	**931**
Business Park[4]								
	4.000 TSF							
Trips/Unit		1.15	0.20	1.35	0.32	0.90	1.22	12.44
Trip Generation		5	0	5	1	4	5	50
Mini Warehouse[5]								
	10.000 TSF							
Trips/Unit (Cars)		0.05	0.04	0.09	0.07	0.08	0.15	1.45
Trip Generation (Cars)		1	0	1	1	1	2	15
Gross Trip Generation (Cars)		**35**	**7**	**42**	**17**	**29**	**46**	**503**
Gross Trip Generation (Trucks)		**8**	**8**	**16**	**8**	**10**	**18**	**198**
Gross Trip Generation (Cars + Trucks)		**43**	**15**	**58**	**25**	**39**	**64**	**701**
Gross PCE Trip Generation (Total)		**55**	**27**	**82**	**37**	**54**	**91**	**996**

Notes:

TSF = thousand square-feet

[1] Rates based on the ITE *Trip* Generation Manual *(11th Edition)* for Land Use 155 - "High-Cube Fulfillment Center Warehouse - Non-Sort", Setting Location - "General Urban/Suburban."

[2] Passenger vehicles and truck in/out splits from Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) rates for Land Use 155 – "High-Cube Fulfillment Center Warehouse - Non-Sort", Setting/Location - "General Urban/Suburban."

[3] The resulting trips were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, Warehouse Truck Trip Study Data Results and Usage, dated December 2014, the truck mix was considered as 18.7% 4+ axle, 5.5% 3-axle, and 6.8% 2-axle trucks. All truck trips were converted to passenger car equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

[4] Rates based on the ITE *Trip* Generation Manual *(11th Edition)* for Land Use 770 - "Business Park", Setting Location - "General Urban/Suburban."

[5] Rates based on the ITE *Trip* Generation Manual *(11th Edition)* for Land Use 151 - "Mini-Warehouse", Setting Location - "General Urban/Suburban."

LSA

Table E - Project Trip Generation Comparison

Previous Project							
	A.M. Peak Hour			P.M. Peak Hour			Daily
	In	Out	Total	In	Out	Total	Total
Gross Trip Generation (Cars)	33	8	41	17	27	44	495
Gross Trip Generation (Trucks)	10	8	18	9	10	19	224
Gross Trip Generation (Cars + Trucks)	43	16	59	26	37	63	719
Gross PCE Trip Generation (Total)	**58**	**28**	**86**	**39**	**53**	**92**	**1054**
Proposed Project							
	A.M. Peak Hour			P.M. Peak Hour			Daily
	In	Out	Total	In	Out	Total	Total
Gross Trip Generation (Cars)	35	7	42	17	29	46	503
Gross Trip Generation (Trucks)	8	8	16	8	10	18	198
Gross Trip Generation (Cars + Trucks)	43	15	58	25	39	64	701
Gross PCE Trip Generation (Total)	**55**	**27**	**82**	**37**	**54**	**91**	**996**
Trip Generation Difference (Proposed Project - Previous Project)	**(3)**	**(1)**	**(4)**	**(2)**	**1**	**(1)**	**(58)**

LSA

Appendix A
VMT Calculation Worksheet
Mapes and Trumble Mixed-Use - VMT Analysis

2018	Mapes and Trumble (Project) *	City of Perris (City) **
Total Population	-	72,886
Total Employment	392	17,465
Total service population	392	90,351
Total OD VMT	10,291	2,931,359
Total OD VMT per service population	26.3	32.4

**: Estimated using RIVCOM V3 model runs*

***: Estimage using LSA No Project RIVCOM V3 model runs*

2045	Mapes and Trumble (Project) *	City of Perris (City) **
Total Population	-	130,959
Total Employment	392	34,275
Total service population	392	165,234
Total OD VMT	9,245	5,228,215
Total OD VMT per service population	23.6	31.6

**: Estimated using RIVCOM V3 model runs*

***: Estimage using LSA No Project RIVCOM V3 model runs*

ATTACHMENT B

AIR QUALITY, ENERGY, AND GREENHOUSE GAS EMISSIONS MEMORANDUM

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: March 15, 2024

TO: Blue Marquise Investments, LLC

FROM: Ron Brugger, Senior Air Quality Specialist
Bianca Martinez, Air Quality Specialist

SUBJECT: Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum for the Modified Mapes and Trumble Business Park Industrial Center Project

INTRODUCTION

LSA has prepared this Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum to provide information regarding the air quality, energy, and greenhouse gas (GHG) emissions associated with construction and operation of the Modified Mapes and Trumble Business Park Industrial Center Project (Modified Project) in the City of Perris (City), County of Riverside (County), California. This memorandum was prepared using methods and assumptions recommended by the South Coast Air Quality Management District (SCAQMD). This analysis includes an assessment of criteria pollutant emissions, an assessment of carbon monoxide (CO) hot-spot impacts, and an assessment of the Modified Project's GHG emissions. In addition, this analysis incorporates energy assumptions for the Modified Project and consumption in comparison to the county and State.

PROJECT LOCATION

The project site is located southwest of the Trumble Road and Mapes Road intersection in Perris, Riverside County. The project site is an undeveloped 19.16-acre lot, consisting of Assessor's Parcel Numbers 329-020-033, -034, -044, and -046. The site has a General Plan Industrial BP-Business Park land use designation and a corresponding BP zoning designation (City of Perris General Plan Map and Zoning Map).

PROJECT BACKGROUND

In 2022, LSA prepared the Air Quality, Energy, and GHG Emissions Impact Analysis to evaluate the potential air quality and climate change impacts associated with the Mapes and Trumble Industrial Facility Project (Original Project). Proposed development under the Original Project consisted of a 395,500 square-foot (sq ft) industrial warehouse building. The warehouse would have included 6,000 sq ft of general office-mezzanine space, tractor trailer loading docks, and both auto and truck parking spaces. The Original Project also assumed that half of the building would operate as a non-refrigerated warehouse and the other half as a refrigerated warehouse and that standard warehouse equipment (e.g., forklifts, material handlers) would be used.

The Original Project was expected to generate approximately 779 average daily trips.

MODIFIED PROJECT

The purpose of this memorandum is to compare environmental impacts of the Original Project with a modified version known as the Mapes and Trumble Business Park Industrial Center Project (Modified Project). The Modified Project would reduce the industrial warehouse building square footage to 350,000 sq ft and would add 14,000 sq ft of speculative incubator space that could be developed as light industrial, office, business park, or a select combination thereof. In addition, the Modified Project would also include 50 percent cold storage warehouse space. The Modified Project would also include tractor trailer loading docks, and both auto and truck parking spaces. See Figure 1, Regional and Project Location with Sensitive Receptors, and Figure 2, Site Plan (Attachment A).

Similar to the Original Project, the Modified Project would also assume the use of standard warehouse equipment (e.g., forklifts, material handlers). In addition, the Modified Project would require the import of 26,590 cubic yards of soil. Construction of the Modified Project would include site preparation, grading, building construction, paving, and architectural coating activities. Construction is anticipated to commence in November 2024 and end in September 2025.

In addition, once operational, the Modified Project is expected to generate approximately 701 average daily trips.[1]

PREVIOUS AIR QUALITY AND GHG ANALYSIS FINDINGS

The following discussion is based on the Air Quality, Energy, and GHG Impact Analysis and Health Risk Assessment (Previous Analysis) prepared for the Original Project by LSA in November 2022.

Air Quality Impact Findings

The Previous Analysis using the California Emissions Estimator Model (CalEEMod) version 2020.4.0 found that the Original Project's short-term construction emissions would not exceed the SCAQMD's daily criteria pollutant emissions thresholds. The Original Project would be required to comply with SCAQMD Rule 403 regarding the emissions of Fugitive Dust and Rule 1113 regarding architectural coating emissions. As such, construction emissions would not result in a cumulative contribution to the South Coast Air Basin's (Basin) nonattainment designations. Therefore, the Original Project would not result in a significant cumulative impact related to short-term air quality emissions with compliance with SCAQMD Rule 403 and Rule 1113.

The Previous Analysis also concluded that the Original Project's long-term operational emissions would not exceed the SCAQMD's criteria pollutant thresholds. As such, operational emissions would not result in a cumulative contribution to the Basin's nonattainment designations. Therefore, the Original Project would not have resulted in a significant cumulative impact related to long-term air quality emissions.

Furthermore, the Previous Analysis concluded that the Original Project's air emissions would not exceed the SCAQMD's Local Significance Threshold (LST) thresholds, and CO hot spots would not occur as a result of the Original Project. Therefore, the Original Project would not exceed the most stringent applicable federal or State ambient air quality standards for concentrations of CO, nitrogen

[1] LSA. 2024. *Trip Generation for Mapes and Trumble Modified Project*. February.

oxides (NO_X), particulate matter less than 10 microns in size (PM_{10}), or particulate matter less than 2.5 microns in size ($PM_{2.5}$). Thus, air quality health impacts associated with the Original Project were determined to be less than significant.

Health Risk Assessment (HRA) Findings

The Previous Analysis concluded that the Original Project health risks would not have a significant impact on the nearby sensitive receptors. All health risk levels to nearby residents, children, and workers from project-related emissions of toxic air contaminants (TACs) from the operation of the proposed project would be below the SCAQMD's HRA thresholds. Therefore, the analysis concluded that no significant health risk would occur from the operation of the projects, and no mitigation is necessary.

Energy Use Impact Findings

The Previous Analysis concluded that the Original Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction. In addition, electrical and natural gas demand associated with project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The project would be required to adhere to all federal, State, and local requirements for energy efficiency, including current California Green Building Standards Code (CALGreen Code) standards, which would help to reduce energy and natural gas consumption. Therefore, the analysis concluded that construction and operation of the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

Greenhouse Gas Impact Findings

The Previous Analysis concluded that the Original Project would generate a total of 1,439 metric tons of carbon dioxide equivalent per year (MT CO_2e/yr) during project construction and 5,770 MT CO_2e/yr (including the construction emissions amortized over 30 years) during project operations. Therefore, the Original Project's GHG emissions would not exceed the City of Perris' threshold of 10,000 MT CO_2e/yr. The analysis concluded that impacts related to the generation of GHG emissions, either directly, indirectly, or cumulatively, would not have a significant impact on the environment and would be less than significant.

METHODOLOGY

Construction Emissions

Construction activities can generate a substantial amount of air pollution. Construction activities are considered temporary; however, short-term impacts can contribute to exceedances of air quality standards. Construction activities include site preparation, earthmoving, and general construction. The emissions generated from these common construction activities include fugitive dust from soil disturbance and fuel combustion from mobile heavy-duty, diesel- and gasoline-powered equipment; portable auxiliary equipment; and worker commute trips.

The current version of CalEEMod, version 2022.1, was used to calculate emissions from on-site construction equipment and emissions from worker and vehicle trips to the site. This analysis assumes that construction would begin in November 2024 and would end in September 2025. This analysis assumes that the Modified Project would comply with SCAQMD Rule 403 dust control measures and Rule 1113 architectural coating volatile organic compound (VOC) levels. This analysis also assumes that the Modified Project would import 26,590 cubic yards of soil, which was included in CalEEMod. Consistent with the Original Project, haul trips during construction would have a trip length of 15 miles, which was also included in CalEEMod. Site preparation, grading, and building activities are assumed to involve the use of standard earthmoving equipment such as large excavators, cranes, and other related equipment. As other construction details are not yet known, default assumptions (e.g., the number of construction worker and truck trips, construction fleet mix, and trip lengths) from CalEEMod were used.

Operational Emissions

Long-term air pollutant emission impacts are those associated with area and mobile sources involving any project-related changes. The Modified Project would result in increases to both compared to the existing condition. The area source emission categories include sources such as consumer products, architectural coatings, and landscaping equipment. Mobile source emissions are those associated with any form of transportation related to the project. Energy sources include electricity and natural gas consumption for the lighting, heating of water and indoor air temperature.

Consistent with SCAQMD guidance for estimating emissions associated with land use development projects, CalEEMod was used to calculate the long-term operational emissions associated with the Modified Project. As discussed in the Project Description section, the Modified Project would consist of an industrial warehouse building, speculative incubator space, and associated improvements. Consistent with the Original Project, this analysis assumes that 50 percent of warehouse space would be cold storage. Therefore, consistent with the Modified Project Trip Generation,[2] this analysis was conducted using land use codes *Industrial Park (to represent the speculative incubator space), Unrefrigerated Warehouse- No Rail (to represent the industrial warehouse building),* and *Parking Lot*. Trip generation rates used in CalEEMod for the Modified Project were based on the estimated total trip generation of 701 average daily trips, including 636 trips for the industrial warehouse, 50 trips for the industrial park, and 15 trips for the mini warehouse. The trip generation for the Modified Project determined that the industrial warehouse configured as a non-refrigerated warehouse would generate 636 trips, including 438 cars, 44 two-axle trucks, 35 three-axle trucks, and 119 four-plus axle trucks daily. Using the trip rates from the traffic study for the non-refrigerated half and standard ITE trip rates for a cold-storage warehouse, the industrial warehouse would generate 690 trips, including 459 cars, 68 two-axle trucks, 33 three-axle trucks, and 130 four-plus axle trucks. Therefore, with the cold-storage assumption, the Modified Project would generate a total of 755 average daily trips. Trip lengths as recommended by SCAQMD of 15.3 miles for the smaller trucks and 39.9 miles for the heavy-duty trucks were used. To be conservative, separate CalEEMod analyses were prepared for the operational analysis; one CalEEMod run evaluated

[2] LSA. 2024. *Trip Generation for Mapes and Trumble Modified Project*. February.

operational and car and light-duty truck vehicle trip emissions and another CalEEMod run evaluated only the heavy-duty four+-axle truck trip emissions.

