ALBERT A. WEBB ASSOCIATES

Initial Study Mitigated Negative Declaration No. 2343

Duke Warehouse at Perry Street and Barrett Avenue Project

Prepared for the Lead Agency:

CITY of PERRIS INC. 1911

August 2019

www.webbassociates.com

Mitigated Negative Declaration No. 2343

DUKE WAREHOUSE AT PERRY STREET AND BARRETT AVENUE PROJECT

Lead Agency:

City of Perris
Planning Division
135 N. “D” Street
Perris, California 92570

August 2019

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDICES

Appendix A – Air Quality/Greenhouse Gas Analysis

Appendix B – Health Risk Assessment

Appendix C – MSHCP General Habitat Assessment/Consistency Analysis, and Regulatory Constraints Assessment

Appendix D – Phase I Cultural Resources Assessment

Appendix E – Paleontological Technical Memorandum

Appendix F – Geotechnical Investigation

Appendix F.1 – Results of Infiltration Testing

Appendix G.1 – Phase I Environmental Site Assessment

Appendix G.2 – Phase II Environmental Site Assessment

Appendix H – Project Specific Water Quality Management Plan

Appendix I – Preliminary Drainage Study

Appendix J – Traffic Impact Analysis

Appendix K – EMWD Will Serve Letter

Appendix L – Warehouse Energy Tables

Appendix M – Noise Study

Appendix N – FAA Determination Letter

ACRONYMS LIST

Acronym	Definition
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
ADA	American Disabilities Act
AICUZ	Air Installation Compatible Use Zone Study
ALUC	Airport Land Use Commission
AQMP	Air Quality Management Plan
APE	Area of Potential Effect
APZ	Accident Potential Zone
Basin	South Coast Air Basin
BMPs	Best Management Practices
CAP	Climate Acton Plan
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHSC	California Health and Safety Code
City	City of Perris
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
COR-MHMP	County of Riverside Multi-Jurisdictional Hazard Mitigation Plan
dBA	A-Weighted Decibels
DIF	Development Impact Fees
DPM	Diesel Particulate Matter
DPR	Development Plan Review
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
ESA	Endangered Species Act
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping Management Program
GHG	Greenhouse Gas
GP	City of Perris General Plan 2030
HAER	Historic American Engineering Record
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
IPA LUCP	Inland Port Airport Land Use Compatibility Plan
I-215	Interstate 215
IS	Initial Study
ITE	Institute of Transportation Engineers
JPR	Joint Project Review
LID	Low Impact Design
LOS	Level of Service
LST	Localized Significance Threshold
MARB	March Air Reserve Base
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MRZ	Mineral Resources Zone

MS4	Municipal Separate Storm Water Sewer System
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
$MTCO_2e$	Metric Tons Carbon Dioxide Equivalent
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission
ND	Negative Declaration
NEPSSA	Narrow Endemic Plant Species Survey Area
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
PCE	Passenger Car-Equivalent
PM-2.5	Particulate Matter Less Than 2.5 Microns in Diameter
PM-10	Particulate Matter Less Than 10 Microns in Diameter
PPV	Peak Particle Velocity
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
PVCCSP	Perris Valley Commerce Center Specific Plan
PVCCSP EIR	Perris Valley Commerce Center Specific Plan Environmental Impact Report
PVRWRF	Perris Valley Regional Water Reclamation Facility
PVSD	Perris Valley Storm Drain
RCA	Regional Conservation Authority
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SKR	Stephen's Kangaroo Rat
SKR HCP	Stephen's Kangaroo Rat Habitat Plan
SLF	Sacred Lands File
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIA	Traffic Impact Analysis
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
WQMP	Water Quality Management Plan
WRCOG	Western Riverside County Council of Government
WSA	Water Supply Assessment

SECTION 1.0 INTRODUCTION

1.1 PURPOSE AND SCOPE

Pursuant to the California Environmental Quality Act (CEQA, *California Public Resources Code,* Sections 21000, et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines, *California Code of Regulations,* Title 14, Sections 15000 et seq.), this Initial Study (IS) has been prepared in order to determine whether implementation of the proposed Duke Warehouse at Perry Street and Barrett Avenue Project (proposed Project) could result in potentially significant environmental impacts that would require the preparation of an Environmental Impact Report (EIR). This Initial Study has evaluated each of the issue areas contained in the checklist provided in Section 5.0 of this document. The objective of this environmental document is to inform City of Perris decision makers, representatives of other affected/responsible agencies, and other interested parties of the potential environmental effects that may be associated with the proposed Project.

If an IS prepared for a proposed project determines that no significant effects on the environment would occur or that potentially significant impacts can be reduced to less than significant levels with implementation of specified mitigation measures, the Lead Agency can prepare a Negative Declaration (ND) or a Mitigated Negative Declaration (MND) pursuant to the State CEQA Guidelines (14 California Code of Regulations, Sections 15070–15075). An ND or MND is a statement by the Lead Agency attesting that a project would produce less than significant impacts or that all potentially significant impacts can be reduced to less than significant levels with mitigation. If an IS prepared for a proposed project determines it may produce significant effects on the environment and no mitigation measures are identified to reduce the impacts to less than significant levels, an EIR shall be prepared. This further environmental review is required to address the potentially significant environmental effects of the project and to provide mitigation where necessary and feasible.

The proposed Project site is within the Perris Valley Commerce Center Specific Plan (PVCCSP) area and is consistent with the land use and growth assumptions anticipated in the Specific Plan. The PVCCSP was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284). The environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086) certified by the City of Perris in January 2012. The PVCCSP EIR is a program EIR, and project-specific evaluations in later-tier environmental documents for individual development projects within the Specific Plan area was anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines, “The program EIR can focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before”. As such, the environmental analysis for the proposed Project presented in this IS is based on, or “tiered” from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference (refer to Section 2.4 of this IS).

The PVCCSP EIR analyzes the direct and indirect impacts resulting from implementation of the allowed development under the PVCCSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the EIR. In conjunction with certification of the PVCCSP EIR, the City of Perris also adopted a Mitigation Monitoring and Reporting Program (MMRP). Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects within the Specific Plan area. The City of Perris requires that future development projects in the Specific Plan area comply with the required PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures as outlined in the MMRP and that these requirements are implemented in a timely manner. Relevant Standards and Guidelines

and PVCCSP EIR mitigation measures that are incorporated into the proposed Project are listed in the introduction to the analysis for each topical issue in Section 5 and are assumed in the analysis presented.

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Perris is the Lead Agency and is charged with the responsibility of deciding whether or not to approve the proposed Project.

1.2 FINDINGS OF THIS INITIAL STUDY

This IS is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines. The Form is found in Section 5.0 of this Initial Study. It contains a series of questions about the proposed Project for each of the listed environmental topics. The Form is used to evaluate whether or not there are any significant environmental effects associated with implementation of the proposed Project, even with implementation of required PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures. The explanation for each answer is also included in Section 5.0.

The Form is used to review the potential environmental effects of the proposed project for each of the following areas:

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

As identified through the analysis presented in this IS, with incorporation of applicable mitigation measures from the PVCCSP EIR and PVCCSP Standards and Guidelines, the proposed Project would have no potentially significant impacts after implementation of mitigation measures that would require the preparation of an EIR.

1.3 CONTACT PERSON

The Lead Agency for the proposed Project is the City of Perris. Any questions about the preparation of the IS, its assumptions, or its conclusions should be referred to the following:

Mary Blais, Contract Planner
City of Perris Planning Division
135 North “D” Street Perris, California 92570
(951) 943-5003

SECTION 2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

The approximate 7.26-acre Project site is located at the southeast corner of Perry Street and Barrett Avenue, within the PVCCSP area in the City of Perris, Riverside County, California. **Figure 1 – Vicinity Map, Figure 2 – Aerial Map and Figure 3 – USGS Topographic Map** depict the regional location and local vicinity of the Project site, respectively.

The Project site is currently undeveloped vacant land consisting of four parcels (assessor parcel numbers (APN): 302-060-026, 302-060-030, 302-060-031 and 302-060-011). The Project site is located within the boundaries of the PVCCSP area. The Project site (including roadway and off-site drainage improvements area) has a City of Perris General Plan land use designation and zoning designation of PVCCSP - Perris Valley Commerce Center Specific Plan, as shown in **Figure 4 – General Plan Land Use** and a Specific Plan land use designation of Light Industrial, as shown in **Figure 5 – Specific Plan Land Use**. The area surrounding the Project site is currently dominated by warehouse/distribution center uses to the north, current development and construction of warehouse/distribution centers to the west, legal, non-conforming single family residential on land with a Specific Plan land use designation of Light Industrial to the immediate east, followed by a small commercial strip center adjacent to Perris Boulevard. To the south, there a is legal, non-conforming single family residence on land with a Specific Plan land use designation of Commercial, followed by vacant land.

The Project site is relatively flat and is situated at an elevation approximately 1,460 feet above mean sea level. The Project site is located on land designated by the California Department of Conservation in its Farmland Mapping and Monitoring Program as “Farmland of Local Importance”.

As further discussed in the Biological Resources section of this Initial Study, the Project site is within the jurisdiction of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Plan Area. The Project site is composed of disturbed vegetation with generally flat undeveloped terrain that receives frequent weed abatement (i.e., chain flail mowing, disking).The Project site is not located within any designated MSHCP “Criteria Area” cells, and it is not within a “Core” or “Linkage” area. No Riparian/Riverine areas or vernal pools are located within or adjacent to the Project site or off-site impact areas.

The proposed Project site is located approximately 1.5 miles southeast of the March Air Reserve Base (MARB), and is subject to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP). The MARB/IPA LUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The proposed Project site is within the following Airport Overlay Zones: B1-APZ II, B2, and C1 as shown on **Figure 6 – MARB Compatibility Zones**.

2.2 PROJECT DESCRIPTION

The proposed Duke Warehouse at Perry Street and Barrett Avenue Project (proposed Project) involves the construction and operation of an approximately 148,297-square-foot (sf) industrial, non-refrigerated warehouse/distribution center use that includes 3,000 square feet of office space and 3,000 square feet of mezzanine office space on the approximate 7.25-acre site (see **Figure 7 – Proposed Site Plan**). The speculative warehouse/distribution use is proposed to be provided in one building and the operating hours were assumed to be 24-hours.