Energy Use

The analysis of electricity and natural gas usage is based on the CalEEMod modeling, which quantifies energy use for project operations. Fuel consumption (diesel fuel and gasoline) from vehicle trips during operation was estimated for the opening year (2025) of the proposed project based on trip estimates from the CalEEMod model and fuel efficiencies from the CARB EMission FACtor Model (EMFAC2021) model.

The analysis focuses on the sources of energy that are relevant to the Modified Project: electricity, natural gas, the equipment fuel necessary for project construction, and vehicle fuel necessary for project operations. For the purposes of this analysis, the amount of electricity, construction fuel, and fuel use from operations are quantified and compared to that consumed in Riverside County. The electricity and natural gas use of the proposed project is analyzed as a whole on an annual basis. Electricity and natural gas use were estimated for the Modified Project using default energy intensities by land use type in CalEEMod.

Greenhouse Gas Emissions

GHG emissions associated with construction of the Modified Project would occur over the short term, consisting primarily of emissions from equipment exhaust. GHG emissions associated with operation of the Modified Project would occur over the long term from emissions from vehicular traffic, energy consumption, water conveyance and treatment, and waste generation.

IMPACT ANALYSIS

This section identifies potential air quality, energy, and GHG impacts associated with implementation of the Modified Project.

Air Quality Impacts

Air pollutant emissions associated with the Modified Project would occur over the short term from construction activities and over the long term from project-related vehicular trips and energy consumption (e.g., electricity and natural gas usage) by the proposed land uses.

Consistency with Applicable Air Quality Plans

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. A consistency determination fulfills the California Environmental Quality Act (CEQA) goal of fully informing local agency decision makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans.

The Modified Project would construct a 350,000 sq ft industrial warehouse building and 14,000 sq ft of speculative incubator space. Therefore, the Modified Project, like the Original Project, would not

be defined as a regionally significant project under CEQA (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries, residential development of more than 500 dwelling units, or shopping centers or business establishments employing more than 1,000 persons or encompassing more than 500,000 sq ft of floor space) as defined in the California Code of Regulations (Title 14, Division 6, Chapter 3, Article 13, §15206(b)). Thus, the Modified Project would not meet the Southern California Association of Governments' (SCAG) Intergovernmental Review criteria.

The proposed land uses are consistent with the General Plan zoning. Thus, the Modified Project, as analyzed, would result in air emissions that are consistent with the City's plans. The City's General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD 2022 Air Quality Management Plan (AQMP). Pursuant to the methodology provided in the SCAQMD's 1993 *CEQA Air Quality Handbook*, consistency with the Basin's 2022 AQMP is affirmed when a project (1) would not increase the frequency or severity of an air quality standards violation or cause a new violation, and (2) is consistent with the growth assumptions in the AQMP. The consistency review is presented as follows:

1. Similar to the Original Project, the Modified Project would result in short-term construction and long-term operational pollutant emissions that would be lower than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated below; therefore, the Modified Project would not result in an increase in the frequency or severity of an air quality standards violation or cause a new air quality standards violation.

2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, the Modified Project, like the Original Project, is not defined as a significant project.

Therefore, it is unlikely that the Modified Project would interfere with the SCAQMD's goals for improving air quality in the region. The Modified Project would not conflict with the 2022 AQMP and, as such, would not jeopardize attainment of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) in the area under the jurisdiction of the SCAQMD.

Based on the consistency analysis presented above, the Modified Project would be consistent with the regional AQMP. Therefore, the Modified Project would not lead to new or substantially more severe impacts associated with clean air plan consistency beyond those identified in the Original Project.

Criteria Pollutant Analysis

The following analysis assesses the potential project-level air quality impacts associated with construction and operation of the Modified Project.

Construction Emissions. Project construction activities would include grading, site preparation, building construction, architectural coating, and paving activities.

During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, building construction, paving, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_X, VOC, directly emitted $PM_{2.5}$ or PM_{10}, and toxic air contaminants such as diesel exhaust particulate matter.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The SCAQMD has established Rule 403: Fugitive Dust, which would require the applicant to implement measures that would reduce the amount of particulate matter generated during the construction period. The Rule 403 measures that were incorporated in this analysis include:

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

Construction emissions were estimated for the Modified Project using CalEEMod. The construction schedule is shown in Table A, and the construction emissions are summarized in Table B. Attachment B provides the CalEEMod output report.

Table A: Tentative Modified Project Construction Schedule

Phase Name	Number of Days
Site Preparation	10
Grading	30
Building Construction	165
Paving	10
Architectural Coating	85

Source: Compiled by LSA (March 2024).

Table B: Short-Term Regional Peak-Day Construction Emissions

Construction Phase	Total Regional Pollutant Emissions (lbs/day)							
	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	4	36	34	<1	8	2	4	1
Grading	4	39	33	<1	5	2	2	1
Building Construction	2	13	25	<1	3	<1	1	<1
Paving	3	8	11	<1	<1	<1	<1	<1

Table B: Short-Term Regional Peak-Day Construction Emissions

Construction Phase	Total Regional Pollutant Emissions (lbs/day)							
	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Architectural Coating	20	1	4	<1	<1	<1	<1	<1
Peak Daily	**22**	**39**	**34**	**<1**	**10**		**5**	
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**		**55**	
Exceeds Thresholds?	**No**	**No**	**No**	**No**	**No**		**No**	

Source: Compiled by LSA (March 2024).
Note: The daily emissions for Architectural Coatings and Building Construction are combined as it was assumed that they would occur simultaneously. The measures applied in this modeling are required dust control measures per SCAQMD Rule 403 and Rule 1113.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

The results shown in Table B indicate the Modified Project would not exceed the significance criteria for daily VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$ emissions. Therefore, similar to the Original Project, construction of the Modified Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable NAAQS or CAAQS. In addition, the Modified Project, like the Original Project, would be required to comply with SCAQMD Rule 403 fugitive dust and Rule 1113 for architectural coating. Therefore, the Modified Project would not lead to new or substantially more severe construction impacts beyond those identified in the Original Project.

Operational Air Quality Impacts. Similar to the Original Project, long-term air pollutant emissions associated with operation of the Modified Project would include emissions from area, energy, and mobile sources. Energy-source emissions result from activities in buildings that use electricity and natural gas. Mobile-source emissions are from vehicle trips associated with operation of the Modified Project. Area-source emissions consist of direct sources of air emissions at the project site, including architectural coatings, consumer products, and use of landscape maintenance equipment. In addition, it was also assumed there would be standard warehouse equipment (e.g., forklifts, material handlers), and to analyze the worst-case scenario, it was assumed they would all be diesel-powered.

Long-term operational emissions associated with the Modified Project were calculated using CalEEMod. Table C provides the Modified Project's estimated operational emissions. Attachment B provides the CalEEMod output report.

Table C: Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	11	<1	16	<1	<1	<1
Energy	<1	2	2	<1	<1	<1
Mobile – Vehicles and Light Duty Trucks	2	7	35	<1	11	3
Mobile – Heavy-Heavy Duty Trucks	<1	19	4	<1	5	2
Warehouse Equipment	1	9	12	<1	<1	<1
Total Modified Project Emissions	**14**	**37**	**34**	**<1**	**16**	**5**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (March 2024).
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

The results shown in Table C indicate the Modified Project would not exceed the significance criteria for daily VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$ emissions. Therefore, similar to the Original Project, operation of the Modified Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable NAAQS or CAAQS. Therefore, the Modified Project would not lead to new or substantially more severe operational impacts beyond those identified for the Original Project.

Long-Term Microscale (CO Hot Spot) Analysis. As with the Original Project, vehicular trips associated with the Modified Project would contribute to congestion at intersections and along roadway segments in the vicinity of the project site. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the Modified Project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients).

Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the Lake Elsinore monitoring station, located at 506 West Flint Street (the closest station to the project site), showed a highest recorded 1-hour concentration of 0.9 parts per million (ppm) (the State standard is 20 ppm) and a highest 8-hour

concentration of 0.8 ppm (the State standard is 9 ppm) from 2020 to 2022. The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis. Reduced speeds and vehicular congestion at intersections result in increased CO emissions.

The Modified Project is expected to generate 58 trips in the a.m. peak hour and 64 trips in the p.m. peak hour. By comparison, the Original Project was expected to generate 59 trips in the a.m. peak hour and 63 trips in the p.m. peak hour. Similar to the Original Project, CO concentrations are not expected to significantly increase at nearby intersections as a result of the Modified Project. Therefore, given the extremely low level of CO concentrations at the project site and the lack of traffic impacts at any intersections, project-related vehicles are not expected to result in CO concentrations exceeding the State or federal CO standards. No CO hot spots would occur, and, like the Original Project, the Modified Project would not result in any project-related impacts on CO concentrations. Therefore, the Modified Project would not lead to new or substantially more severe impacts beyond those identified for the Original Project.

Localized Impact Analysis

Sensitive receptors are defined as people who have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling units. The nearest sensitive receptors are identified as the single-family residences located approximately 1,390 feet east of the proposed project site. Additionally, the Big League Dreams Sports Complex is directly to the northeast of the project site. The distance from the closest construction area to the closest playing field is approximately 650 feet and from the closest loading dock to the closest playing field is approximately 965 feet.

An LST analysis was completed to show the construction and operational impacts at 650 feet to the nearest sensitive receptors to the project site in Source Receptor Area (SRA) 24 based on a 5-acre project size. Tables D and E show the results of the LST analysis during project construction and operation, respectively.

Table D: Modified Project Localized Construction Emissions

Source	Pollutant Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions	36	33	9	5
Localized Significance Threshold	**486**	**6,792**	**95**	**31**
Significant?	**No**	**No**	**No**	**No**

Source: Compiled by LSA (March 2024).
Note: Source Receptor Area 24 based on a 5-acre construction disturbance daily area at a distance of 650 feet from the project site boundary.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

Table E: Modified Project Localized Operational Emissions

Source	Pollutant Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions	12	32	1	<1
Localized Significance Thresholds	**579**	**11,770**	**31**	**14**
Significant?	**No**	**No**	**No**	**No**

Source: Compiled by LSA (March 2024).
Note: Source Receptor Area 24 based on a 5-acre operational daily area at a distance of 965 feet from the project site boundary.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

As detailed in Tables D and E, the modeled emission levels indicate that the Modified Project would not exceed SCAQMD LSTs during project construction or operation. The Modified Project's peak operational on-site NO_X emissions are estimated to be approximately 12 pounds per day (lbs/day). Due to the relatively small size of the Modified Project in relation to the overall Basin, the level of emissions is not sufficiently high to use a regional modeling program to correlate health effects on a basin-wide level. On a regional scale, the quantity of emissions from the Modified Project is incrementally minor. Because the SCAQMD has not identified any other methods to quantify health impacts from small projects, and due to the size of the Modified Project, it would be speculative to assign any specific health effects to small project-related emissions. However, based on this localized analysis, the Modified Project, like the Original Project, would not expose sensitive receptors to substantial pollutant concentrations. Therefore, the Modified Project would not lead to new or substantially more severe impacts beyond those identified for the Original Project.

Health Risk on Nearby Sensitive Receptors

Similar to the Original Project, construction of the Modified Project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually from diesel-fueled vehicles and equipment). However, construction contractors would be required to implement SCAQMD Rule 403 to control fugitive dust. With implementation of SCAQMD Rule 403, project construction pollutant emissions would be below the SCAQMD significance thresholds and, therefore, they are not expected to result in the exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the Modified Project would not lead to new or substantially more severe impacts beyond those identified for the Original Project.

In addition, as identified in Table C, the Modified Project operational emissions of criteria pollutants would be below SCAQMD significance thresholds; thus, they are not likely to have a significant impact on the nearby sensitive receptors. In addition, the Modified Project would generate 701 average daily trips, which is less than the number of trips generated by the Original Project (779 average daily trips). Therefore, the Modified Project would not be expected to generate more project-related emissions of TACs from project operation than those identified in the Original Project. Nearby sensitive receptors would not be exposed to a carcinogenic risk that equals or exceeds 10 in one million. In addition, nearby sensitive receptors would not be exposed to a risk that equals or exceeds a health index of 1 for non-carcinogenic TACs. As such, the Modified Project

would also be below the SCAQMD's HRA thresholds. Therefore, the Modified Project would not lead to new or substantially more severe impacts beyond those identified for the Original Project.

Odors

As with the Original Project, heavy-duty equipment on the project site during construction would emit odors, primarily from equipment exhaust. However, the odors would cease after the specific construction activity that requires the use of that piece of equipment is completed. No other sources of objectionable odors have been identified for the Modified Project.

SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." Similar to the Original Project, the Modified Project's uses are not anticipated to emit any objectionable odors. Therefore, the Modified Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Therefore, the Modified Project would not lead to new or substantially more severe impacts beyond those identified for the Original Project.

Energy Use

This section discusses energy use resulting from implementation of the Modified Project and evaluates whether the proposed project would result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with any applicable plans for renewable energy and energy efficiency.

Construction

The anticipated construction schedule assumes that the proposed project would be built in approximately 10 months. Construction-specific phases were assessed for their energy consumption under each construction sub-phase: grading, site preparation, building construction, paving, and architectural coating activities.

Construction would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and building activities, and construction of the building. All or most of this energy would be derived from nonrenewable resources. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy (i.e., fuel) usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources.

Operation

Similar to the Original Project, energy use associated with the Modified Project would consist of electricity, natural gas, and vehicle fuel use associated with project operations.

Table F shows the estimated potential increased electricity, natural gas, gasoline, and diesel demand associated with the Modified Project. The electricity and natural gas rates are from the CalEEMod analysis, while the gasoline and diesel rates are based on the traffic analysis in conjunction with United States Department of Transportation (DOT) fuel efficiency data (see Attachment C).

Table F: Estimated Annual Energy Use of the Modified Project

Land Use	Electricity Use (kWh per year)	Natural Gas Use (kBTU per year)	Gasoline (gallons per year)	Diesel (gallons per year)
Industrial Park	69,773	110,347	14,478	10,066
Unrefrigerated Warehouse	805,411	3,341,132	84,507	157,018
Parking Lot	279,321	N/A	N/A	N/A
Unrefrigerated Warehouse[1]	46,024	190,922	4,343	3,020
Refrigerated Warehouse	3,827,171	4,630,684	95,948	196,186
Total	**5,026,936**	**8,273,085**	**199,276**	**366,290**

Source: Compiled by LSA (March 2024).
[1] The unrefrigerated warehouse land use was used to represent the mini warehouse use and to be consistent with the Modified Project Trip Generation Table.
kBTU = thousand British thermal units
kWh = kilowatt hours
N/A = not applicable

As shown in Table F, the estimated increase in electricity demand associated with the operation of the Modified Project would be 5,026,936 kilowatt hours (kWh) per year. Total electricity consumption in Riverside County in 2022 was 17,780,573,271 kWh;[3] therefore, operation of the Modified project would negligibly increase the annual electricity consumption in Riverside County by approximately 0.03 percent. For comparison, the Original Project was estimated to consume 8,421,482 kWh per year, which is more than the Modified Project.

Table F also shows that the estimated increase in natural gas demand associated with the Modified Project would be 8,273,085 thousand British thermal units (kBTU) per year, which equals 82,731 therms. In 2022, total natural gas consumption in Riverside County was 431,052,392 therms[4]. Therefore, operation of the Modified Project would negligibly increase the annual natural gas consumption in Riverside County by 0.02 percent. For comparison, the Original Project was estimated to consume 10,499,930 kBTU per year or 104,999 therms per year, which is more than the Modified Project.

In addition, the project would result in energy usage associated with motor vehicle gasoline to fuel project-related trips. As shown above in Table F, the proposed project would result in the consumption of 199,276 gallons of gasoline and 366,290 gallons of diesel per year. Based on fuel consumption obtained from CARB's California Emissions Factor Model, Version 2021 (EMFAC2021), approximately 744 million gallons of gasoline and approximately 301 million gallons of diesel will be

[3] California Energy Commission (CEC). 2022a. Electricity Consumption by County. Website: www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed February 2024).

[4] CEC. 2022b. Gas Consumption by County. Website: ecdms.energy.ca.gov/gasbycounty.aspx (accessed February 2024).

consumed from vehicle trips in Riverside County in 2024. Therefore, vehicle and truck trips associated with the proposed project would increase the annual fuel use in Riverside County by approximately 0.03 percent for gasoline fuel usage and approximately 0.1 percent for diesel fuel usage. The proposed project would result in fuel usage that is a small fraction of current annual fuel use in Riverside County, and fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Therefore, gasoline demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California.

Electrical and natural gas demand associated with project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The Modified Project would be required to adhere to all federal, State, and local requirements for energy efficiency, including current CALGreen Code standards, which would help to reduce energy and natural gas consumption. Therefore, construction and operation of the Modified Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the Modified Project would not lead to new or substantially more severe energy use impacts beyond those identified for the Original Project.

Conflict with or Obstruction of a State or Local Plan for Renewable Energy or Energy Efficiency

The CEC recently adopted the 2023 Integrated Energy Policy Report.[5] The 2023 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2023 Integrated Energy Policy Report covers a broad range of topics, including decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, updates on Southern California electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecasts, and the California Energy Demand Forecast.

As indicated above, energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. In addition, energy usage associated with operation of the Modified Project would be relatively small in comparison to the State's available energy sources, and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact on regional energy supplies would be minor, the Modified Project would not conflict with or obstruct California's energy conservation plans as described in the CEC's 2023 Integrated Energy Policy Report. Therefore, the Modified Project would not lead to new or substantially more severe energy impacts beyond those identified for the Original Project.

---

5 CEC. 2023. *2023 Integrated Energy Policy Report*. California Energy Commission. Docket Number: 23-IEPR-01.

Greenhouse Gas Emission Impacts

The following sections describe the Modified Project's construction- and operation-related GHG impacts and consistency with applicable GHG reduction plans.

Generation of Greenhouse Gas Emissions

This section describes the Modified Project's construction- and operational-related GHG emissions and contribution to global climate change. The SCAQMD has not addressed emission thresholds for construction in its CEQA *Air Quality Handbook*; however, the SCAQMD requires quantification and disclosure. Thus, this section discusses construction emissions.

Construction Greenhouse Gas Emissions. Similar to the Original Project, construction activities associated with the Modified Project would produce combustion emissions from various sources. Consistent with the SCAQMD guidelines, construction GHG emissions were amortized over the life of the project (defined as 30 years), added to the operational emissions, and the total compared to the applicable interim GHG significance threshold tier. It is estimated that the Modified Project would generate 664 MT CO_2e during construction, which is less than the 1,439 MT CO_2e that would be generated during construction of the Original Project. The difference in construction related GHG emissions is due to the reduced square footage for the industrial warehouse building and updated emission factors in CalEEMod. When amortized over the 30-year life of the Modified Project, annual emissions would be 22 MT CO_2e.

Operational Greenhouse Gas Emissions. Long-term operation of the Modified Project would generate GHG emissions from area, mobile, waste, and water sources, as well as indirect emissions from sources associated with energy consumption. GHG emissions were estimated using CalEEMod. Table G shows the estimated operational GHG emissions for the Modified Project. Attachment B provides additional calculation details.

Table G: Long-Term Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (MT/yr)					
	Bio-CO_2	**NBio-CO_2**	**Total CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area	0	7	7	<1	<1	7
Energy	0	1,652	1,652	<1	<1	1,658
Mobile – Vehicles and Light Duty Trucks	0	1,994	1,994	<1	<1	2,033
Mobile – Heavy Heavy Duty Trucks	0	2,929	2,929	<1	<1	3,072
Waste	31	0	31	3	0	107
Water	27	142	169	3	<1	257
Warehouse Equipment	0	195	195	<1	<1	196
Amortized Construction Emissions						22
Total Modified Project Emissions						**7,352**
City of Perris Threshold						**10,000**
Emissions Exceed Threshold?						**No**

Source: Compiled by LSA (March 2024).
Bio-CO_2 = biologically generated CO_2
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide
NBio-CO_2 = nonbiologically generated CO_2
SCAQMD = South Coast Air Quality Management District

A project would have less than significant GHG emissions if it would result in operation-related GHG emissions of less than the City of Perris threshold of 10,000 MT CO_2e/yr. Based on the analysis results, the Modified Project is estimated to result in 7,352 MT CO_2e/yr, which would be below the numeric threshold of 10,000 MT CO_2e/yr. For comparison, the Original Project was estimated to result in 5,770 MT CO_2e/yr. The Original Project analysis was evaluated with the 2020.4 version of CalEEMod, since then CalEEMod has been updated to the 2022.1 version. Key updates in CalEEMod include traffic analysis zone-specific vehicle trip data, electricity intensity factors, and changes in emission intensity factors derived from EMFAC. The 2022.1 version of CalEEMod uses data from EMFAC2021 whereas the 2020.4 version of CalEEMod uses data from EMFAC2017. Based on this, the mobile source emissions would be higher with the 2022.1 version of CalEEMod when compared to the 2020.4 version of CalEEMod. However, as mentioned above, the Modified Project would result in emissions below the numeric threshold of 10,000 MT CO_2e/yr. Therefore, as with the Original Project, GHG impacts related to the operation of the Modified Project would be considered less than significant. Therefore, the Modified Project would not lead to new or substantially more severe GHG impacts beyond those identified for the Original Project.

Consistency with Greenhouse Gas Reduction Plans

The Previous Analysis concluded that the Original Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Consistent with the Original Project, the Modified Project would be subject to California Building Code requirements. New buildings must achieve the 2022 Building and Energy Efficiency Standards and the 2022 CALGreen Code requirements, which include energy and water conservation measures. Overall, like the Original Project, the Modified Project would not conflict with the City of Perris' Climate Action Plan (CAP), and impacts would be less than significant.

Furthermore, the Modified Project would be located on the same project site as the Original Project; therefore, it would also provide employment opportunities to nearby residences. Furthermore, the Modified Project would be required to meet with the latest CALGreen Code energy conservation, water conservation, and green building standards. Therefore, like the Original Project, the Modified Project would be consistent with policies in the 2022 Scoping Plan. Since the Modified Project's GHG emissions would not exceed the City's GHG emission threshold, and since the Modified Project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs, it can be concluded that the project's GHG emissions impacts would be less than significant.

As discussed above, because the Modified Project would be consistent with the Original Project's design features and sustainability features, the Modified Project would not lead to new or substantially more severe GHG impacts beyond those identified for the Original Project. As such, the Modified Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

CONCLUSION

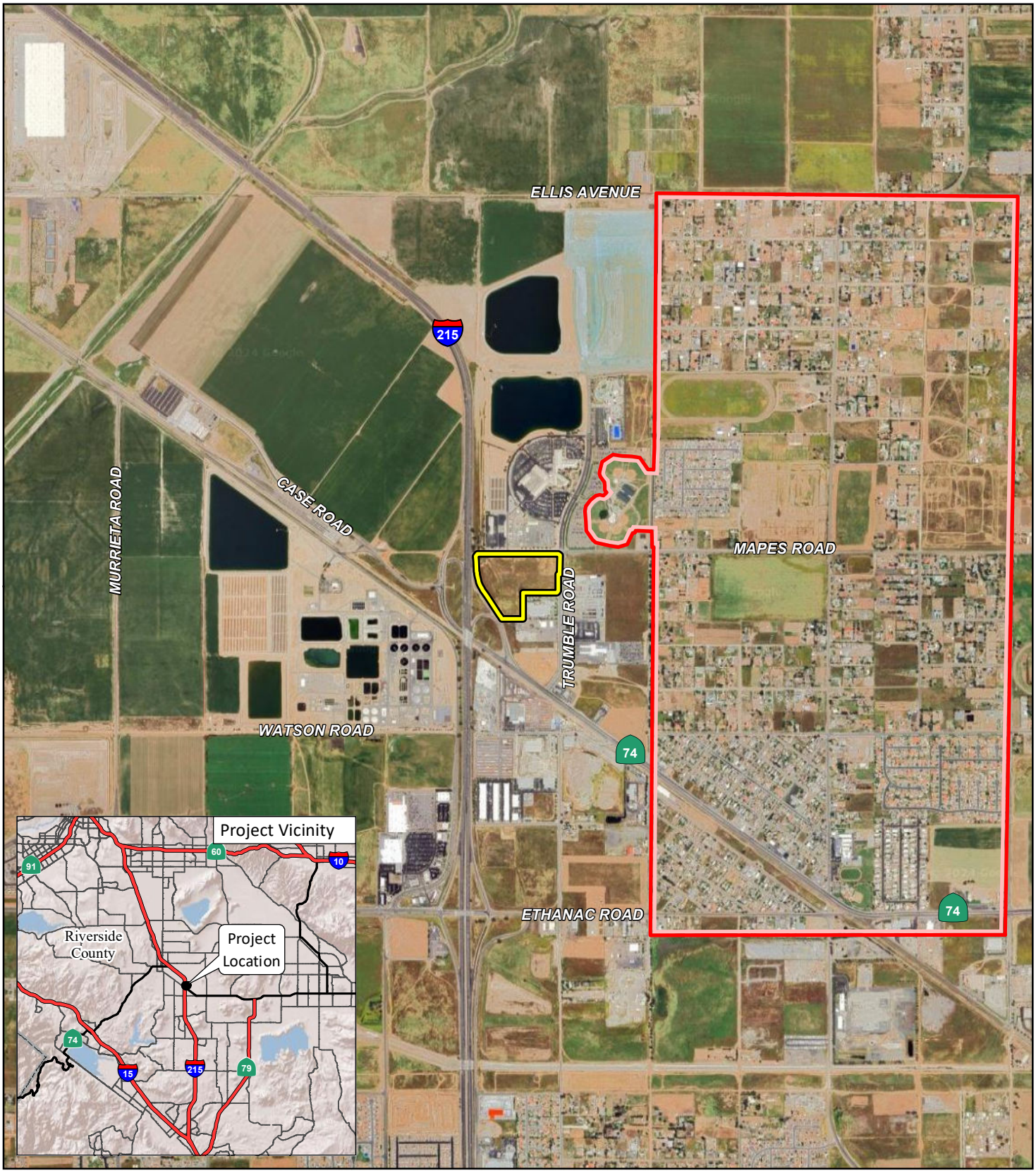
Based on the analysis presented above, the Modified Project's short-term construction emissions would not exceed the significant threshold criteria for daily VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$ emissions. The Modified Project's long-term operational emissions would not result in the generation of criteria pollutants that would exceed the SCAQMD thresholds of significance. In

addition, the Modified Project is not expected to produce significant emissions that would affect nearby sensitive receptors. The Modified Project would also be consistent with the 2022 AQMP and would not result in objectionable odors affecting a substantial number of people. The Modified Project's GHG emissions would also not exceed the threshold of 10,000 MT CO_2e/yr; therefore, project-related GHG impacts would remain less than significant. In addition, the Modified Project would be consistent with all applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. In addition, the Modified Project would not result in energy use that would be significant in any way. Based on the analysis presented above, there would be no new or substantially more severe impacts than those identified for the Original Project related to air quality, energy, or GHG emissions associated with the Modified Project.