The proposed Project has been designed to be in compliance with the applicable Standards and Guidelines outlined in the PVCCSP, including but not limited to landscape, parkway, setback, lot

coverage, Floor Area Ratio (FAR), architectural requirements, employee amenities and residential buffer requirements as shown in **Figure 8 - Elevations**. The warehouse building will feature approximately 25 dock doors on the southern side of the proposed building. Landscaping, walls and fences would be provided on site as required for screening, privacy, and security as shown in **Figure 9 – Landscape Plan**. There will be approximately 61,886 square feet of onsite landscaping as well as one onsite stormwater bio-retention basin and best management practices (BMP) facilities for stormwater quality treatment. The Project is being designed to include a 14-foot high screen wall along the southern Project site boundary to provide noise abatement for the legal, non-conforming residential unit south of the site. As noted, the Project site will include onsite landscaping along all four sides of the site in varying widths between three and 80 feet, including the water quality basin in the southeast corner of the site. The site will have screen walls on the south and east sides varying in height from 6 feet on the northeast side to 14 feet on the south side of the building. The north and west side of the building will not be screened; vehicle parking and the north facing-side of the building will be visible from Perry Street.

The proposed Project will include the construction of a 12-inch diameter water line in Barrett Avenue connecting to an existing 20-inch diameter water line in Perry Street. Two subsurface storm drain lines will be constructed. Storm drain Line A (approximately 563 linear feet) will run north and south within the Project site and convey northerly site flows to the bio-retention basin, located at the south east corner of the Project site. Storm drain line B (approximately 845 linear feet) will be off-site to connect the bio-retention basin to Lateral E-11, located in Perris Boulevard, which is outside of the Project site.

Perry Street is adjacent to the Project site to the north and the PVCCSP Circulation Element designates Perry Street as a Local Road. Local Roads generally have 60-foot right of way and a curb-to-curb width of 40-feet with six-foot sidewalks on both sides. Perry Street has 60-feet of right of way and has been constructed to its ultimate 40-foot width; the Project applicant will be responsible for constructing the six-foot-wide sidewalk along the Project frontage. Barrett Avenue, along the western Project site boundary, is also designated as a Local Road. Barrett Avenue also has 60-feet of right-of-way, but has only been constructed to 28-feet of its ultimate 40-foot width. The Project applicant will construct Barrett Avenue to its ultimate width east of the centerline, including an additional four-feet of pavement, two-foot curb and gutter and a six-foot sidewalk along the Project frontage. On the west side of the centerline, the Project applicant will construct four-feet of pavement and a two-foot curb and gutter. At the southern terminus of Barrett Avenue, the Project applicant will construct a cul-de-sac to provide trucks access to the Project as well as to maintain access to Barrett Avenue for the existing residential property to the south of the Project.

Access to the Project site will be available from Perry Street and Barrett Avenue via three driveways, two on Perry Street and one on Barrett Avenue. The primary truck driveway will be on Barrett Avenue and the secondary truck driveway will be the western driveway on Perry Street. Passenger car will access the site from the eastern driveway on Perry Street.

Trucks would use PVCCSP-designated truck routes to travel to and from the Project site. Signage shall be posted on-site directing truck drivers to use existing City truck routes (Indiana Avenue or Perris Boulevard) to only go north to Harley Knox Boulevard to access Interstate 215 (I-215). The information on the signage will be coordinated with City Planning and the City's Traffic Engineer during the plan check process. As shown in **Figure 7**, automobile and trailer parking would be provided on site; the number of parking spaces provided would be consistent with the parking requirements outlined in Perris Municipal Code, Chapter 19.69. This Project would provide 79 standard parking stalls, six American Disabilities

Act-compliant (ADA) handicapped parking spaces, and 17 clean air/vanpool parking spaces for a total of 102 vehicle parking spaces. There are also 21 trailer parking spaces proposed.

The City requested that this Project, as well as the IDI - Indian Avenue and Ramona Expressway Warehouse Initial Study Mitigated Negative Declaration No. 2342 project, to the west of Indian Avenue to be developed by IDI Logistics analyze a 4-legged traffic intersection at Perry Street and Indian Avenue. Currently, the Perry Street/Indian Avenue intersection is restricted and only allows right in and right out access to Perry Street. The 4-legged traffic intersection would allow trucks direct access to and from the PVCCSP-designated truck route of Indian Avenue or Perris Boulevard north to Harley Knox Boulevard to the Project site.

Construction of the proposed Project would involve mass grading of the site. Final Project design includes a net import of 17,900 cubic yards of fill. Construction is expected to be initiated in 2019 and completed in 2020. The proposed warehouse/distribution center use is a permitted use consistent with the PVCCSP and no General Plan Amendment, Specific Plan Amendment, or zone change is required.

2.3 PROJECT APPROVALS

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

- Adopt Mitigated Negative Declaration (MND) with the determination that the MND has been prepared in compliance with the requirements of CEQA;
- Development Plan Review (DPR# 18-00011) to allow the development of the 7.25-acre site with an approximately 148,297-square-foot warehouse including approximately 3,000 square feet of supporting office space and 3,000 square feet of mezzanine space.

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

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

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

- A National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened;
- Consistency determination from the Riverside Airport Land Use Commission;
- Approval of water and sewer improvement plans by the Eastern Municipal Water District.

2.4 DOCUMENTS INCORPORATED BY REFERENCE

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

- *Perris Comprehensive General Plan 2030,* City of Perris, originally approved on April 26, 2005 (GP).

- *Perris General Plan 2030 Draft Environmental Impact Report, SCH No. 2004031135,* certified April 26, 2005 (GP EIR).

- *Perris Valley Commerce Center Specific Plan*, adopted January 10, 2012 (PVCCSP).

- *Perris Valley Commerce Center Final Environmental Impact Report, SCH 2009081086*, certified January 10, 2012 (PVCCSP EIR).

These reports/studies are available for review at:

Public Service Counter
City of Perris Planning Division
135 North "D" Street
Perris, California 92570
(951) 943-5003

Hours: Monday – Friday: 8:00 AM to 6:00 PM

SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

SECTION 4.0 DETERMINATION

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.

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

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

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

M Blais 8-6-19

Signature of Lead Agency Representative — Date

Mary Blais, Contract Planner — City of Perris

Printed name — Agency

SECTION 5.0 INITIAL STUDY

This section contains the Environmental Checklist Form (Form) for the proposed Project. The Form is marked with findings as to the environmental effects of the Project. An "X" in column 1 requires preparation of additional environmental analysis in the form of an EIR.

This analysis has been undertaken, pursuant to the provisions of CEQA, to provide the City of Perris with the factual basis for determining, based on the information available, the form of environmental documentation the Project warrants. The basis for each of the findings listed in the attached Form is explained in the Explanation of Checklist Responses following the checklist.

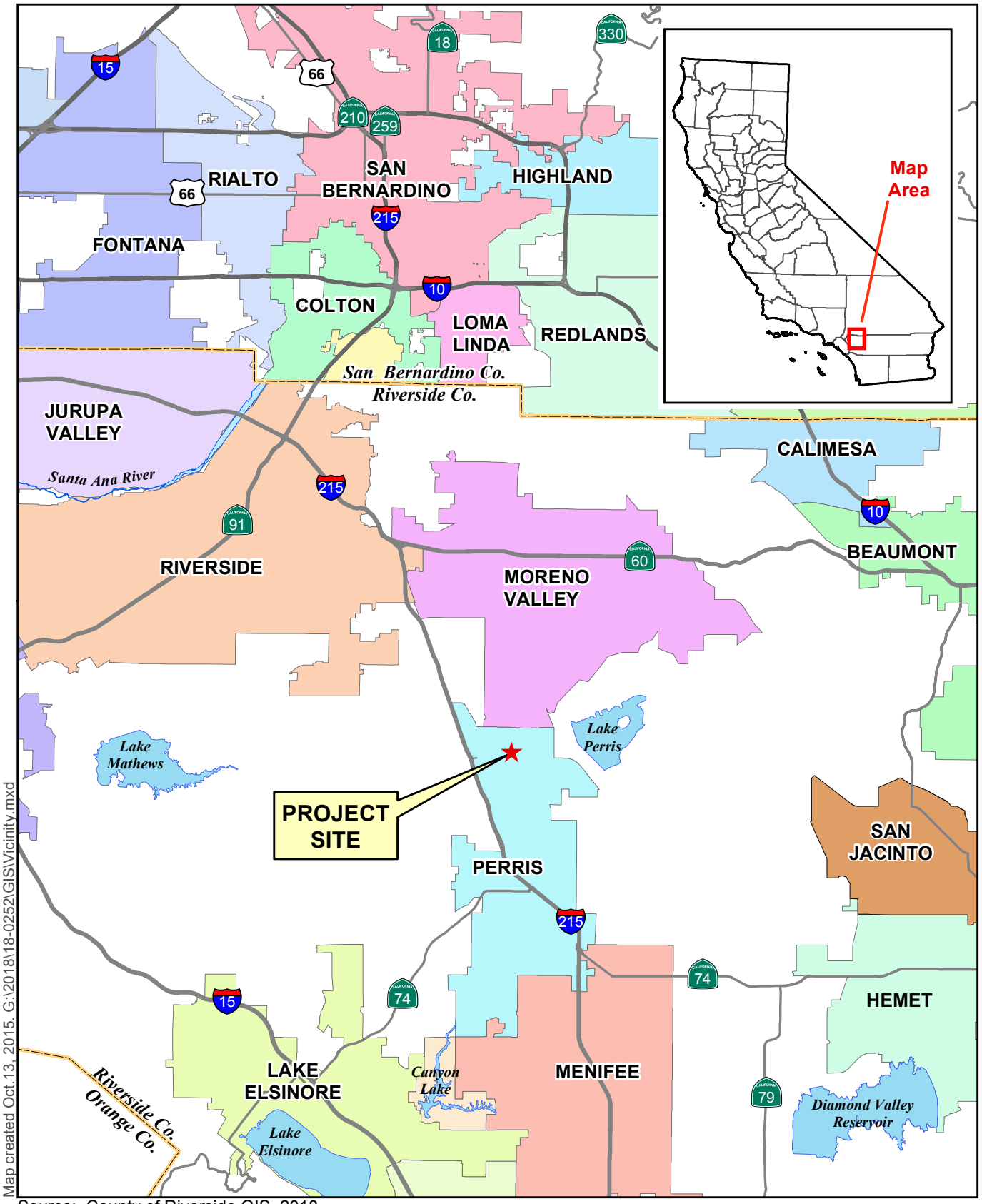
ENVIRONMENTAL CHECKLIST FORM

City of Perris **135 North "D" Street, Perris,** **California 92570**	
Project Title	Duke Warehouse at Perry Street and Barrett Avenue Project Case No. **DPR# 18-00011**
Lead Agency Name and Address	City of Perris 135 North "D" Street Perris, CA 92570
Contact Person and Phone Number	Mary Blais, Contract Planner (951) 943-5003
Project Location	The proposed Project site is located at the southeast corner of Perry Street and Barrett Avenue in the City of Perris, California on approximately 7.25 acres as reflected in **Figure 1 –Vicinity Map** and **Figure 2 – Aerial Map.** The Project site is comprised of four parcels (Assessor Parcel Numbers (APN): 302-060-011, 302-060-026, 302-060-030, and 302-060-031) located in Section 6 Township 4 South, Range 3 West of the San Bernardino Baseline and Meridian, identified on the Perris, California USGS 7.5 Quadrangle Map as reflected in **Figure 3 – USGS Topographical Map**.
Project Sponsor's Name and Address	Duke Realty Attn: Adam Schmid 200 Spectrum Center Drive, Suite 1600 Irvine, CA 92618
General Plan Designation	PVCCSP - Perris Valley Commerce Center Specific Plan
Zoning	Perris Valley Commerce Center Specific Plan (PVCCSP)
Specific Plan Designation	Light Industrial (LI)