Attachments:
A: Figures
B: CalEEMod Output Files
C: Fuel Use

ATTACHMENT A

FIGURES



LSA

LEGEND

Project Location

Sensitive Receptors

N

0 1000 2000

FEET

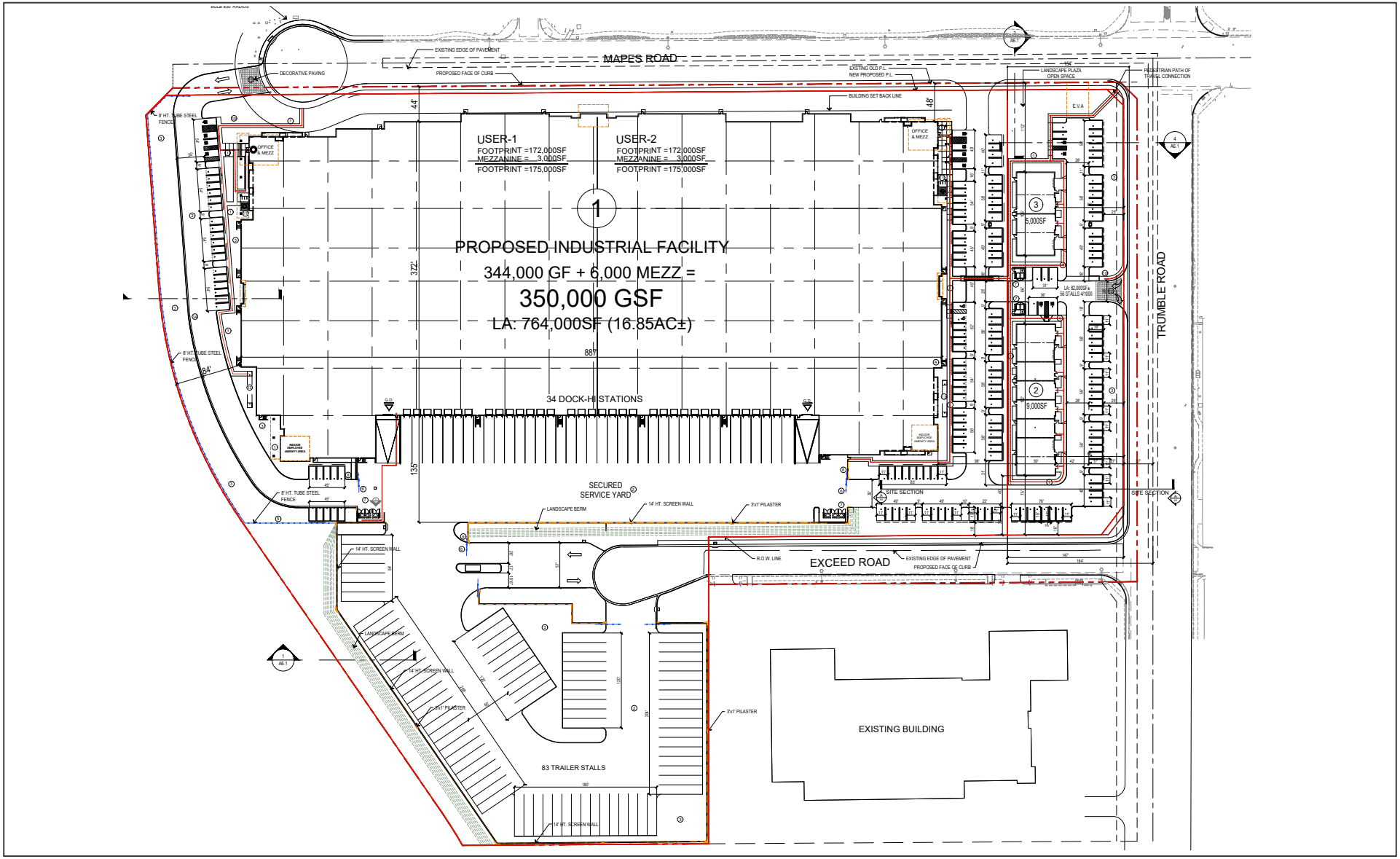
SOURCE: Google (2023)

J:\20241476\GIS\MXD\SensitiveReceptors.mxd (3/13/2024)

FIGURE 1

Mapes and Trumble Business Park Industrial Center Project

Regional and Project Location with Sensitive Receptors



LSA

FIGURE 2

N

0 160 220

FEET

SOURCE: AO Architecture

I:\20241476\G\Site_Plan.ai (2/26/2024)

Mapes and Trumble Business Park Industrial Center Project

Site Plan

ATTACHMENT B

CALEEMOD OUTPUT FILES

Mapes and Trumble Industrial Facility Project Custom Report

Table of Contents

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Mapes and Trumble Industrial Facility Project
Construction Start Date	11/11/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	0.20
Location	33.75703530634499, -117.18588974838343
County	Riverside-South Coast
City	Perris
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5512
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Industrial Park	4.00	1000sqft	0.09	4,000	0.00	—	—	—
Unrefrigerated Warehouse-No Rail	175	1000sqft	4.02	175,000	187,100	—	—	—
Parking Lot	258	Space	7.32	0.00	0.00	—	—	—
Unrefrigerated Warehouse-No Rail	10.0	1000sqft	0.23	10,000	0.00	—	—	—
Refrigerated Warehouse-No Rail	175	1000sqft	4.02	175,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	23.1	14.1	29.0	0.04	0.49	2.91	3.39	0.45	0.70	1.15	—	6,942	6,942	0.25	0.39	7,079
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.73	38.8	34.0	0.08	1.60	7.89	9.49	1.47	3.99	5.47	—	9,888	9,888	0.36	0.55	10,061
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.62	6.38	11.3	0.02	0.22	1.21	1.43	0.20	0.29	0.50	—	2,939	2,939	0.11	0.17	2,995
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	1.02	1.16	2.06	< 0.005	0.04	0.22	0.26	0.04	0.05	0.09	—	487	487	0.02	0.03	496

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	23.1	14.1	29.0	0.04	0.49	2.91	3.39	0.45	0.70	1.15	—	6,942	6,942	0.25	0.39	7,079
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	3.73	38.8	34.0	0.08	1.60	7.89	9.49	1.47	3.99	5.47	—	9,888	9,888	0.36	0.55	10,061
2025	1.81	13.3	22.6	0.04	0.46	2.51	2.97	0.42	0.61	1.03	—	6,205	6,205	0.23	0.37	6,322
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.42	4.26	3.79	0.01	0.17	0.61	0.78	0.16	0.25	0.41	—	1,001	1,001	0.04	0.05	1,017
2025	5.62	6.38	11.3	0.02	0.22	1.21	1.43	0.20	0.29	0.50	—	2,939	2,939	0.11	0.17	2,995
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.08	0.78	0.69	< 0.005	0.03	0.11	0.14	0.03	0.05	0.07	—	166	166	0.01	0.01	168
2025	1.02	1.16	2.06	< 0.005	0.04	0.22	0.26	0.04	0.05	0.09	—	487	487	0.02	0.03	496

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.1	17.9	65.3	0.15	0.72	10.7	11.5	0.67	2.74	3.42	346	25,204	25,551	36.0	1.14	31,517

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.4	18.1	41.4	0.15	0.69	10.7	11.4	0.65	2.74	3.39	346	24,434	24,780	36.1	1.15	30,691
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.8	15.7	50.1	0.14	0.59	10.7	11.3	0.56	2.74	3.30	346	24,104	24,451	36.0	1.15	30,386
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.34	2.87	9.14	0.03	0.11	1.96	2.07	0.10	0.50	0.60	57.3	3,991	4,048	5.97	0.19	5,031

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.97	6.41	35.5	0.12	0.12	10.7	10.9	0.11	2.74	2.85	—	12,647	12,647	0.20	0.66	12,911
Area	10.9	0.13	15.8	< 0.005	0.03	—	0.03	0.02	—	0.02	—	65.1	65.1	< 0.005	< 0.005	65.3
Energy	0.12	2.22	1.87	0.01	0.17	—	0.17	0.17	—	0.17	—	9,979	9,979	0.69	0.06	10,014
Water	—	—	—	—	—	—	—	—	—	—	161	858	1,019	16.6	0.40	1,553
Waste	—	—	—	—	—	—	—	—	—	—	185	0.00	185	18.5	0.00	647
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,665
Off-Road	1.09	9.10	12.1	0.02	0.41	—	0.41	0.37	—	0.37	—	1,655	1,655	0.07	0.01	1,661
Total	14.1	17.9	65.3	0.15	0.72	10.7	11.5	0.67	2.74	3.42	346	25,204	25,551	36.0	1.14	31,517
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.86	6.80	27.4	0.12	0.12	10.7	10.9	0.11	2.74	2.85	—	11,941	11,941	0.21	0.68	12,150

Area	8.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.12	2.22	1.87	0.01	0.17	—	0.17	0.17	—	0.17	—	9,979	9,979	0.69	0.06	10,014
Water	—	—	—	—	—	—	—	—	—	—	161	858	1,019	16.6	0.40	1,553
Waste	—	—	—	—	—	—	—	—	—	—	185	0.00	185	18.5	0.00	647
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,665
Off-Road	1.09	9.10	12.1	0.02	0.41	—	0.41	0.37	—	0.37	—	1,655	1,655	0.07	0.01	1,661
Total	11.4	18.1	41.4	0.15	0.69	10.7	11.4	0.65	2.74	3.39	346	24,434	24,780	36.1	1.15	30,691
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.86	6.93	28.7	0.12	0.12	10.7	10.9	0.11	2.74	2.85	—	12,043	12,043	0.21	0.68	12,278
Area	10.1	0.09	10.8	< 0.005	0.02	—	0.02	0.01	—	0.01	—	44.6	44.6	< 0.005	< 0.005	44.7
Energy	0.12	2.22	1.87	0.01	0.17	—	0.17	0.17	—	0.17	—	9,979	9,979	0.69	0.06	10,014
Water	—	—	—	—	—	—	—	—	—	—	161	858	1,019	16.6	0.40	1,553
Waste	—	—	—	—	—	—	—	—	—	—	185	0.00	185	18.5	0.00	647
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,665
Off-Road	0.77	6.49	8.64	0.01	0.29	—	0.29	0.27	—	0.27	—	1,179	1,179	0.05	0.01	1,183
Total	12.8	15.7	50.1	0.14	0.59	10.7	11.3	0.56	2.74	3.30	346	24,104	24,451	36.0	1.15	30,386
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.34	1.27	5.24	0.02	0.02	1.96	1.98	0.02	0.50	0.52	—	1,994	1,994	0.03	0.11	2,033
Area	1.84	0.02	1.98	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.38	7.38	< 0.005	< 0.005	7.41
Energy	0.02	0.41	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,652	1,652	0.11	0.01	1,658
Water	—	—	—	—	—	—	—	—	—	—	26.7	142	169	2.75	0.07	257
Waste	—	—	—	—	—	—	—	—	—	—	30.6	0.00	30.6	3.06	0.00	107
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	772
Off-Road	0.14	1.18	1.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	195	195	0.01	< 0.005	196
Total	2.34	2.87	9.14	0.03	0.11	1.96	2.07	0.10	0.50	0.60	57.3	3,991	4,048	5.97	0.19	5,031

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.99	0.90	< 0.005	0.04	—	0.04	0.04	—	0.04	—	145	145	0.01	< 0.005	146
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.18	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	24.1

Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.10	1.10	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	231	231	0.01	0.01	234
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.42	6.42	< 0.005	< 0.005	6.51
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.06	1.06	< 0.005	< 0.005	1.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	6,621
Dust From Material Movement	—	—	—	—	—	3.61	3.61	—	1.43	1.43	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	2.82	2.48	0.01	0.12	—	0.12	0.11	—	0.11	—	542	542	0.02	< 0.005	544
Dust From Material Movement	—	—	—	—	—	0.30	0.30	—	0.12	0.12	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.51	0.45	< 0.005	0.02	—	0.02	0.02	—	0.02	—	89.8	89.8	< 0.005	< 0.005	90.1
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.11	1.26	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	265	265	0.01	0.01	268
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.08	4.45	1.51	0.02	0.05	0.75	0.81	0.05	0.21	0.27	—	3,025	3,025	0.08	0.49	3,173
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	22.0	22.0	< 0.005	< 0.005	22.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.36	0.12	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	—	248	248	0.01	0.04	261
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.65	3.65	< 0.005	< 0.005	3.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.07	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	41.1	41.1	< 0.005	0.01	43.2

3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.1	14.1	< 0.005	< 0.005	14.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.33	2.33	< 0.005	< 0.005	2.34
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.74	0.87	9.65	0.00	0.00	2.00	2.00	0.00	0.47	0.47	—	2,022	2,022	0.10	0.08	2,047
Vendor	0.05	2.20	0.67	0.01	0.03	0.51	0.54	0.03	0.14	0.17	—	1,854	1,854	0.04	0.28	1,938
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.0	12.0	< 0.005	< 0.005	12.2
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.9	10.9	< 0.005	< 0.005	11.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.99	1.99	< 0.005	< 0.005	2.02
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.80	1.80	< 0.005	< 0.005	1.88
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	4.64	5.79	0.01	0.19	—	0.19	0.18	—	0.18	—	1,065	1,065	0.04	0.01	1,069
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.85	1.06	< 0.005	0.04	—	0.04	0.03	—	0.03	—	176	176	0.01	< 0.005	177
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.68	0.67	11.8	0.00	0.00	2.00	2.00	0.00	0.47	0.47	—	2,155	2,155	0.09	0.08	2,187
Vendor	0.04	2.00	0.62	0.01	0.03	0.51	0.54	0.03	0.14	0.17	—	1,825	1,825	0.04	0.28	1,914
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64	0.74	8.92	0.00	0.00	2.00	2.00	0.00	0.47	0.47	—	1,981	1,981	0.09	0.08	2,006
Vendor	0.04	2.10	0.64	0.01	0.03	0.51	0.54	0.03	0.14	0.17	—	1,827	1,827	0.04	0.28	1,910
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.36	4.19	0.00	0.00	0.89	0.89	0.00	0.21	0.21	—	891	891	0.04	0.03	904
Vendor	0.02	0.93	0.28	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	811	811	0.02	0.12	849
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.76	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	148	148	0.01	0.01	150
Vendor	< 0.005	0.17	0.05	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	134	134	< 0.005	0.02	141
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	1,517
Paving	1.92	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.20	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	41.4	41.4	< 0.005	< 0.005	41.6
Paving	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.86	6.86	< 0.005	< 0.005	6.88
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	1.16	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	211	211	0.01	0.01	215
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.39	5.39	< 0.005	< 0.005	5.47
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.89	0.89	< 0.005	< 0.005	0.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	134
Architectural Coatings	20.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.21	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	31.2
Architectural Coatings	4.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.15	5.15	< 0.005	< 0.005	5.17
Architectural Coatings	0.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.13	2.36	0.00	0.00	0.40	0.40	0.00	0.09	0.09	—	431	431	0.02	0.02	437
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	93.4	93.4	< 0.005	< 0.005	94.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	15.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.26	0.37	3.49	0.01	0.01	0.78	0.79	0.01	0.20	0.20	—	927	927	0.03	0.04	943
Unrefrigerated Warehouse-No Rail	0.81	2.53	15.5	0.05	0.05	4.69	4.74	0.04	1.20	1.24	—	5,542	5,542	0.08	0.29	5,657
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.89	3.51	16.5	0.06	0.06	5.26	5.33	0.06	1.35	1.41	—	6,177	6,177	0.09	0.33	6,311
Total	1.97	6.41	35.5	0.12	0.12	10.7	10.9	0.11	2.74	2.85	—	12,647	12,647	0.20	0.66	12,911
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.25	0.40	2.84	0.01	0.01	0.78	0.79	0.01	0.20	0.20	—	870	870	0.03	0.04	883

Unrefrigerated Warehouse-No Rail	0.77	2.69	11.9	0.05	0.05	4.69	4.74	0.04	1.20	1.24	—	5,224	5,224	0.09	0.30	5,316
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.85	3.71	12.7	0.06	0.06	5.26	5.33	0.06	1.35	1.41	—	5,847	5,847	0.09	0.34	5,952
Total	1.86	6.80	27.4	0.12	0.12	10.7	10.9	0.11	2.74	2.85	—	11,941	11,941	0.21	0.68	12,150
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.05	0.07	0.54	< 0.005	< 0.005	0.14	0.14	< 0.005	0.04	0.04	—	145	145	0.01	0.01	148
Unrefrigerated Warehouse-No Rail	0.14	0.50	2.27	0.01	0.01	0.86	0.86	0.01	0.22	0.23	—	872	872	0.01	0.05	889
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.15	0.69	2.43	0.01	0.01	0.96	0.97	0.01	0.25	0.26	—	976	976	0.01	0.06	996
Total	0.34	1.27	5.24	0.02	0.02	1.96	1.98	0.02	0.50	0.52	—	1,994	1,994	0.03	0.11	2,033

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	102	102	0.01	< 0.005	102
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1,241	1,241	0.08	0.01	1,246
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	407	407	0.03	< 0.005	409
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	5,578	5,578	0.35	0.04	5,599
Total	—	—	—	—	—	—	—	—	—	—	—	7,328	7,328	0.45	0.06	7,356
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	102	102	0.01	< 0.005	102
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1,241	1,241	0.08	0.01	1,246
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	407	407	0.03	< 0.005	409
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	5,578	5,578	0.35	0.04	5,599
Total	—	—	—	—	—	—	—	—	—	—	—	7,328	7,328	0.45	0.06	7,356

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	16.8	16.8	< 0.005	< 0.005	16.9
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	205	205	0.01	< 0.005	206
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	67.4	67.4	< 0.005	< 0.005	67.7
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	924	924	0.06	0.01	927
Total	—	—	—	—	—	—	—	—	—	—	—	1,213	1,213	0.08	0.01	1,218

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	35.4	35.4	< 0.005	< 0.005	35.5
Unrefrigerated Warehouse-No Rail	0.05	0.95	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,132	1,132	0.10	< 0.005	1,135
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00

Refrigerated Warehouse-No	0.07	1.24	1.04	0.01	0.09	—	0.09	0.09	—	0.09	—	1,484	1,484	0.13	< 0.005	1,488
Total	0.12	2.22	1.87	0.01	0.17	—	0.17	0.17	—	0.17	—	2,651	2,651	0.23	< 0.005	2,659
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	35.4	35.4	< 0.005	< 0.005	35.5
Unrefrigerated Warehouse-No Rail	0.05	0.95	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,132	1,132	0.10	< 0.005	1,135
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.07	1.24	1.04	0.01	0.09	—	0.09	0.09	—	0.09	—	1,484	1,484	0.13	< 0.005	1,488
Total	0.12	2.22	1.87	0.01	0.17	—	0.17	0.17	—	0.17	—	2,651	2,651	0.23	< 0.005	2,659
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.85	5.85	< 0.005	< 0.005	5.87
Unrefrigerated Warehouse-No Rail	0.01	0.17	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	187	187	0.02	< 0.005	188
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00

Refrigerated Warehouse-No	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	246	246	0.02	< 0.005	246
Total	0.02	0.41	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	—	439	439	0.04	< 0.005	440

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.60	0.13	15.8	< 0.005	0.03	—	0.03	0.02	—	0.02	—	65.1	65.1	< 0.005	< 0.005	65.3
Total	10.9	0.13	15.8	< 0.005	0.03	—	0.03	0.02	—	0.02	—	65.1	65.1	< 0.005	< 0.005	65.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	8.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.32	0.02	1.98	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.38	7.38	< 0.005	< 0.005	7.41
Total	1.84	0.02	1.98	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.38	7.38	< 0.005	< 0.005	7.41

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	1.77	9.18	10.9	0.18	< 0.005	16.8
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	82.0	447	529	8.43	0.20	801
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	77.5	402	479	7.98	0.19	736

Total	—	—	—	—	—	—	—	—	—	—	161	858	1,019	16.6	0.40	1,553
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	1.77	9.18	10.9	0.18	< 0.005	16.8
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	82.0	447	529	8.43	0.20	801
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	77.5	402	479	7.98	0.19	736
Total	—	—	—	—	—	—	—	—	—	—	161	858	1,019	16.6	0.40	1,553
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	0.29	1.52	1.81	0.03	< 0.005	2.78
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	13.6	74.1	87.6	1.40	0.03	133
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	12.8	66.5	79.3	1.32	0.03	122
Total	—	—	—	—	—	—	—	—	—	—	26.7	142	169	2.75	0.07	257

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	2.67	0.00	2.67	0.27	0.00	9.35
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	93.7	0.00	93.7	9.37	0.00	328
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	88.7	0.00	88.7	8.86	0.00	310
Total	—	—	—	—	—	—	—	—	—	—	185	0.00	185	18.5	0.00	647
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	2.67	0.00	2.67	0.27	0.00	9.35
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	93.7	0.00	93.7	9.37	0.00	328
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00

Refrigerat Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	88.7	0.00	88.7	8.86	0.00	310
Total	—	—	—	—	—	—	—	—	—	—	185	0.00	185	18.5	0.00	647
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	0.44	0.00	0.44	0.04	0.00	1.55
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	15.5	0.00	15.5	1.55	0.00	54.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	14.7	0.00	14.7	1.47	0.00	51.4
Total	—	—	—	—	—	—	—	—	—	—	30.6	0.00	30.6	3.06	0.00	107

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.04

Refrigerated Warehouse-No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,664
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,665
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.04
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,664
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,665
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.17
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	772
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	772

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.47	4.43	6.25	0.01	0.23	—	0.23	0.22	—	0.22	—	915	915	0.04	0.01	918
Other General Industrial Equipment	0.62	4.68	5.89	0.01	0.17	—	0.17	0.16	—	0.16	—	740	740	0.03	0.01	743
Total	1.09	9.10	12.1	0.02	0.41	—	0.41	0.37	—	0.37	—	1,655	1,655	0.07	0.01	1,661
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.47	4.43	6.25	0.01	0.23	—	0.23	0.22	—	0.22	—	915	915	0.04	0.01	918
Other General Industrial Equipment	0.62	4.68	5.89	0.01	0.17	—	0.17	0.16	—	0.16	—	740	740	0.03	0.01	743
Total	1.09	9.10	12.1	0.02	0.41	—	0.41	0.37	—	0.37	—	1,655	1,655	0.07	0.01	1,661
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.06	0.58	0.81	< 0.005	0.03	—	0.03	0.03	—	0.03	—	108	108	< 0.005	< 0.005	108
Other General Industrial Equipment	0.08	0.61	0.77	< 0.005	0.02	—	0.02	0.02	—	0.02	—	87.3	87.3	< 0.005	< 0.005	87.6
Total	0.14	1.18	1.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	195	195	0.01	< 0.005	196

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	11/4/2024	11/15/2024	5.00	10.0	—
Grading	Grading	11/18/2024	12/27/2024	5.00	30.0	—
Building Construction	Building Construction	12/29/2024	8/15/2025	5.00	165	—
Paving	Paving	8/18/2025	8/29/2025	5.00	10.0	—
Architectural Coating	Architectural Coating	5/12/2025	9/5/2025	5.00	85.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29

Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	111	7.50	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	153	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	59.7	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	30.6	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	546,000	182,000	8,682

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	15.0	0.00	—
Grading	26,590	0.00	90.0	0.00	—
Paving	0.00	0.00	0.00	0.00	7.32

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Industrial Park	0.00	0%
Unrefrigerated Warehouse-No Rail	0.00	0%
Parking Lot	7.32	100%
Unrefrigerated Warehouse-No Rail	0.00	0%
Refrigerated Warehouse-No Rail	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	532	0.03	< 0.005
2025	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Industrial Park	50.0	50.0	50.0	18,250	1,101	1,101	1,101	401,937
Unrefrigerated Warehouse-No Rail	259	259	259	94,535	6,235	6,235	6,235	2,275,727
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	15.0	15.0	15.0	5,475	330	330	330	120,581
Refrigerated Warehouse-No Rail	301	301	301	109,865	7,246	7,246	7,246	2,644,763

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	546,000	182,000	28,253

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Industrial Park	69,773	532	0.0330	0.0040	110,347
Unrefrigerated Warehouse-No Rail	805,411	532	0.0330	0.0040	3,341,132
Parking Lot	279,321	532	0.0330	0.0040	0.00
Unrefrigerated Warehouse-No Rail	46,024	532	0.0330	0.0040	190,922
Refrigerated Warehouse-No Rail	3,827,171	532	0.0330	0.0040	4,630,684

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	925,000	0.00
Unrefrigerated Warehouse-No Rail	40,468,750	2,966,604
Parking Lot	0.00	0.00
Unrefrigerated Warehouse-No Rail	2,312,500	0.00
Refrigerated Warehouse-No Rail	40,468,750	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	4.96	—

Unrefrigerated Warehouse-No Rail	165	—
Parking Lot	0.00	—
Unrefrigerated Warehouse-No Rail	9.40	—
Refrigerated Warehouse-No Rail	165	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Diesel	Average	6.00	8.00	82.0	0.20
Other General Industrial Equipment	Diesel	Average	6.00	8.00	35.0	0.34

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Construction is anticipated to begin in November 2024 and end in September 2025. Assume architectural coatings are applied during building construction phase.

Construction: Trips and VMT	Haul trips are approximately 15 miles round trip entering/exiting the 215 fwy. Hauling trip length miles adjusted to 7.5 miles for a one-way trip.
Construction: Architectural Coatings	Assume all coatings would comply with SCAQMD Rule 1113
Operations: Vehicle Data	Vehicle and light duty trucks only. Based on the trip generation, the business park (industrial park) would generate 50 ADT, and the mini warehouse would generate 15 ADT. Trip rates were adjusted to reflect the project's trip generation table as follows: Business Park (Industrial Park): 50 ADT/4 tsf = 12.5 Mini Warehouse: 15 ADT/ 10 tsf = 1.5 The large warehouse (unrefrigerated + cold storage) trip rates were adjusted based on the project's trip generation and standard ITE trip rates for refrigerated warehouse. Trip lengths changed to 15.3 for light duty trucks. Unrefrigerated warehouse = 1.48 trip rate Refrigerated Warehouse = 1.72 trip rate
Land Use	Total project site is 19.16 acres. Project would consist of a 350,000 sf warehouse building, including a 12,000 sf office and 6,000 sf of mezzanine space (building 1). Approximately 50% would be cold storage. A total of 14,000 sf would be dedicated to the proposed business park. Project would also include a total of 187,100 sf of landscape area and 258 parking spaces.
Operations: Fleet Mix	Vehicles and light duty trucks only. Fleet mix adjusted for the large warehouse to reflect only passenger cars and light duty trucks.
Operations: Architectural Coatings	Project would comply with SCAQMD 1113

Mapes and Trumble Industrial Facility Project - HHDT Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Mapes and Trumble Industrial Facility Project - HHDT
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	0.20
Location	33.75703530634499, -117.18588974838343
County	Riverside-South Coast
City	Perris
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5512
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.22

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Industrial Park	4.00	1000sqft	0.09	4,000	0.00	—	—	—