City of Perris **135 North "D" Street, Perris,** **California 92570**	
Description of Project	The proposed Duke Warehouse at Perry Street and Barrett Avenue Project (Project) consists of an approximately 148,297-square-foot warehouse including approximately 3,000 square feet of office space and 3,000 square feet of mezzanine space (**Figure 7 – Proposed Site Plan**). The Project will provide approximately 79 standard parking stalls, six ADA parking stalls, 17 clean air/vanpool parking stalls and 21 trailer parking stalls for a total of 123 stalls. The warehouse building will feature approximately 25 dock doors on the southern side of the proposed building. There will be approximately 61,886 square feet of onsite landscaping as well as one onsite stormwater bio-retention basin and best management practices (BMP) facilities for stormwater quality treatment. The proposed Project will construct a water line in Barrett Avenue. Two on-site storm drain lines will be constructed; Line A (approximately 563 linear feet) and Line B (approximately 845 linear feet). Line A will run north and south on the Project site and convey northerly site flows to the bio-retention basin, located on the southeast corner of the Project site. Storm drain Line B will connect the bio-retention basin to an existing south eastern connection, Lateral E-11, on Perris Boulevard, outside of the Project site. Perry Street is adjacent to the Project site to the north and the PVCCSP Circulation Element designates Perry Street as a Local Road. Local Roads generally have 60-foot right of way and a curb-to-curb width of 40-feet with six-foot sidewalks on both sides. Perry Street has 60-feet of right of way and has been constructed to its ultimate 40-foot width; the Project applicant will be responsible for constructing the six-foot-wide sidewalk along the Project frontage. Barrett Avenue, along the western Project site boundary, is also designated as a Local Road. Barrett Avenue also has 60-feet of right-of-way, but has only been constructed to 28-feet of its ultimate 40-foot width. The Project applicant will construct Barrett Avenue to its ultimate width east of the centerline, including an additional four-feet of pavement, two-foot curb and gutter and a six-foot sidewalk along the Project frontage. On the west side of the centerline, the Project applicant will construct four-feet of pavement and a two-foot curb and gutter. At the southern terminus of Barrett Avenue, the Project applicant will construct a cul-de-sac to provide trucks access to the Project as well as to maintain access to Barrett Avenue for the existing residential property to the south of the Project. Trucks would use PVCCSP-designated truck routes to travel to and from the Project site. As shown in **Figure 7**, automobile and trailer parking would be provided on site; the number of parking spaces provided would

<table>
<tr><td colspan="2">City of Perris
135 North “D” Street, Perris,
California 92570</td></tr>
<tr><td></td><td>be consistent with the Perris Municipal Code, Chapter 19.69 parking requirements.

Construction of the proposed Project would involve mass grading of the site. Final Project design includes a net import of 17,900 cubic yards of fill. Construction is expected to be initiated in 2019 and completed in 2020. The proposed warehouse/distribution center use is consistent with the PVCCSP and no General Plan Amendment, Specific Plan Amendment, or zone change is required.</td></tr>
<tr><td>Surrounding Land Uses and Setting</td><td>
<table>
<tr><th>Boundary</th><th>General Plan Land Use</th><th>Zoning</th><th>Specific Plan Land Use</th><th>Existing Land Use</th></tr>
<tr><td>North</td><td>PVCCSP</td><td>PVCCSP</td><td>Light Industrial</td><td>Warehouse</td></tr>
<tr><td>East</td><td>PVCCSP</td><td>PVCCSP</td><td>Light Industrial</td><td>Residential</td></tr>
<tr><td>South</td><td>PVCCSP</td><td>PVCCSP</td><td>Commercial</td><td>Vacant</td></tr>
<tr><td>West</td><td>PVCCSP</td><td>PVCCSP</td><td>Light Industrial</td><td>Vacant</td></tr>
</table>
</td></tr>
<tr><td>Other public agencies whose approval is required</td><td>• Riverside County Airport Land Use Commission</td></tr>
<tr><td>Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?</td><td>Yes. The City’s compliance with AB 52 is discussed in Threshold 18a(ii) below.</td></tr>
</table>



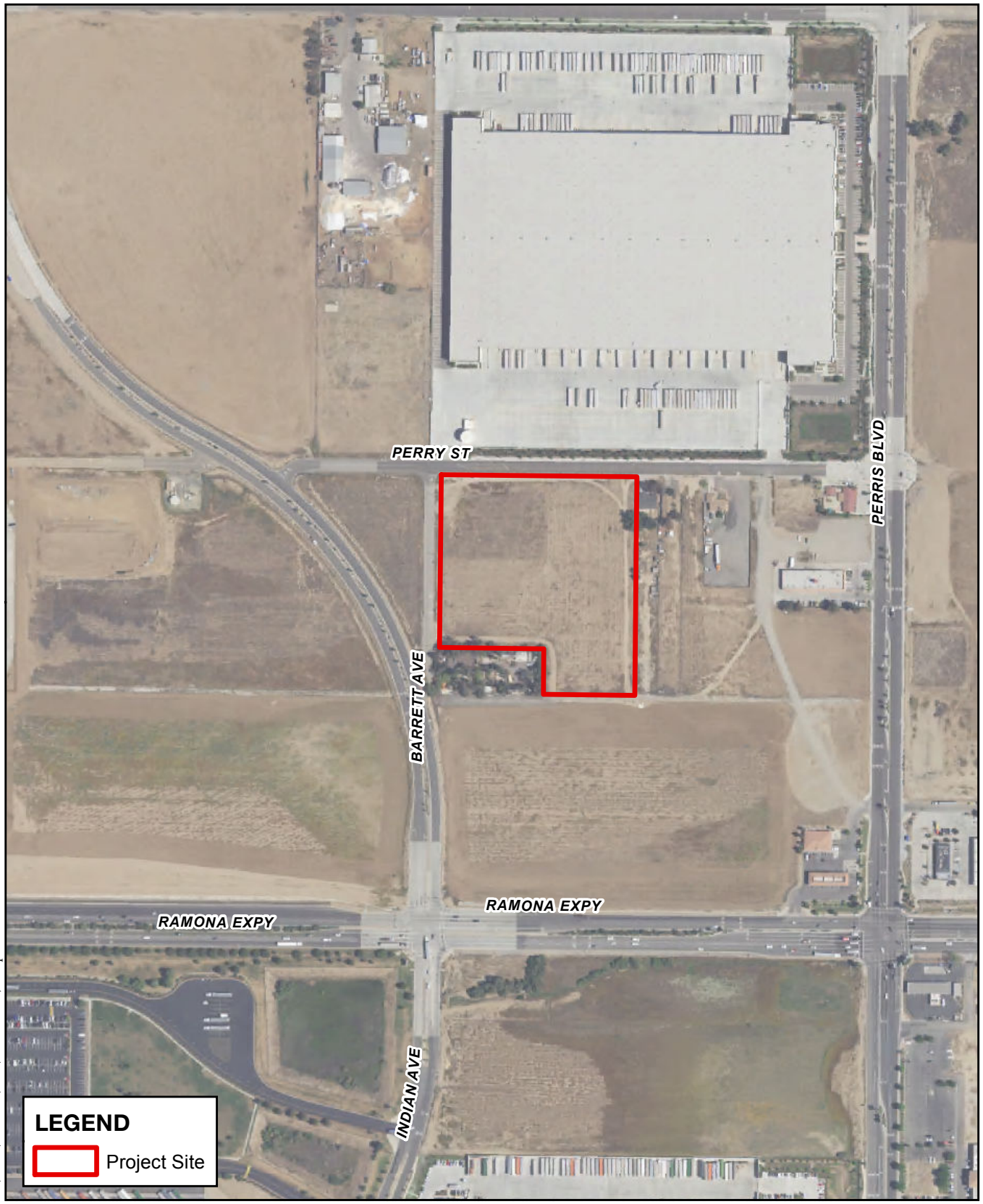
Map created Oct.13, 2015. G:\2018\18-0252\GIS\Vicinity.mxd

Source: County of Riverside GIS, 2018.

Figure 1 – Vicinity Map

Duke Warehouse at Perry St. and Barrett Ave.