Unrefrigerated Warehouse-No Rail	175	1000sqft	4.02	175,000	187,100	—	—	—
Parking Lot	258	Space	7.30	0.00	0.00	—	—	—
Unrefrigerated Warehouse-No Rail	10.0	1000sqft	0.23	10,000	0.00	—	—	—
Refrigerated Warehouse-No Rail	175	1000sqft	4.02	175,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.3	29.6	33.4	0.19	0.91	4.68	5.59	0.86	1.25	2.11	346	30,248	30,594	36.2	3.28	37,178
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.73	30.2	17.6	0.19	0.88	4.68	5.56	0.84	1.25	2.09	346	30,188	30,534	36.2	3.28	37,081
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.2	27.9	24.9	0.19	0.79	4.68	5.47	0.75	1.25	2.00	346	29,753	30,100	36.1	3.27	36,660
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.04	5.09	4.55	0.03	0.14	0.85	1.00	0.14	0.23	0.36	57.3	4,926	4,983	5.98	0.54	6,070

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.23	18.1	3.54	0.16	0.31	4.68	4.99	0.30	1.25	1.55	—	17,692	17,692	0.32	2.80	18,573
Area	10.9	0.13	15.8	< 0.005	0.03	—	0.03	0.02	—	0.02	—	65.1	65.1	< 0.005	< 0.005	65.3
Energy	0.12	2.22	1.87	0.01	0.17	—	0.17	0.17	—	0.17	—	9,978	9,978	0.69	0.06	10,013
Water	—	—	—	—	—	—	—	—	—	—	161	858	1,019	16.6	0.40	1,553
Waste	—	—	—	—	—	—	—	—	—	—	185	0.00	185	18.5	0.00	647
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,665
Off-Road	1.09	9.10	12.1	0.02	0.41	—	0.41	0.37	—	0.37	—	1,655	1,655	0.07	0.01	1,661
Total	12.3	29.6	33.4	0.19	0.91	4.68	5.59	0.86	1.25	2.11	346	30,248	30,594	36.2	3.28	37,178
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.22	18.9	3.58	0.16	0.31	4.68	4.99	0.30	1.25	1.55	—	17,696	17,696	0.32	2.80	18,541
Area	8.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.12	2.22	1.87	0.01	0.17	—	0.17	0.17	—	0.17	—	9,978	9,978	0.69	0.06	10,013
Water	—	—	—	—	—	—	—	—	—	—	161	858	1,019	16.6	0.40	1,553
Waste	—	—	—	—	—	—	—	—	—	—	185	0.00	185	18.5	0.00	647
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,665
Off-Road	1.09	9.10	12.1	0.02	0.41	—	0.41	0.37	—	0.37	—	1,655	1,655	0.07	0.01	1,661
Total	9.73	30.2	17.6	0.19	0.88	4.68	5.56	0.84	1.25	2.09	346	30,188	30,534	36.2	3.28	37,081
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.23	19.1	3.56	0.16	0.31	4.68	4.99	0.30	1.25	1.55	—	17,694	17,694	0.32	2.80	18,554
Area	10.1	0.09	10.8	< 0.005	0.02	—	0.02	0.01	—	0.01	—	44.6	44.6	< 0.005	< 0.005	44.7

Energy	0.12	2.22	1.87	0.01	0.17	—	0.17	0.17	—	0.17	—	9,978	9,978	0.69	0.06	10,013
Water	—	—	—	—	—	—	—	—	—	—	161	858	1,019	16.6	0.40	1,553
Waste	—	—	—	—	—	—	—	—	—	—	185	0.00	185	18.5	0.00	647
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,665
Off-Road	0.77	6.49	8.64	0.01	0.29	—	0.29	0.27	—	0.27	—	1,179	1,179	0.05	0.01	1,183
Total	11.2	27.9	24.9	0.19	0.79	4.68	5.47	0.75	1.25	2.00	346	29,753	30,100	36.1	3.27	36,660
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.04	3.48	0.65	0.03	0.06	0.85	0.91	0.05	0.23	0.28	—	2,929	2,929	0.05	0.46	3,072
Area	1.84	0.02	1.98	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.38	7.38	< 0.005	< 0.005	7.41
Energy	0.02	0.41	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,652	1,652	0.11	0.01	1,658
Water	—	—	—	—	—	—	—	—	—	—	26.7	142	169	2.75	0.07	257
Waste	—	—	—	—	—	—	—	—	—	—	30.6	0.00	30.6	3.06	0.00	107
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	772
Off-Road	0.14	1.18	1.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	195	195	0.01	< 0.005	196
Total	2.04	5.09	4.55	0.03	0.14	0.85	1.00	0.14	0.23	0.36	57.3	4,926	4,983	5.98	0.54	6,070

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Unrefrigerated	0.11	8.22	1.61	0.07	0.14	2.13	2.27	0.13	0.57	0.70	—	8,035	8,035	0.15	1.27	8,435
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.13	9.88	1.93	0.09	0.17	2.55	2.72	0.16	0.68	0.85	—	9,656	9,656	0.18	1.53	10,138
Total	0.23	18.1	3.54	0.16	0.31	4.68	4.99	0.30	1.25	1.55	—	17,692	17,692	0.32	2.80	18,573
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	0.10	8.58	1.63	0.07	0.14	2.13	2.27	0.13	0.57	0.70	—	8,037	8,037	0.15	1.27	8,421
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.12	10.3	1.96	0.09	0.17	2.55	2.72	0.16	0.68	0.85	—	9,659	9,659	0.18	1.53	10,120
Total	0.22	18.9	3.58	0.16	0.31	4.68	4.99	0.30	1.25	1.55	—	17,696	17,696	0.32	2.80	18,541
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	0.02	1.58	0.29	0.01	0.03	0.39	0.41	0.02	0.10	0.13	—	1,330	1,330	0.02	0.21	1,395

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.02	1.90	0.35	0.02	0.03	0.47	0.50	0.03	0.12	0.15	—	1,599	1,599	0.03	0.25	1,677
Total	0.04	3.48	0.65	0.03	0.06	0.85	0.91	0.05	0.23	0.28	—	2,929	2,929	0.05	0.46	3,072

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	102	102	0.01	< 0.005	102
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1,241	1,241	0.08	0.01	1,246
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	406	406	0.03	< 0.005	408
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	5,578	5,578	0.35	0.04	5,599
Total	—	—	—	—	—	—	—	—	—	—	—	7,327	7,327	0.45	0.06	7,354
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	—	—	—	—	—	—	—	—	—	—	—	102	102	0.01	< 0.005	102
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	1,241	1,241	0.08	0.01	1,246
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	406	406	0.03	< 0.005	408
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	5,578	5,578	0.35	0.04	5,599
Total	—	—	—	—	—	—	—	—	—	—	—	7,327	7,327	0.45	0.06	7,354
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	16.8	16.8	< 0.005	< 0.005	16.9
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	205	205	0.01	< 0.005	206
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	67.2	67.2	< 0.005	< 0.005	67.5
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	924	924	0.06	0.01	927
Total	—	—	—	—	—	—	—	—	—	—	—	1,213	1,213	0.08	0.01	1,218

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	35.4	35.4	< 0.005	< 0.005	35.5
Unrefrigerated Warehouse-No Rail	0.05	0.95	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,132	1,132	0.10	< 0.005	1,135
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.07	1.24	1.04	0.01	0.09	—	0.09	0.09	—	0.09	—	1,484	1,484	0.13	< 0.005	1,488
Total	0.12	2.22	1.87	0.01	0.17	—	0.17	0.17	—	0.17	—	2,651	2,651	0.23	< 0.005	2,659
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	35.4	35.4	< 0.005	< 0.005	35.5
Unrefrigerated Warehouse-No Rail	0.05	0.95	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,132	1,132	0.10	< 0.005	1,135
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.07	1.24	1.04	0.01	0.09	—	0.09	0.09	—	0.09	—	1,484	1,484	0.13	< 0.005	1,488
Total	0.12	2.22	1.87	0.01	0.17	—	0.17	0.17	—	0.17	—	2,651	2,651	0.23	< 0.005	2,659

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.85	5.85	< 0.005	< 0.005	5.87
Unrefrigerated Warehouse-No Rail	0.01	0.17	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	187	187	0.02	< 0.005	188
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	246	246	0.02	< 0.005	246
Total	0.02	0.41	0.34	< 0.005	0.03	—	0.03	0.03	—	0.03	—	439	439	0.04	< 0.005	440

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.60	0.13	15.8	< 0.005	0.03	—	0.03	0.02	—	0.02	—	65.1	65.1	< 0.005	< 0.005	65.3

Total	10.9	0.13	15.8	< 0.005	0.03	—	0.03	0.02	—	0.02	—	65.1	65.1	< 0.005	< 0.005	65.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	8.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.32	0.02	1.98	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.38	7.38	< 0.005	< 0.005	7.41
Total	1.84	0.02	1.98	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.38	7.38	< 0.005	< 0.005	7.41

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	1.77	9.18	10.9	0.18	< 0.005	16.8

Unrefrigerated	—	—	—	—	—	—	—	—	—	—	82.0	447	529	8.43	0.20	801
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	77.5	402	479	7.98	0.19	736
Total	—	—	—	—	—	—	—	—	—	—	161	858	1,019	16.6	0.40	1,553
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	1.77	9.18	10.9	0.18	< 0.005	16.8
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	82.0	447	529	8.43	0.20	801
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	77.5	402	479	7.98	0.19	736
Total	—	—	—	—	—	—	—	—	—	—	161	858	1,019	16.6	0.40	1,553
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	0.29	1.52	1.81	0.03	< 0.005	2.78
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	13.6	74.1	87.6	1.40	0.03	133

Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	12.8	66.5	79.3	1.32	0.03	122
Total	—	—	—	—	—	—	—	—	—	—	26.7	142	169	2.75	0.07	257

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	2.67	0.00	2.67	0.27	0.00	9.35
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	93.7	0.00	93.7	9.37	0.00	328
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	88.7	0.00	88.7	8.86	0.00	310
Total	—	—	—	—	—	—	—	—	—	—	185	0.00	185	18.5	0.00	647
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	—	—	—	—	—	—	—	—	—	—	2.67	0.00	2.67	0.27	0.00	9.35
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	93.7	0.00	93.7	9.37	0.00	328
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	88.7	0.00	88.7	8.86	0.00	310
Total	—	—	—	—	—	—	—	—	—	—	185	0.00	185	18.5	0.00	647
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	0.44	0.00	0.44	0.04	0.00	1.55
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	15.5	0.00	15.5	1.55	0.00	54.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	14.7	0.00	14.7	1.47	0.00	51.4
Total	—	—	—	—	—	—	—	—	—	—	30.6	0.00	30.6	3.06	0.00	107

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.04
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,664
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,665
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.04
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,664
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,665
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.17
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	772
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	772

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.47	4.43	6.25	0.01	0.23	—	0.23	0.22	—	0.22	—	915	915	0.04	0.01	918
Other General Industrial Equipment	0.62	4.68	5.89	0.01	0.17	—	0.17	0.16	—	0.16	—	740	740	0.03	0.01	743
Total	1.09	9.10	12.1	0.02	0.41	—	0.41	0.37	—	0.37	—	1,655	1,655	0.07	0.01	1,661
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.47	4.43	6.25	0.01	0.23	—	0.23	0.22	—	0.22	—	915	915	0.04	0.01	918
Other General Industrial Equipment	0.62	4.68	5.89	0.01	0.17	—	0.17	0.16	—	0.16	—	740	740	0.03	0.01	743
Total	1.09	9.10	12.1	0.02	0.41	—	0.41	0.37	—	0.37	—	1,655	1,655	0.07	0.01	1,661
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Forklifts	0.06	0.58	0.81	< 0.005	0.03	—	0.03	0.03	—	0.03	—	108	108	< 0.005	< 0.005	108
Other General Industrial Equipment	0.08	0.61	0.77	< 0.005	0.02	—	0.02	0.02	—	0.02	—	87.3	87.3	< 0.005	< 0.005	87.6
Total	0.14	1.18	1.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	195	195	0.01	< 0.005	196

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Industrial Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	59.0	59.0	59.0	21,526	2,359	2,359	2,359	861,035
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Refrigerated Warehouse-No Rail	70.9	70.9	70.9	25,869	2,835	2,835	2,835	1,034,775

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	546,000	182,000	28,253

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Industrial Park	69,773	532	0.0330	0.0040	110,347
Unrefrigerated Warehouse-No Rail	805,411	532	0.0330	0.0040	3,341,132
Parking Lot	278,557	532	0.0330	0.0040	0.00
Unrefrigerated Warehouse-No Rail	46,024	532	0.0330	0.0040	190,922
Refrigerated Warehouse-No Rail	3,827,171	532	0.0330	0.0040	4,630,684

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	925,000	0.00
Unrefrigerated Warehouse-No Rail	40,468,750	2,966,604
Parking Lot	0.00	0.00
Unrefrigerated Warehouse-No Rail	2,312,500	0.00
Refrigerated Warehouse-No Rail	40,468,750	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	4.96	—
Unrefrigerated Warehouse-No Rail	165	—
Parking Lot	0.00	—
Unrefrigerated Warehouse-No Rail	9.40	—
Refrigerated Warehouse-No Rail	165	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Diesel	Average	6.00	8.00	82.0	0.20
Other General Industrial Equipment	Diesel	Average	6.00	8.00	35.0	0.34

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Assume architectural coatings are applied during building construction phase. Extend paving phase due to a large paved area.
Construction: Trips and VMT	Haul trips are approximately 15 miles round trip entering/exiting the 215 fwy
Construction: Architectural Coatings	Assume all coatings would comply with SCAQMD Rule 1113
Operations: Vehicle Data	Heavy Heavy Duty Truck (HHDT) trips only. Based on the trip generation and standard ITE trip rates for cold storage. Assuming all HHD truck will travel 40 miles. Unrefrigerated warehouse = 59 ADT/ 175 tsf = 0.337 Refrigerated warehouse = 71 ADT/ 175 tsf = 0.405
Land Use	Total project site is 19.16 acres. Project would consist of a 350,000 sf warehouse building, including a 12,000 sf office and 6,000 sf of mezzanine space (building 1). A total of 14,000 sf would be dedicated to the proposed business park. Project would also include a total of 187,100 sf of landscape area and 258 parking spaces.
Operations: Fleet Mix	HHDT only for large warehouse (unrefrigerated + cold storage)
Operations: Architectural Coatings	Project would comply with SCAQMD 1113

ATTACHMENT C

FUEL USE

LSA Associates, Inc.

Fuel Consumption Worksheet

	Annual VMT from CalEEMod modeling	Gasoline-Fueled Percentage	Diesel-Fueled Percentage	Gasoline mpg	Gasoline Consumption (gallons/yr)	Diesel mpg	Diesel Consumption (gallons/yr)
Unrefrigerated Warehouse	2,275,727	82.4%	17.4%	22.2	84,507	8	49,389
Refrigerated Warehouse	2,664,763	79.9%	20.1%	22.2	95,948	8	66,839
Industrial Park	401,937	80.0%	20.0%	22.2	14,478	8	10,066
Mini Warehouse	120,581	80.0%	20.0%	22.2	4,343	8	3,020

Total Gasoline	199,277
Total Diesel	129,314

		Fleet Mix from CalEEMod modeling												
Land Use	ADT	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
Unrefrigerated Warehouse	259	67.6%	8.5%	4.2%	4.2%	4.2%	4.2%	6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.998
Refrigerated Warehouse	301	63.8%	8.0%	4.0%	4.0%	7.6%	7.6%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.000
Industrial Park	50	49.6%	3.9%	20.1%	16.0%	3.2%	0.9%	1.4%	1.6%	0.1%	0.0%	2.3%	0.1%	0.6%	1.000
Mini Warehouse	15	49.6%	3.9%	20.1%	16.0%	3.2%	0.9%	1.4%	1.6%	0.1%	0.0%	2.3%	0.1%	0.6%	1.000
		Vehicle Percentages by fuel type													
	Gasoline-powered:	98%	95%	75%	50%	50%	10%	5%	5%	0%	0%	100%	10%	50%	
	Diesel-powered:	2%	5%	25%	50%	50%	90%	95%	95%	100%	100%	0%	90%	50%	

truck % = 32.20%

Land Use Subtype	HHD%	LDA%	LDT1%	LDT2%	%	%	MCY%	MDV%	MH%	%	%	%	%	
					LHD1	LHD2				MHD	OBUS	SBUS	UBUS	
Industrial Park	1.578900218	49.646	3.907	20.127	3.2044	0.9099	2.343500778	15.969	0.6369	1.4432	0.0612	0.1341	0.039	100
Unrefrigerated Warehouse-No Rail	1.578900218	49.646	3.907	20.127	3.2044	0.9099	2.343500778	15.969	0.6369	1.4432	0.0612	0.1341	0.039	100
Parking Lot	1.578900218	49.646	3.907	20.127	3.2044	0.9099	2.343500778	15.969	0.6369	1.4432	0.0612	0.1341	0.039	100
Unrefrigerated Warehouse-No F	1.578900218	49.646	3.907	20.127	3.2044	0.9099	2.343500778	15.969	0.6369	1.4432	0.0612	0.1341	0.039	100

LSA Associates, Inc.

Fuel Consumption Worksheet

	Annual VMT from CalEEMod modeling	Gasoline-Fueled Percentage	Diesel-Fueled Percentage	Gasoline mpg	Gasoline Consumption (gallons/yr)	Diesel mpg	Diesel Consumption (gallons/yr)
Unrefrigerated Warehouse	861,035	0.0%	100.0%	22.2	0	8	107,629
Refrigerated Warehouse	1,034,775	0.0%	100.0%	22.2	0	8	129,347

Fleet Mix from CalEEMod modeling

Land Use	ADT	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse	59	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	100.0%	0.000%	0.000%	0.0%	0.00%	0.00%
Refrigerated Warehouse	71	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	100.0%	0.000%	0.000%	0.0%	0.00%	0.00%

Vehicle Percentages by fuel type

	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Gasoline-powered:	98%	95%	75%	50%	50%	10%	5%	5%	0%	0%	100%	10%	50%
Diesel-powered:	2%	5%	25%	50%	50%	90%	95%	95%	100%	100%	0%	90%	50%

truck % = 100.00%

2024	Diesel (Gallons per year)	Gasoline (Gallons per year)
Riverside County total	301,210,227	744,534,097
Project	366,290	199,276
Project % of County	0.1216%	0.0268%

Data obtained from EMFAC2021 for Riverside County in the year 2024

https://arb.ca.gov/emfac/emissions-inventory/7c48d94e3f0d8ebedf6c55aa05499950652a4201

2022	kWh	kBTU	therms
Riverside County total	17,780,573,271		431,052,392
Project	5,026,936	8,273,085	82,731
Project % of County	0.0283%		0.0192%

1 therm = 100,000 BTUs

Land Use	Electricity Use (kWh per year)	Natural Gas Use (kBTU per year)	Gasoline (gallons per year)	Diesel (gallons per year)
Industrial Park	69,773	110,347	14,478	10,066
Unrefrigerated Warehouse	805,411	3,341,132	84,507	157,018
Parking Lot	279,321	0	N/A	N/A
Unrefrigerated Warehouse	46,024	190,922	4,343	3,020
Refrigerated Warehouse	3,827,171	4,630,684	95,948	196,186
Total	5,026,936	8,273,085	199,276	366,290

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: County
Region: Riverside
Calendar Year: 2024
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Y	Vehicle Category	Model Year	Speed	Fuel	Fuel Consumption	1000 gal/day
Riverside	2024	HHDT	Aggregate	Aggregate	Diesel	678.55	
Riverside	2024	LDA	Aggregate	Aggregate	Diesel	1.59	
Riverside	2024	LDT1	Aggregate	Aggregate	Diesel	0.02	
Riverside	2024	LDT2	Aggregate	Aggregate	Diesel	1.25	
Riverside	2024	LHDT1	Aggregate	Aggregate	Diesel	35.00	
Riverside	2024	LHDT2	Aggregate	Aggregate	Diesel	18.94	
Riverside	2024	MDV	Aggregate	Aggregate	Diesel	5.49	
Riverside	2024	MH	Aggregate	Aggregate	Diesel	2.25	
Riverside	2024	MHDT	Aggregate	Aggregate	Diesel	77.63	
Riverside	2024	OBUS	Aggregate	Aggregate	Diesel	2.64	
Riverside	2024	SBUS	Aggregate	Aggregate	Diesel	1.87	
Riverside	2024	UBUS	Aggregate	Aggregate	Diesel	0.003	

Total Fuel consumed	825.23	1000 gal/day
Days per year	365	
Total Fuel consumed	301,210,227	gal/year

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: County
Region: Riverside
Calendar Year: 2024
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Y	Vehicle Category	Model Year	Speed	Fuel	Fuel Consumption	1000 gal/day
Riverside	2024	LDA	Aggregate	Aggregate	Gasoline	885.35	
Riverside	2024	LDT1	Aggregate	Aggregate	Gasoline	86.06	
Riverside	2024	LDT2	Aggregate	Aggregate	Gasoline	496.16	
Riverside	2024	LHD1	Aggregate	Aggregate	Gasoline	65.82	
Riverside	2024	LHD2	Aggregate	Aggregate	Gasoline	11.04	
Riverside	2024	MCY	Aggregate	Aggregate	Gasoline	4.38	
Riverside	2024	MDV	Aggregate	Aggregate	Gasoline	450.02	
Riverside	2024	MH	Aggregate	Aggregate	Gasoline	10.64	
Riverside	2024	OBUS	Aggregate	Aggregate	Gasoline	4.61	
Riverside	2024	SBUS	Aggregate	Aggregate	Gasoline	2.72	
Riverside	2024	T6TS	Aggregate	Aggregate	Gasoline	19.56	
Riverside	2024	T7IS	Aggregate	Aggregate	Gasoline	0.19	
Riverside	2024	UBUS	Aggregate	Aggregate	Gasoline	3.28	

Total Fuel consumed	2,040	1000 gal/day
Days per year	365	
Total Fuel consumed	744,534,097	gal/year

ATTACHMENT C

SUPPLEMENTAL NOISE AND VIBRATION MEMORANDUM

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: March 14, 2024

TO: Blue Marquise Investments, LLC.

FROM: Jason Lui, Associate/Senior Noise Specialist

SUBJECT: Supplemental Noise and Vibration Impact Analysis for the Mapes and Trumble Business Park Industrial Center Project in Perris, California

INTRODUCTION

LSA prepared the Noise and Vibration Impact Analysis (LSA 2023) for the Mapes and Trumble Industrial Facility Project (original project) in the Perris (City), California. The original project would develop the site with a 395,500-square-foot (sf) industrial warehouse building, which would include 6,000 sf of general office space, 6,000 sf of mezzanine, tractor trailer loading docks, and both auto and truck parking spaces. The project has been modified to develop the site with a 350,000 sf high-cube fulfillment warehouse facility plus 14,000 sf of speculative incubator space that could be developed as light industrial, office, business park, or a select combination thereof (Modified Project). The Modified Project is shown on Figure 1, Site Plan, provided in Attachment B. The following analysis summarizes the changes to the noise and vibration impacts associated with the Modified Project and is intended to satisfy the City's requirements and the California Environmental Quality Act (CEQA) for a project-specific noise and vibration impact analysis by examining the impacts to adjacent land uses and identifying reduction measures that the project requires.

IMPACTS

Construction Noise Impacts

Off- Site Construction-Related Vehicle Trips

Similar to the original project, the building construction phase for the Modified Project would generate the most trips of all construction phases, which would generate 425 trips per day based on the California Emissions Estimator Model (CalEEMod) (Version 2022.1) results contained in Attachment B of the *Mapes and Trumble Business Park Industrial Center Project Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum* (LSA 2024a). This is less than the estimated 498 trips per day for the original project, and the construction-related traffic noise increase associated with the Modified Project would be lower than original project. Therefore, no short-term construction-related impacts associated with worker commutes and transport of construction equipment and material to the project site would occur, and no noise reduction measures would be required.

On-site Construction Activities

Construction of the Modified Project would utilize the same construction equipment as the original project. In addition, the construction schedule and construction duration for the Modified Project would be similar to the original project. Noise generated from construction activities for the Modified Project would be the same as the original project. The Modified Project would be required to comply with the construction hours allowed under the City's Municipal Code Noise Ordinance and the best construction

practices provided in the Noise and Vibration Impact Analysis (LSA 2023) for the original project. Therefore, no noise impacts would occur from construction activities associated with the Modified Project. No noise reduction measures are required.

Construction Vibration Impacts

The anticipated construction equipment that would generate vibration levels would remain the same as the original project, which consists of a large bulldozer and loaded trucks. Also, the distances from the project construction boundary to off-site buildings would remain the same. Vibration levels generated from the Modified Project would be the same as the original project, and vibration levels generated from the Modified Project would not result in community annoyance or have the potential to result in building damage. Therefore, no construction vibration impacts would occur during construction of the Modified Project, and no vibration reduction measures are required.

Long-Term Aircraft Noise Impacts

The Modified Project is the same site as the original project. The project site is located outside the 55 A-weighted decibel Community Noise Equivalent Level (dBA CNEL) noise contours for Perris Valley Airport, Hemet-Ryan Airport, and French Valley Airport, and outside the 60 dBA CNEL noise contours for March Air Reserve Base/Inland Port Airport (MARB/IPA). Additionally, there are no helipads or private airstrips within 2 miles of the project area based on the noise compatibility contours in the Riverside County Airport Land Use Compatibility Plan (RCALUC 2004). Therefore, the Modified Project would not expose people working in the project area to excessive noise levels.

Long-Term Traffic Noise Impacts

The Modified Project would have an overall reduction in vehicle trips for trucks particularly while passenger cars would increase slightly, as shown in Table A, below. Given this, the existing and opening year with project traffic noise levels on roadways within the project area would be similar or slightly lower than the original project. Also, the Modified Project would have a project-related traffic noise increase similar to or lower than the original project (up to 7.7 dBA or lower) along Mapes Road between Project Driveway 1 and Trumble Road. Although the project-related traffic noise increase on Mapes Road between Project Driveway 1 and Trumble Road would be perceptible to the human ear in an outdoor environment, there are no noise-sensitive land uses located adjacent to this roadway segment. The project-related traffic noise increase on other roadway segments within the project area would remain less than 3 dBA, and a noise increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, no off-site traffic noise impacts would occur, and no noise reduction measures are required.

Table A: Project Trip Generation Comparison

Scenario	Land Uses	Cars	2-Axle Trucks	3-Axle Trucks	4-Axle Trucks	Total
Original Project	High Cube	495	49	40	135	719
					Original Project Total	**719**
Modified Project	High Cube	438	44	35	119	636
	Business Park	50	0	0	0	50
	Mini Warehouse	15	0	0	0	15
					Modified Project Total	**701**

Source: Compiled by LSA (2024b).

Long-Term Stationary Noise Impacts

Truck delivery and truck loading and unloading activities, parking activities, and heating, ventilation, and air conditioning (HVAC) equipment associated with the Modified Project would potentially impact off-site land uses. A detailed noise analysis and discussion for each of these stationary noise sources are provided below for the nearest recreation area at the sports complex to the northeast and residential property lines to the east.