ALBERT A. WEBB ASSOCIATES



G:\2018\18-0252\GIS\Aerial.mxd; Map revised 15 Nov 2018

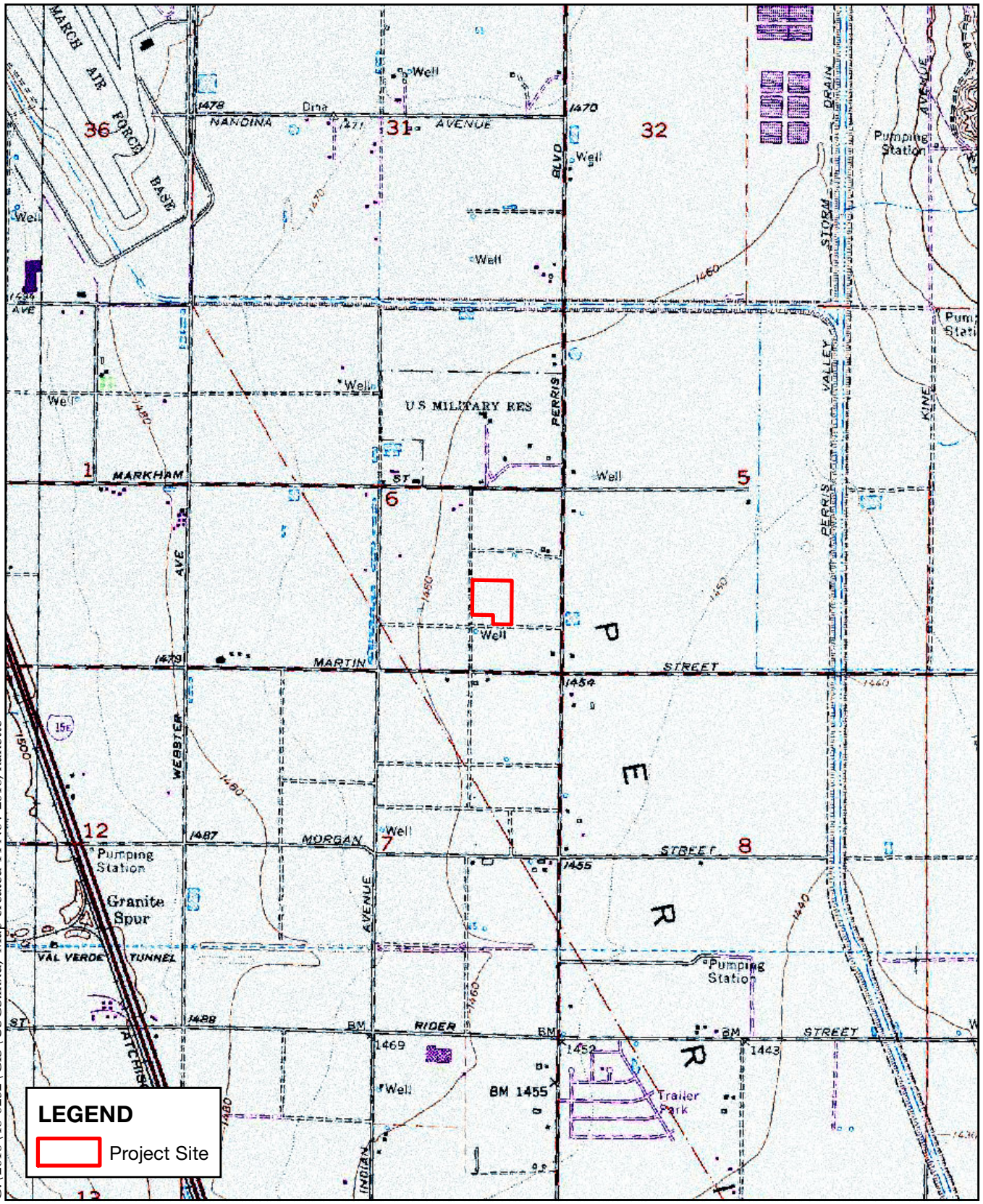
Sources: Riverside Co. GIS, 2018;
USDA NAIP, 2016.

0 200 400 600 Feet

Figure 2 - Aerial Map

Duke Warehouse at Perry St. and Barrett Ave.

ALBERT A. WEBB ASSOCIATES



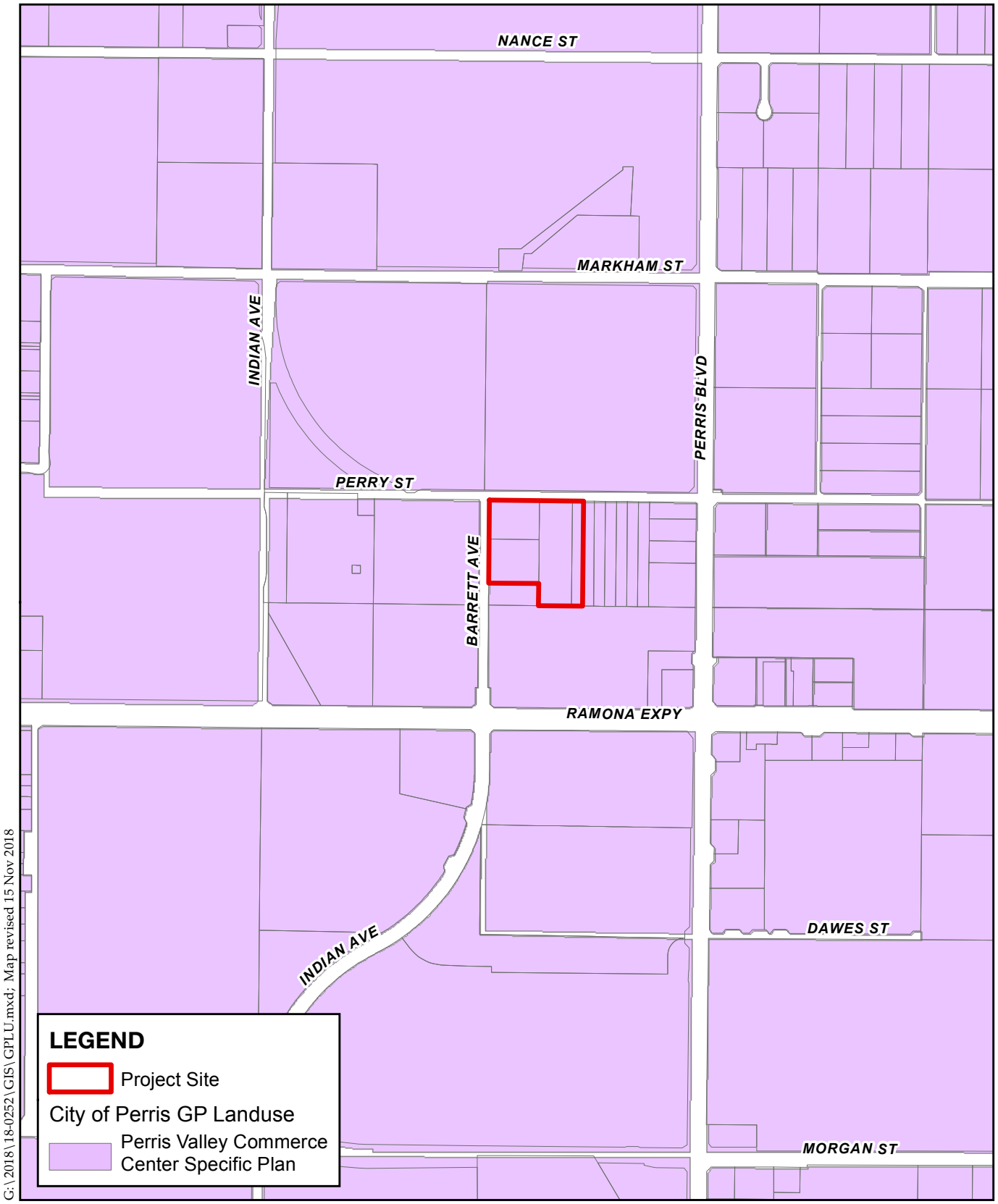
G:\2018\18-0252\GIS\USGS.mxd; Map created 14 Nov 2018; nanette

Source: USGS 7.5min Quad
DRG: PERRIS

0 1,000 2,000 3,000 Feet

Figure 3 - USGS Topographic Map
Duke Warehouse at Perry St. and Barrett Ave.

ALBERT A. WEBB ASSOCIATES



G:\2018\18-0252\GIS\GPLU.mxd; Map revised 15 Nov 2018

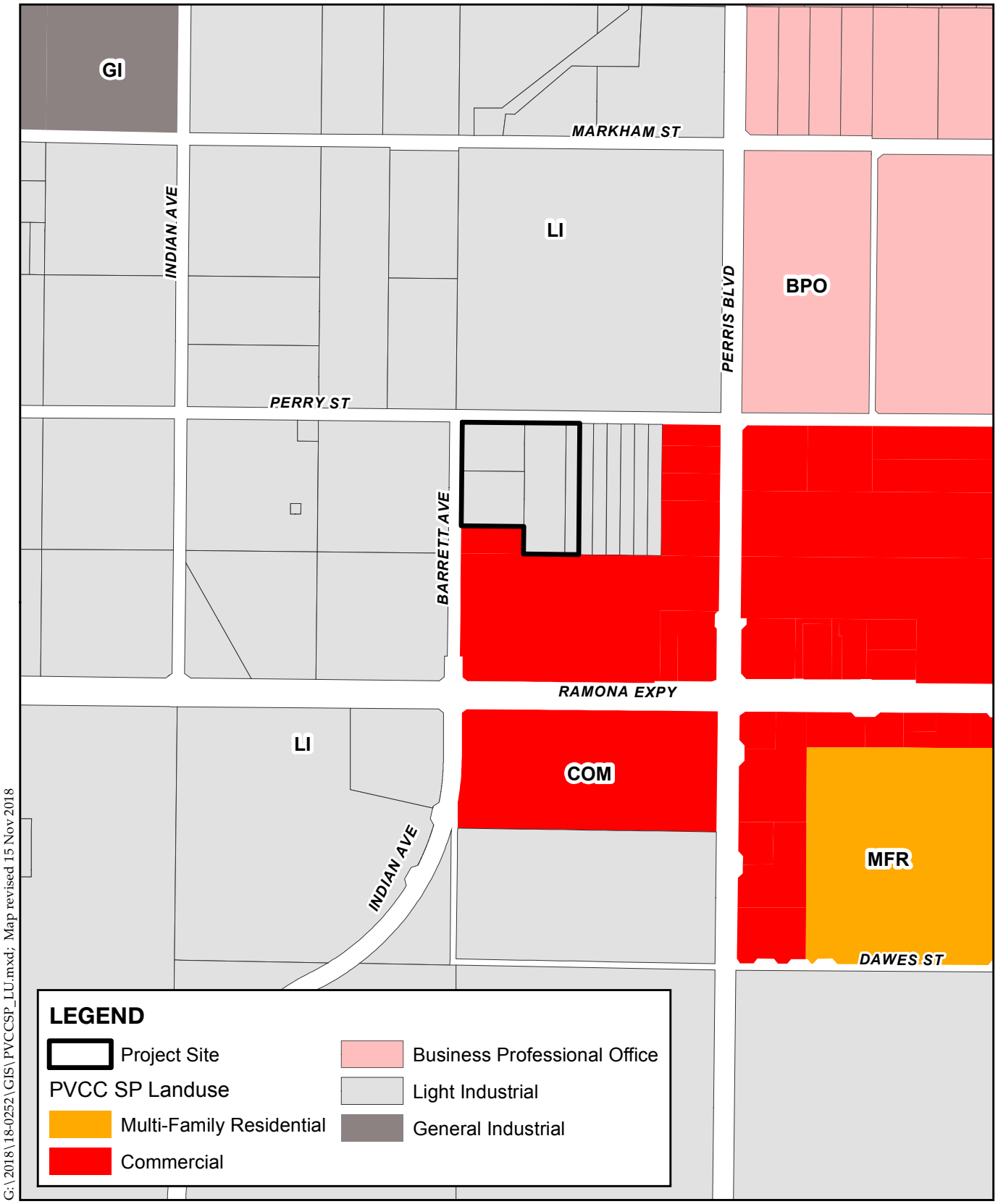
Sources: City of Perris, 2013; Riverside Co. GIS, 2018.