Truck Delivery and Truck Loading and Unloading Activities

Truck delivery and truck loading and unloading activities for the Modified Project would take place at the loading docks on the south side of the proposed warehouse building similar to the original project, as Figure 1 shows. Truck activities for the Modified Project would take place both during daytime and nighttime hours similar to the original project. Also, truck activities for the Modified Project would result in a maximum noise similar to noise readings from truck delivery and truck loading and unloading activities for other projects and similar to the original project, which would generate a noise level of 75 A-weighted decibel maximum instantaneous noise level (dBA L_{max}) at 50 feet (ft). As a worst-case scenario, truck delivery and truck-unloading activities for the Modified Project would generate the maximum noise level for an entire 1-hour period during both daytime and nighttime hours, which would be a noise level of 75 A-weighted decibel equivalent continuous sound level (dBA L_{eq}) at 50 ft similar to the original project.

The proposed warehouse building for the Modified Project would completely shield the truck loading dock area to the recreation area of the sports complex to the northeast and would provide a minimum noise reduction of 15 dBA similar to the original project. Also, the proposed warehouse building for the Modified Project would partially shield the truck loading dock area to the residences to the east and would provide a minimum noise reduction of 3 dBA. The recreation area at the sports complex to the northeast and residential property lines to the east are approximately 1,090 ft and 1,785 ft east, respectively, of the truck delivery and truck loading and unloading activities on the project site.

Parking Activities

The Modified Project would include surface parking for automobiles and truck parking similar to the original project. Representative parking activities would generate approximately 60 to 70 dBA L_{max} at 50 ft. The project trip generation for the Modified Project was used to estimate daytime and nighttime parking activities. During daytime hours, it is estimated that parking activities for automobiles would generate the maximum noise level for a cumulative period of 15 minutes in any hour, and trucks would generate the maximum noise level for a cumulative period of 5 minutes in any hour, which would be 64.0 dBA L_{eq} and 59.2 dBA L_{eq}, respectively, at 50 ft. During nighttime hours, it is estimated that automobiles and trucks would generate the maximum noise level for a cumulative period of 5 minutes in any hour, which would be 59.2 dBA L_{eq} at 50 ft.

The proposed warehouse building for the Modified Project would provide a minimum noise reduction of 10 dBA for the recreation area at the sports complex to the northeast of the project site from truck parking activities similar to the original project. The recreation area at the sports complex to the northeast and residential property lines to the east are approximately 580 ft and 1,425 ft east, respectively, from automobile parking activities on the project site. Also, the recreation area at the sports complex to the northeast and residential property lines to the east are approximately 1,380 ft and 1,930 ft east, respectively, from truck parking activities on the project site.

Heating, Ventilation, and Air Conditioning (HVAC) Equipment

The proposed warehouse building for the Modified Project would have 8 rooftop HVAC units for two employee amenity locations and two office locations with mezzanine levels (two rooftop HVAC units for each location). The employee amenity locations are located in the southwest and southeast sections of the warehouse building while the office locations are located in the northwest and northeast sections of the building, as shown in Figure 1. Also, the 14,000 sf of speculative incubator space would have 12 rooftop HVAC units (four units for one building and 8 units for the second building). The location of the two speculative buildings on the project site are shown in Figure 1. Each HVAC unit would generate a noise level of 44.4 dBA L_{eq} at a distance of 50 ft.

Table B shows the HVAC noise levels at the recreational area at the sports complex and residential property line along with reference HVAC noise levels at 50 ft for the proposed warehouse building and two speculative buildings, the distance from HVAC equipment, and noise reduction from distance attenuation. As shown in Table B, the HVAC noise level at the recreation area at the sports complex is 32.9 dBA L_{eq} and is 27.1 dBA L_{eq} at the residential property line.

Table B: HVAC Noise Levels

Land Use	Direction	Noise Source	Reference Noise Level at 50 ft (dBA L_{eq})	Distance[1] (ft)	Distance Attenuation (dBA)	Noise Level (dBA L_{eq})	Combined Noise Level (dBA L_{eq})
Sports Park	Northeast	Warehouse NW	47.4	1,535	29.7	17.7	32.9
		Warehouse NE	47.4	765	23.7	23.7	
		Warehouse SW	47.4	975	25.8	21.6	
		Warehouse SE	47.4	1,610	30.2	17.3	
		Spec Building 1	50.4	675	22.6	27.8	
		Spec Building 2	53.4	795	24.0	29.4	
Residence	East	Warehouse NW	47.4	2,460	33.8	13.6	27.1
		Warehouse NE	47.4	1,640	30.3	17.1	
		Warehouse SW	47.4	1,640	30.3	17.1	
		Warehouse SE	47.4	2,405	33.6	13.8	
		Spec Building 1	50.4	1,495	29.5	20.9	
		Spec Building 2	53.4	1,490	29.5	23.9	

Source: Compiled by LSA (2024b).

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

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

Stationary-Source Noise Impacts Summary

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

As shown in Tables C and D, the combined daytime and nighttime stationary-source noise levels at the recreation area of the sports complex are 49.0 dBA L_{max} (43.6 dBA L_{eq}) and 49.0 dBA L_{max} (40.1 dBA L_{eq}), respectively. At the residential property line, the combined daytime and nighttime stationary-source noise levels are 45.0 dBA L_{max} (42.5 dBA L_{eq}) and 45.0 dBA L_{max} (41.6 dBA L_{eq}), respectively. Noise levels at the recreation area of the sports complex would not exceed the City's maximum daytime and nighttime noise standards of 80 dBA and 60 dBA, respectively. The recreation area of the sports complex was evaluated using the City's residential noise standards for a conservative analysis.

Table C: Daytime Stationary-Source Noise Levels

Land Use	Direction	Noise Source	Reference Noise Level at 50 ft (dBA)		Distance[1] (ft)	Distance Attenuation (dBA)	Shielding (dBA)	Noise Level (dBA L_{eq})		Combined Noise Level (dBA)	
			L_{max}	L_{eq}				L_{max}	L_{eq}	L_{max}	L_{eq}
Sports Complex	Northeast	Truck Delivery and Truck Loading/ Unloading Activities	75.0	75.0	1,090	26.8	15[2]	33.2	33.2	49.0	43.6
		Auto Parking Activities	70.0	64.0	580	21.3	0	48.7	42.7		
		Truck Parking Activities	70.0	64.0	1,380	28.8	10[2]	31.2	25.2		
		HVAC[3]	--	--	--	--	--	--	32.9		
Residence	East	Truck Delivery and Truck Loading/ Unloading Activities	75.0	75.0	1,785	31.1	3[4]	40.9	40.9	45.0	42.5
		Auto Parking Activities	70.0	64.0	1,425	29.1	0	40.9	34.9		
		Truck Parking Activities	70.0	64.0	1,930	31.7	0	38.3	32.3		
		HVAC[3]	--	--	--	--	--	--	27.1		

Source: Compiled by LSA (2024b).

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

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

[3] The HVAC noise levels are shown in Table B.

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

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

Table D: Nighttime Stationary-Source Noise Levels

Land Use	Direction	Noise Source	Reference Noise Level at 50 ft (dBA)		Distance[1] (ft)	Distance Attenuation (dBA)	Shielding (dBA)	Noise Level (dBA L_{eq})		Combined Noise Level (dBA)	
			L_{max}	L_{eq}				L_{max}	L_{eq}	L_{max}	L_{eq}
Sports Complex	Northeast	Truck Delivery and Truck Loading/ Unloading Activities	75.0	75.0	1,090	26.8	15[2]	33.2	33.2	49.0	40.1
		Auto Parking Activities	70.0	59.2	580	21.3	0	48.7	37.9		
		Truck Parking Activities	70.0	59.2	1,380	28.8	10[2]	31.2	20.4		
		HVAC[3]	--	--	--	--	--	--	32.9		
Residence	East	Truck Delivery and Truck Loading/ Unloading Activities	75.0	75.0	1,785	31.1	3[4]	40.9	40.9	45.0	41.6
		Auto Parking Activities	70.0	59.2	1,425	29.1	0	40.9	30.1		
		Truck Parking Activities	70.0	59.2	1,930	31.7	0	38.3	27.5		
		HVAC[3]	--	--	--	--	--	--	27.1		

Source: Compiled by LSA (2024b).

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

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

[3] The HVAC noise levels are shown in Table B.

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

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

Noise levels at the closest residence in Menifee would not exceed the City's maximum daytime and nighttime noise standards of 80 dBA and 60 dBA, respectively. In addition, noise levels at the closest residence in Menifee would not exceed the City of Menifee's daytime and nighttime 10-minute noise standards of 65 dBA L_{eq} and 45 dBA L_{eq}, respectively. Therefore, no noise impacts from project operations would occur. No noise reduction measures are required.

Long-Term Vibration Impacts

Vibration levels generated from operations of the Modified Project would be the same as the original project because the Modified Project would not generate vibration levels on the project site, and vibration levels generated from project-related traffic on the adjacent roadways (State Route 74, Trumble Road, and Mapes Road) would be unusual for on-road vehicles. Therefore, no vibration impacts would occur from operation of the Modified Project, and no vibration reduction measures are required.

CONCLUSION

Based on the analysis discussion above, short-term and long-term noise and vibration impacts from the Modified Project would be the same as the conclusions identified for the original project.

Attachments: A – References
B – Figure

ATTACHMENT A

REFERENCES

LSA Associates, Inc. (LSA). 2023. Mapes and Trumble Industrial Facility Project Noise and Vibration Impact Analysis. February.

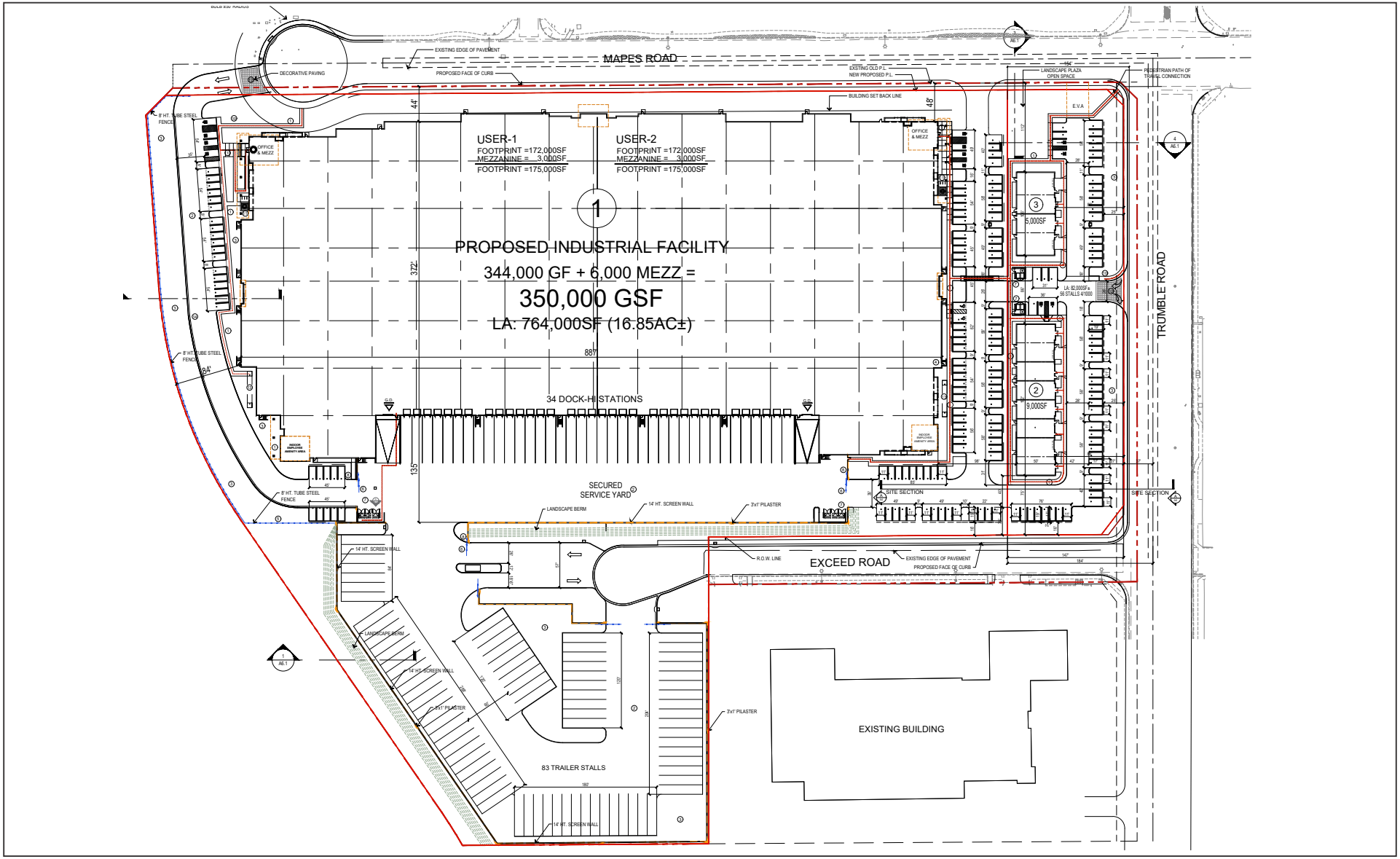
_____. 2024a. Mapes and Trumble Business Park Industrial Center Project Air Quality, Energy, and Greenhouse Gas Emissions Technical Memorandum. March.

_____. 2024b. Mapes and Trumble Business Park Industrial Center Project Trip Generation. February.

Riverside County Airport Land Use Commission (RCALUC). 2004. *Riverside County Airport Land Use Compatibility Plan*. October 14. Website: https://rcaluc.org/current-compatibility-plans (accessed March 2024).

ATTACHMENT B

FIGURE



LSA

FIGURE 1

0 160 220

FEET

SOURCE: AO Architecture

I:\20241476\G\Site_Plan.ai (2/26/2024)

Mapes and Trumble Business Park Industrial Center Project

Site Plan