0 500 1,000 1,500 Feet

Figure 4 - General Plan Land Use

Duke Warehouse at Perry St. and Barrett Ave.

ALBERT A. WEBB ASSOCIATES

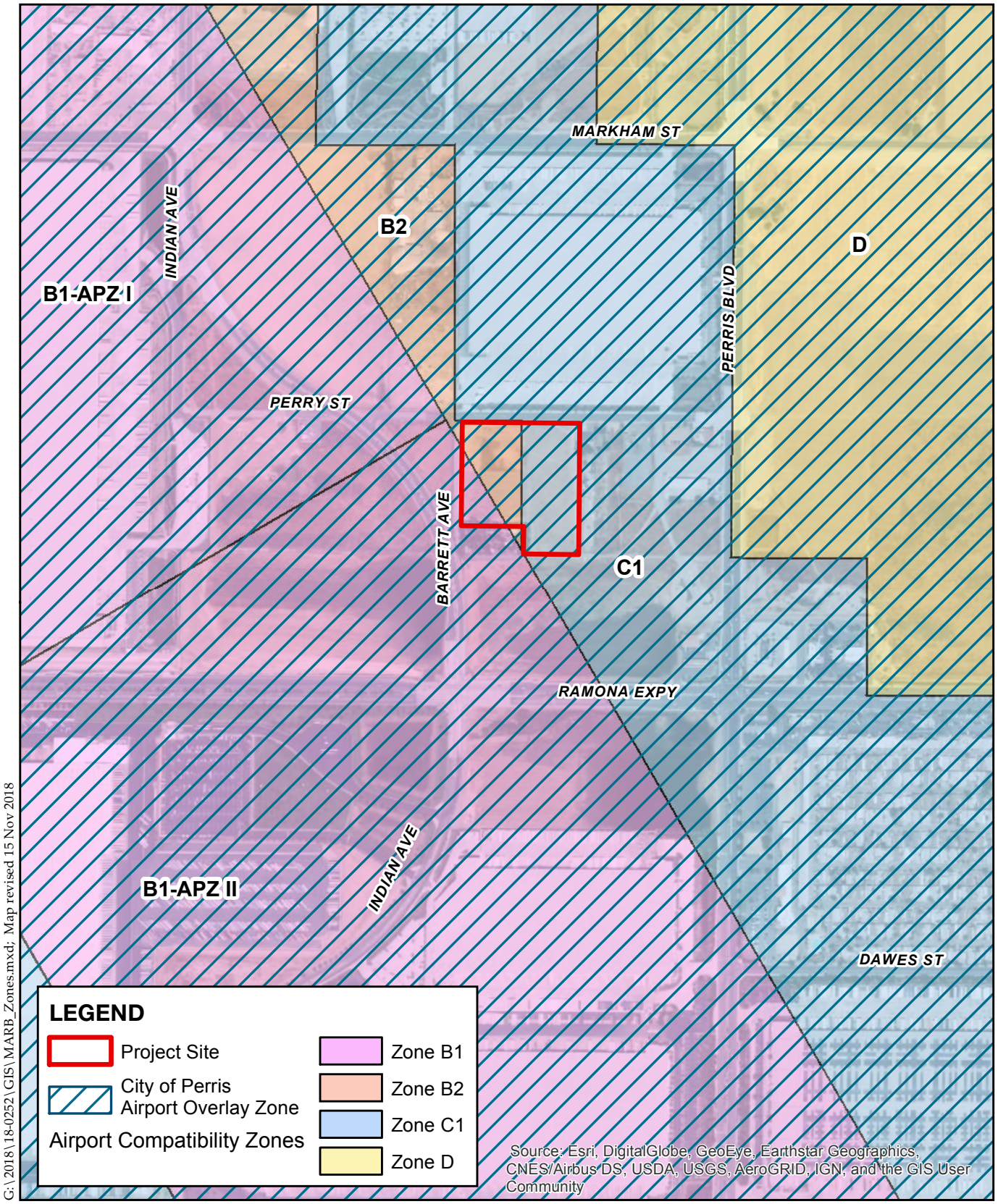


Sources: City of Perris, 2013;
Riverside Co. GIS, 2018.

Figure 5 - Specific Plan Land Use

Duke Warehouse at Perry St. and Barrett Ave.

ALBERT A. WEBB ASSOCIATES



G:\2018\18-0252\GIS\MARB_Zones.mxd; Map revised 15 Nov 2018

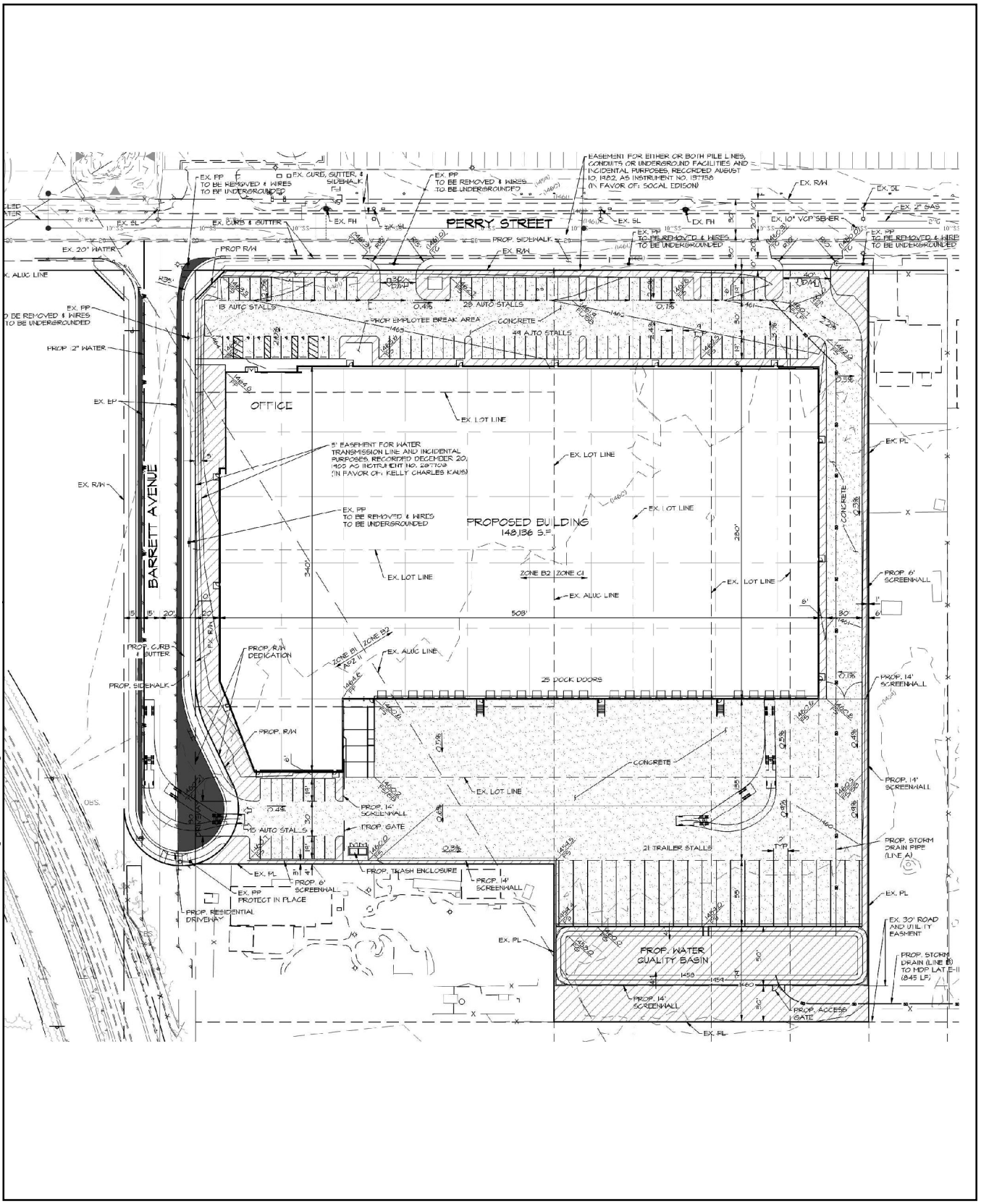
Sources: City of Perris, 2013; Riverside Co. GIS, 2018.

0 500 1,000 1,500 Feet

Figure 6 - MARB Compatibility Zones

Duke Warehouse at Perry St. and Barrett Ave.

ALBERT A. WEBB ASSOCIATES



G:\2018\18-0252\GIS\HRA_SitePlanWarehouse.mxd; Map revised 18 Apr 2019

Figure 7 - Proposed Site Plan

Duke Warehouse at Perry St. and Barrett Ave.

Not to Scale

ALBERT A. WEBB ASSOCIATES

NORTH ELEVATION

SOUTH ELEVATION

WEST ELEVATION

EAST ELEVATION

G:\2018\18-0252\GIS\WarehouseElevation.mxd; Map revised 06 Jun 2019

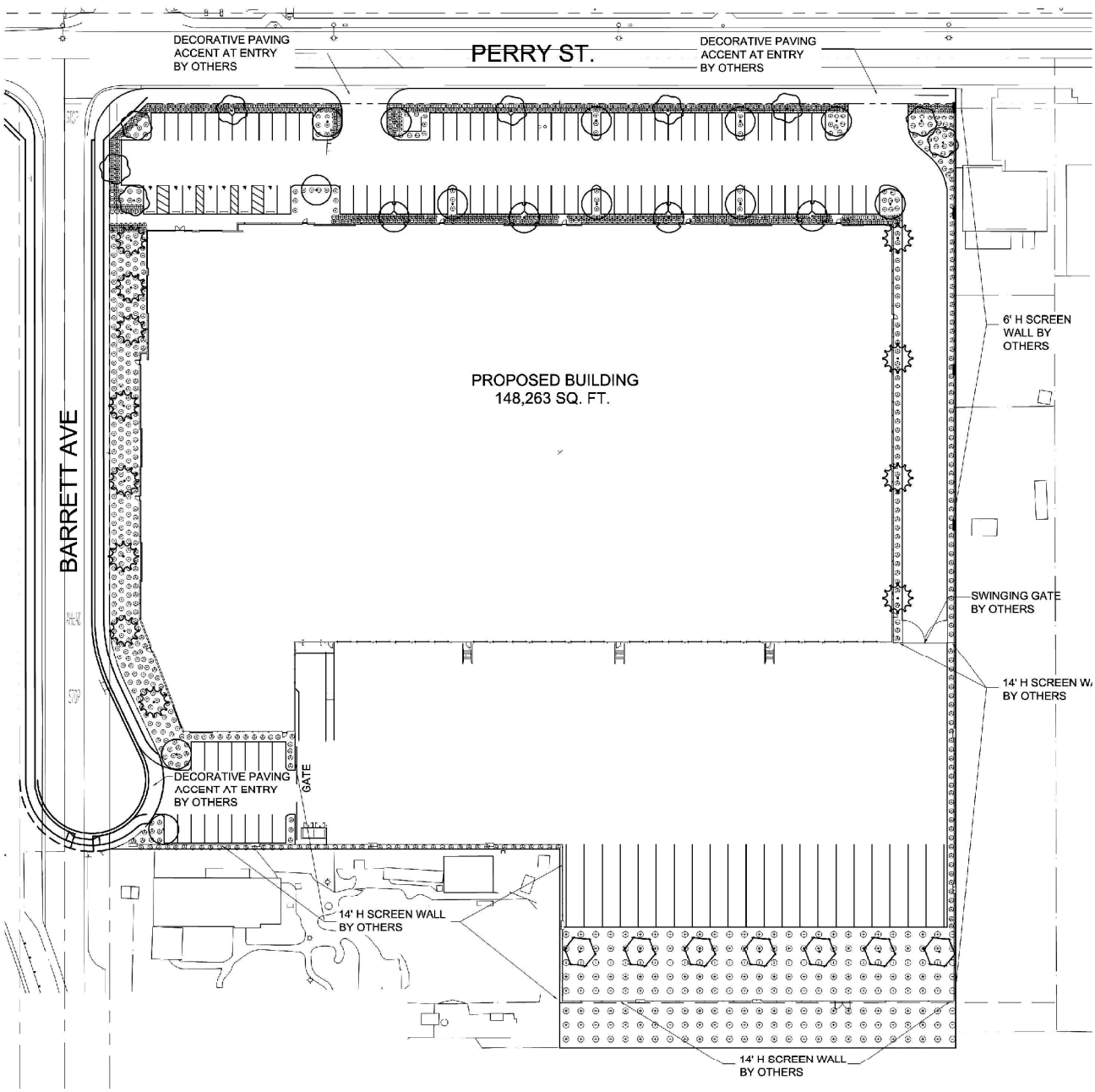
Source: Herdman Architecture and Design, March 2019

Not to Scale

Figure 8 - Building Elevations

Duke Warehouse at Perry St. and Barrett Ave.

ALBERT A. WEBB ASSOCIATES



G:\2018\18-0252\GIS\LandscapePlanWarehouse.mxd; Map revised 06 Jun 2019

Source: Herdman Architecture and Design, March 2019

Not to Scale

Figure 9 - Landscape Plan

Duke Warehouse at Perry St. and Barrett Ave.

ALBERT A. WEBB ASSOCIATES

5.1. AESTHETICS	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

References: Figure 7 – Proposed Site Plan, GP, GPEIR, Perris Municipal Code and Zoning Map (PMC), COR ORD 655, PVCCSP, PVCCSP EIR, RCIT

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting. These Standards and Guidelines summarized below are incorporated as part of the proposed Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections. There are no mitigation measures for aesthetics included in the PVCCSP EIR.

On-Site Design Standards and Guidelines (from Chapter 4.0 of the PVCCSP)

4.1 Perris Valley Commerce Center On-Site Development Standards

In order to ensure the orderly, consistent, and sensible development of the Perris Valley Commerce Center Specific Plan, land use standards and design criteria have been created for each land use category. A summary of the standards for Industrial projects within the Specific Plan area is provided below.

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Uses and Standards Shall Be Developed In Accordance with the Specific Plan.
- Uses and Standards Shall Be Developed In Accordance With City of Perris Codes.
- Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan.

- No Changes to Development Procedures Except as Outlined in the Specific Plan.
- Residential Buffer.
- Visual Overlay Zones.

4.2.2 Site Layout for Commerce Zones

- 4.2.2.1 Building Orientation/Placement: Building Frontages/Entrances; Distinct Visual Link; Create Diversity and Sense of Community; and Utilize Building for Screening.
- 4.2.2.5 Screening: Screen Loading Docks; Screening Methods; Screen Outdoor Storage Areas; Work Areas, etc.
- 4.2.2.6 Outdoor Storage: No Outdoor Storage Permitted Other Than as Specified.
- 4.2.2.7 Water Quality Site Design: Best Management Practice (BMP) Features in "Visibility Zone."

4.2.3 Architecture

- 4.2.3.1 Scale, Massing and Building Relief: Scaling in Relationship to Neighboring Structures; Variation in Plane and Form; Project Identity; Do Not Rely on Landscaping; Distinct Visual Link; Break Up Tall Structures; Avoid Monotony; Avoid Long, Monotonous and Unbroken Building Facades; Provide Vertical or Horizontal Offsets; and Fenestration.
- 4.2.3.2 Architectural Elevations and Details: Primary Building Entries; Elements of a Building; Large Sites with Multiple Buildings; Discernible Base, Body and Cap; Visual Relief; and Building Relief.
- 4.2.3.3 Roofs and Parapets: Integral Part of the Building Design; Overall Mass; Varied Roof Lines; Form and Materials; Avoid Monotony; Variation in Parapet Height; Flat Roof and Parapets; and Conceal Roof Mounted Equipment.
- 4.2.3.5 Color and Materials: Facades; Building Trim and Accent Areas; Metal Siding; and High Quality Natural Materials.

4.2.4. Lighting

- 4.2.4.1 General Lighting: Safety and Security; Lighting Fixtures Shield; Foot-candle Requirements Sidewalks/Building Entrances; and Outdoor Lighting.
- 4.2.4.2 Decorative Lighting Standards: Decorative Lights; Complimentary Lighting Fixtures; Monumentation Lighting; Compatible with Architecture; Up-Lighting; Down- Lighting; Accent Lighting; and High Intensity Lighting.
- 4.2.4.3 Parking Lot Lighting: Parking Lot Lighting Required; Foot-candle Requirements Parking Lot; Avoid Conflict with Tree Planting Locations; Pole Footings; and Front of Buildings and Along Main Drive Aisle.

4.2.5 Signage Program

- 4.2.5.1 Sign Program: Multiple Buildings and/or Tenants; Major Roadway Zones/Freeway Corridor; Location; Monument Signs; Address Identification Signage; Neon Signage; and Prohibited Signs.

4.2.6 Walls/Fences

- Specific Purpose.

- Materials.
- Avoid Long Expanses of Monotone Fence/Wall Surfaces.
- Most Walls Not Permitted within Street Side Landscaping Setback.
- Height.
- Gates Visible From Public Areas.
- Prohibited Materials.

4.2.8 Residential Buffer Development Standards and Guidelines

- 50-Foot Setback.
- Direct Lighting Away from Residential.
- Screening.
- Other Restrictions May be Required Based on Actual Use.

4.2.9 Visual Overlay Zone Development Standards and Guidelines

- 4.2.9.2 Major Roadway Visual Zones: Quality Architectural Presence; Full Building Articulation and Enhancement; Integrated Screenwall Designs; Enhanced Landscape Setback Areas; Enhanced Entry Treatment; Entry Point; Screening, Loading and Service Areas; Limit or Eliminate Landscaping Along Side or Rear Setbacks; Uplight Trees and Other Landscape; Landscaped Accent Along Building Foundation; Heavily Landscape Parking Lot; and Limited Parking Fields.

Landscape Standards and Guidelines (from Chapter 6.0 of the PVCCSP)

6.1 On-Site Landscape General Requirements

- Unspecified Uses.
- Perimeter Landscape.
- Street Entries.
- Main Entries, Plaza, Courtyards.
- Maintenance Intensive/Litter Producing Trees Discouraged.
- Avoid Interference with Project Lighting/Utilities/Emergency Apparatus.
- Scale of Landscape.
- Planters and Pots.

6.1.1 On-Site Landscape Screening

- Plant Screening Maturity.
- Screenwall Planting.
- Trash Enclosures.

6.1.2 Landscape in Parking Lots

- Minimum 50% Shade Coverage.
- Planter Islands.

- Parking Lot Screening.
- One Tree per Six Parking Spaces.
- Concrete Curbs, Mow Strips or Combination.
- Planter Rows Between Opposing Parking Stalls or Diamond Planters.
- Pedestrian Linkages.

6.1.3 On-Site Plant Palette

Industrial Design Standards and Guidelines (from Chapter 8.0 of the PVCCSP)

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

- 8.2.1.1 Orientation/Placement: Industrial Operations.
- 8.2.1.4 Employee Break Areas and Amenities: Outdoor Break Areas.
- 8.2.1.5 Screening: Truck Courts.

8.2.2 Landscape

- No Landscape in Screened Truck Courts.

EXPLANATION OF CHECKLIST ANSWERS

1a. **Less than significant impact.** Scenic vistas can be defined as the view of an area that is visually or aesthetically pleasing. Development projects can potentially impact scenic vistas in two ways: 1) directly diminishing the scenic quality of the vista, or 2) by blocking the view corridors or "vistas" of scenic resources. The proposed Project site is located within the Perris Valley and the terrain is generally flat. As described in the Perris General Plan 2030 (GP) EIR, virtually all building construction consistent with land use development standards will obstruct views of the foothills from at least some vantage points (GPEIR, p. VI-2). However, these view corridors extend for miles along current and planned roadways, preserving scenic vistas from the broad basin to the surrounding foothills.

The proposed Project involves construction and operation of an approximately 144,000-sf warehouse/distribution center building (**Figure 7-Proposed Site Plan**), which is consistent with the PVCCSP Light Industrial (LI) land use designation. The proposed Project is also consistent with the land use development standards contained within the Perris GP and the PVCCSP. As the site is not a scenic vista nor will the Project construction block views of a scenic vista, impacts will be less than significant.

1b. **No impact.** According to the Perris GP, no notable stands of native or mature trees exist in the City and no impact is associated with development consistent with the GP. Additionally, the PVCCSP EIR identified no specific scenic resources such as trees, rock outcroppings, or unique features within the Specific Plan area. The closest officially designated State Scenic Highway is Highway 243, located over 20 miles east of the proposed Project site. Therefore, there are no significant scenic resources within the proposed Project site, and construction and operation of the proposed Project will not substantially damage scenic resources. Therefore, no impacts are anticipated.

1c. **Less than significant impact.** Visual character describes the aesthetic setting of a Project area. The PVCCSP minimized future conflicts between the residential uses and their neighboring industrial uses along with striking an appropriate balance between industrial, commercial, and residential uses. Since the proposed Project is in an urbanized area and is consistent with the PVCCSP LI land use designation, the proposed Project is consistent with zoning and the planned character of the area. According to the US Census Bureau, in 2017 the City of Perris's population was approximately 77,879; this qualifies the City as an urbanized area. The Bureau defines urbanized areas as those with a population of 50,000 or more people. Additionally, the proposed Project will be designed according to requirements outlined in the PVCCSP to address visual character, including but not limited to: Chapter 4.0, On-site Design Standards and Guidelines; Chapter 6.0, Landscape Standards and Guidelines; Chapter 8.0, Industrial Design Standards and Guidelines.

Current land uses surrounding the proposed Project site include a mixture of industrial, vacant land and commercial. Specifically, there is currently a warehouse planned for the west of the Project site across Indian Avenue and vacant land zoned for commercial uses to the south and east of the proposed Project site. The land north of the proposed Project site has an existing warehouse. Therefore, although the proposed Project site will be converted from a primarily vacant lot, to an industrial building, this conversion is consistent with existing and planned surrounding land uses. Thus, impacts to the visual character of the area due to construction of the proposed Project will be less than significant.

1d. **Less than significant impact with mitigation incorporated.** The proposed Project will consist of a concrete-walled building with few windows and may introduce new sources of daytime glare due to the vehicles traveling to and from the site. However, the glare created by the Project's proposed development will be consistent with the levels of glare that is emitted by the surrounding development.

The proposed Project is within Zone B of Riverside County Ordinance 655 (COR Ord 655), or within a 45 mile radius of the Mt. Palomar Observatory. The proposed Project will introduce new sources of nighttime light and glare into the area from improved street lighting and additional security lighting at the Project site. However, all lighting at the Project site will be designed pursuant to the Perris Municipal Code Section 19.02.110, which includes requirements for installation of energy-efficient lighting as well as shielding of parking lot lights to minimize spillover onto adjacent properties and right-of-way. The proposed Project will also be required to comply with lighting requirements contained in the PVCCSP. Therefore, although the proposed Project will introduce new lighting to the Project vicinity, the proposed Project will comply with existing policies. Thus, impacts will be less than significant.

During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the adjacent residence and motorists on adjacent roadways, such security lights may result in glare to residents and motorists. However, this potential impact will be reduced to a less than significant level through the City's standard project review and approval process and with implementation of mitigation measure MM AES 1.

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

5.2. AGRICULTURE AND FORESTRY RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

References: Department of Conservation (DOC), FMMP, GPEIR, PVCCSP EIR, RCIT, PMC

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines or mitigation measures related to agriculture and forestry resources included in the PVCCSP or its associated PVCCSP EIR.

EXPLANATION OF CHECKLIST ANSWERS

2a. **No impact.** The proposed Project site is identified as within Farmland of Local Importance by the Farmland Mapping Management Program (FMMP). Because there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance at the Project site, the site is not considered to be Farmland and there will not be any new significant impacts related to conversion of Farmland. Thus, no impact will occur.

2b. **No impact.** The proposed Project site is zoned PVCCSP and has a PVCCSP land use designation of LI. The City's 1991 General Plan eliminated the agricultural land use designation from within City boundaries. Therefore, there are no agricultural zones identified by the City. In addition, the proposed Project site is not covered under a Williamson Act Contract (DOC). Therefore, implementation of the proposed Project will not conflict with an existing zoned agricultural use or a Williamson Act Contract. Thus, no impacts are anticipated.

2c. **No impact.** The proposed Project site is zoned PVCCSP and has a PVCCSP land use designation of LI. There are no existing or proposed zoning of forest land, timber land, or Timberland Production Zones within the City. Accordingly, there is no commercial forestry or timber production industry within the City. Therefore, it is anticipated that implementation of the proposed Project would have no impact on forestland, timberland, or a Timberland Production Zone. Thus, no impact will occur.

2d. **No impact.** As discussed in *Threshold 2c*, above, there is no land zoned forest land within the County of Riverside or the City. Therefore, implementation of the proposed Project will have no impact on land zoned for forest land and will not result in the conversion of forest land to non-forest uses. Thus, no impact will occur.

2e. **No impact.** As discussed in *Threshold 2a*, above, the Project site is not identified as Farmland under the FMMP. There is also no Farmland in the immediate vicinity of the Project site. Therefore, no impact would occur.

5.3. AIR QUALITY	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

References: SCAQMD, SCAQMD 2015, SCAQMD 2018 CARB-A, CARB-B, GP, GPEIR, PVCCSP, WEBB-A, WEBB-B, WEBB-E

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to the analysis of air quality impacts presented in this IS and summarized below are incorporated as part of the proposed Project; as such, they are assumed in the analysis presented in this section.

On-Site Design Standards and Guidelines (from Chapter 4.0 of the PVCCSP)

4.2.8 Residential Buffer Development Standards and Guidelines

50-foot setback. A 50-foot setback is required for commercial, industrial, and business professional office developments immediately abutting existing residential property lines

By preparing this Initial Study analysis, the Project has complied with the following applicable PVCCSP EIR mitigation measures:

> **PVCCSP MM Air 1**: To identify potential implementing development project-specific impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.
>
> **PVCCSP MM Air 10**: To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined by the City of Perris as lead agency in

conjunction with the SCAQMD. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.

PVCCSP MM Air 15: To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with TRUs per day, or TRU operations exceeding 300 hours per week, and that are subject to CEQA and are located adjacent to sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile-source traffic generated by that implementing development project. The results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project.

Additional PVCCSP EIR mitigation measures that are applicable to the proposed Project are incorporated into the following analysis.

Explanation of Checklist Answers

3a. **Less than significant impact.** The City of Perris is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) prepares the Air Quality Management Plan (AQMP) for the Basin. The AQMP sets forth a comprehensive program that will lead the Basin into compliance with all federal and state air quality standards. The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed.

The proposed Project site is zoned PVCCSP and has a PVCCSP land use designation of LI. The Project applicant proposes to operate the building as a warehouse/distribution center which is a permitted use under the LI land use designation. Therefore, this land use change and associated air quality emissions would have been accounted for in the SCAQMD's 2016 AQMP.

Population and employment estimates for the City are compiled by the Southern California Association of Governments (SCAG) in their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The proposed Project will increase employment opportunities within the City. The employment projections in the RTP/SCS are based on information gathered from cities within SCAG's jurisdiction. Hence, because the proposed Project is consistent with the land use designation in the PVCCSP and the Perris GP, employment estimates associated with implementation of the proposed Project would have also been accounted for in SCAG's RTP/SCS. Therefore, because the proposed Project is compliant with local and use plans and population projections, the proposed Project would not conflict with or obstruct implementation of the AQMP. Thus, impacts will be less than significant.

3b. **Less than significant impact with mitigation.** The portion of the Basin within which the proposed Project site is located is designated as a non-attainment area for particulate matter less than 10 microns in diameter (PM-10) under state standards, and for ozone and particulate

matter less than 2.5 microns in diameter (PM-2.5) under both state and federal standards (CARB-B).The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same. Therefore, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Based on SCAQMD's regulatory jurisdiction over regional air quality, it is reasonable to rely on its thresholds to determine whether there is a cumulative air quality impact.

Air quality impacts can be described in a short- and long-term perspective. Short-term impacts occur during site grading and Project construction and consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Long-term air quality impacts occur once the Project is in operation.

Construction Activities

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 or more acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of this Project's disturbance area (less than five acres per day), a Fugitive Dust Control Plan or a Large Operation Notification Form would not be required.

An *Air Quality/Greenhouse Gas Analysis* was prepared for the Project by Albert A. Webb Associates dated April 16, 2019 (WEBB-A). Short-term emissions from Project construction were evaluated using the CalEEMod version 2016.3.2 program. The results of this analysis are summarized in **Table 5.3-A** – **Unmitigated Estimated Maximum Daily Construction Emissions**, below.

Table 5.3-A – Unmitigated Estimated Maximum Daily Construction Emissions

Activity	Peak Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Grading-2019	3.33	**57.50**	20.92	**0.12**	**6.24**	**3.29**
Building Construction-2019	3.64	30.67	27.03	0.06	3.71	1.97
Building Construction-2020	**3.28**	27.83	**25.84**	0.06	3.51	1.78
Paving-2020	**2.03**	14.32	**15.29**	0.02	0.94	0.74
Architectural Coatings-2020	**72.64**	2.35	**3.77**	0.01	0.52	0.25
Maximum[1]	**77.95**	**57.50**	**44.90**	**0.12**	**6.24**	**3.29**
Exceeds Threshold?	**Yes**	No	No	No	No	No

Source: WEBB-A, Table 2 (Appendix A).
Notes: [1]Maximum emissions are the greater of either grading or building construction alone in 2019, or the sum of building construction, paving and architectural coating in 2020 since these activities overlap. Maximum emissions are shown in bold.

As shown in **Table 5.3-A** above, the emissions from construction of the Project are below the SCAQMD daily construction thresholds for all the criteria pollutants, except VOC resulting during architectural coatings (painting). Implementation of mitigation measure **PVCCSP MM Air 9** will reduce VOC emissions associated with architectural coating and as shown in **Table 5.3-B – Mitigated Estimated Maximum Daily Construction Emissions**, below, the mitigated VOC emissions will be reduced to a less than significant level.

Although the remaining construction emissions are below the SCAQMD daily construction thresholds, the Project is required to comply with the following PVCCSP EIR mitigation measures:

> **PVCCSP MM Air 2**: Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.
>
> **PVCCSP MM Air 3**: To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:
>
> - Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain);
> - Keeping disturbed/loose soil moist at all times;
> - Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered;
> - Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip;
> - Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site;
> - Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour;
> - Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation;
> - Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street

sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and/or,

- Replacement of ground cover in disturbed areas as quickly as possible.

PVCCSP MM Air 4: Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.

PVCCSP MM Air 5: Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the city the City of Perris Building Division prior to issuance of grading permits.

PVCCSP MM Air 6: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris Building Division prior to issuance of a grading permit.

PVCCSP MM Air 7: During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris Building Division.

PVCCSP MM Air 8: Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

PVCCSP MM Air 9: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.

Table 5.3-B – Mitigated Estimated Maximum Daily Construction Emissions

Activity	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Building Construction-2020[1]	3.28	27.83	25.84	0.06	3.51	1.78
Paving-2020[1]	2.03	14.32	15.29	0.02	0.94	0.74
Architectural Coatings-2020	10.77	2.35	3.77	0.01	0.52	0.25
Maximum	**16.08**	**44.50**	**44.90**	**0.09**	**4.97**	**2.77**
Exceeds Threshold?	No	No	No	No	No	No

Source: WEBB-A, Table 10 (Appendix A).
Notes: [1]Maximum emissions are from Table 5.3A.

Operational Activities

Long-term operational emissions are evaluated at build-out of a project. The Project is assumed to be operational in 2020. Mobile source emissions refer to on-road motor vehicle emissions generated from the Project's traffic and based on the trip generation provided in the Project-specific *Traffic Impact Analysis* (WEBB-E). Based on input from the City, it was assumed that an average truck trip length was approximately 60 miles. On-site service equipment (i.e., forklifts) are assumed to be neither gasoline nor diesel-fueled (e.g. electric) and therefore would not have any substantive direct emissions of criteria pollutants. Area source emissions from the Project include stationary combustion emissions of natural gas used for space and water heating (shown in a separate row as energy), yard and landscape maintenance, and an average building square footage to be repainted each year. CalEEMod computes area source emissions based upon default factors and land use assumptions. CalEEMod defaults were utilized which include increased efficiency related to the 2016 Title 24 standards. Separate emissions were computed for both the summer and winter.

Table 5.3-C – Estimated Unmitigated Daily Project Operation Emissions (Summer)

Source	Peak Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Area	3.42	0.00	0.04	0.00	0.00	0.00
Energy	0.01	0.08	0.07	0.00	0.01	0.01
Mobile	0.87	10.75	14.12	0.07	5.22	1.47
Total	**4.30**	**10.83**	**14.23**	**0.07**	**5.23**	**1.48**
Exceeds Threshold?	No	No	No	No	No	No

Source: WEBB-A, Table 3 (Appendix A).
Notes: Emissions reported as zero are rounded and not necessarily equal to zero.

Table 5.3-D – Estimated Unmitigated Daily Project Operation Emissions (Winter)

Source	Peak Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Area	3.42	0.00	0.04	0.00	0.00	0.00
Energy	0.01	0.08	0.07	0.00	0.01	0.01
Mobile	0.79	11.01	11.94	0.07	5.22	1.47
Total	**4.22**	**11.09**	**12.05**	**0.07**	**5.23**	**1.48**
Exceeds Threshold?	No	No	No	No	No	No

Source: WEBB-A, Table 4 (Appendix A).
Notes: Emissions reported as zero are rounded and not necessarily equal to zero

Evaluation of the data presented in **Table 5.3-C** and **Table 5.3-D** above indicates that criteria pollutant emissions from operation of this Project will not exceed the SCAQMD regional daily thresholds for any pollutant during summer or winter. Although these emissions would not exceed the SCAQMD's thresholds of significance, the proposed Project is required to comply with the following PVCCSP EIR mitigation measures:

PVCCSP MM Air 11: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

PVCCSP MM Air 12: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.

PVCCSP MM Air 13: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero- Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants would be required to use those funds, if awarded.

PVCCSP MM Air 14: Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits.

PVCCSP MM Air 18: Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the

implementing development project, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.

PVCCSP MM Air 19: In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris Building Division) prior to conveyance of applicable streets.

PVCCSP MM Air 20: All project buildings shall be designed to exceed current Title 24 requirements by twenty percent (20%). The project shall incorporate a water conservation strategy of 30% or higher.

As discussed above, after implementation of **PVCCSP MM Air 9**, the Project's construction emissions would not exceed the SCAQMD thresholds of significance. As shown in **Tables 5.3-C** and **Table 5.3-D**, above, the Project's operational emissions would not exceed the applicable SCAQMD thresholds of significance. As such, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment and no additional mitigation is required beyond those required by PVCCSP EIR mitigation measures listed above. Therefore, cumulative impacts are less than significant with mitigation.

3c. **Less than significant impact.** For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Staff at the SCAQMD has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short- and long-term). Additional analyses were conducted to evaluate impacts to sensitive receptors regarding CO hot spots and health risk from mobile sources.

Localized Significance Threshold (LST)

The construction LST is estimated using the maximum daily disturbed area (in acres) and the distance of the Project site to the nearest sensitive receptors (in meters). The closest sensitive receptors to the Project construction site are the existing adjacent residential properties on Barrett Avenue, south of the Project Site, and on Perry Street, east of the Project Site. The closest receptor distance on the LST look-up tables is 25 meters. According to LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, a receptor distance of 25 meters (85 feet) was used to ensure a conservative analysis. The results are summarized below in **Table 5.3-E, LST Results for Daily Construction Emissions**, below.

Table 5.3-E – LST Results for Daily Construction Emissions

Pollutant	Peak Daily Emissions (lbs/day)			
	NO_X	CO	PM-10	PM-2.5
LST for 2-acre at 25 meters	**170**	**883**	**7**	**4**
Grading	28.35	16.29	**4.00**	**2.61**
Building Construction 2019	22.71	18.31	1.38	1.30
Building Construction 2020	**20.65**	**17.97**	1.19	1.12
Paving 2020	**14.07**	**14.65**	0.75	0.69
Architectural Coating 2020	**2.25**	**2.44**	0.15	0.15
Maximum[1]	**36.97**	**35.06**	**4.00**	**2.61**
Exceeds Threshold?	No	No	No	No

Source: WEBB-A, Table 5 (Appendix A).
Notes: [1]Maximum emissions are the greater of either grading or building construction alone in 2019, or the sum of building construction, paving and architectural coating in 2020 since these activities overlap.

Emissions from construction of the Project will be below the LST established by the SCAQMD for the Project.

According to the LST methodology, LSTs only apply to the operational phase if a project includes stationary sources or attracts mobile sources that may spend long periods of time idling at the site, such as warehouse/transfer facilities. Therefore, because the proposed Project will operate as a warehouse/distribution center and has the potential to attract mobile sources that can reasonably be assumed to idle at the site, a long-term LST analysis was prepared for this Project. Although the Project exceeds five acres, per SCAQMD, the LST lookup tables can be used as a screening tool to determine if dispersion modeling would be necessary. Therefore, the Project's on-site emissions from CalEEMod and LST Look-Up Tables for the 5-acre site were utilized as a screening-level analysis.

CalEEMod version 2016.3.2 was utilized to estimate the Project's emissions from trucks traveling on the Project site. An on-site distance of 0.20 miles was conservatively assumed to be traveled for each one of the Project's truck trips identified in the *Traffic Impact Analysis*. The output is attached to the *Air Quality/Greenhouse Gas Analysis* prepared for this Project and summarized below. Idling emissions from trucks at loading docks is not available in CalEEMod; therefore, PM-10 and PM-2.5 idling emissions were calculated separately to account for 15-minutes of on-site idling per truck per day. The results were added to the total PM-10 and PM-2.5 emissions from CalEEMod and presented in the table below. The closest sensitive receptors to the Project operations are the existing adjacent residential properties on Barrett Avenue, south of the Project Site, and on Perry Street, east of the Project site. Therefore, a receptor distance of 25 meters (85 feet) was used to ensure a conservative analysis. The results are summarized in **Table 5.3-F – LST Results for Daily Operational Emissions**, below.

Table 5.3-F – LST Results for Daily Operational Emissions

Pollutant	Peak Daily Emissions (lbs/day)			
	NO_X	CO	PM-10	PM-2.5[1]
LST for 5-acre at 25 meters	**270**	**1,577**	**4**	**2**
On-Site Truck Travel	3.27	1.42	0.04	0.01
Exceeds Threshold?	No	No	No	No

Source: WEBB-A, Table 6 (Appendix A).
Notes: The greater of summer or winter emissions from CalEEMod is shown.
[1]CalEEMod output emissions added to idling emissions

As indicated in the table above, Project-related long-term operational emissions will not exceed any SCAQMD operational LST. Additionally, the Project will not generate a CO hot spot (WEBB-A, p. 7).

Health Risk Assessment (HRA)

A *Health Risk Assessment* (HRA) was prepared for the Project by Albert A. Webb Associates dated April 22, 2019 (WEBB-B). HRAs are commonly used to estimate the health risks to the surrounding community from projects that significantly increase the number of diesel vehicles and hence increase the amount of diesel particulate matter (DPM) in the area. The correlation between project-specific emissions and potential health impacts is complex and the SCAQMD has determined the attempting to quantify health risks from small projects (such as this) would not be appropriate because it may be misleading and unreliable for various reasons including modeling limitations as well as where in the atmosphere the air pollutants interact and form (SCAQMD 2015, pp.9-15). Notwithstanding, the analysis herein includes an HRA and a localized impact analysis, discussed above, for the immediate vicinity that is based on the potential to exceed the most stringent ambient air quality standards developed for the most sensitive individuals.

The proposed Project is a single warehouse/distribution center building, which will result in an increase in the number of diesel trucks in the Project vicinity. The estimation of health risks (both cancer and non-cancer) from DPM was performed following the guidelines established by the SCAQMD for health risk assessments from known DPM.

The DPM and cancer risk were modeled for two site access options, Option 1 and Option 2, which represent the existing access at the intersection of Indian Avenue and Perry Street without a signal (right-in and right-out only) and with a new traffic signal that allows full access.

Nine sensitive receptors and two off-site worker receptor were modeled in the HRA for both Option 1 and Option 2. Receptors 1 through 9 are located within the sensitive uses in proximity of the Project site. These locations include residences, a mobile home park and RV Park south of Ramona Expressway, and a few scattered properties containing residential houses associated with or adjacent to non-residential uses. Receptor 10 and Receptor 11 are off-site worker receptor located at the non-residential uses to the north of the Project site and at the corner of Perris Boulevard and Perry Street.

For Option 1 and Option 2, none of the modeled receptor locations are exposed to cancer risks from DPM on the modeled roadways that exceed the SCAQMD threshold of 10 in one million (WEBB-B, pp. 17, 18). The greatest Project-generated excess cancer risks faced by sensitive and off-site worker receptors was 5.3 per million, at Receptor 1, a sensitive receptor, located at the edge of the residential uses located south of the Project site. The reported maximum

modeled off-site DPM concentration is also at this location (WEBB-B, pp. 17, 18). Therefore, the Project's DPM emissions will not result in cancer risks of greater than 10 in one million to the mapped sensitive receptors in the vicinity of the Project site.

In terms of non-cancer risks, the Office of Environmental Health Hazard Assessment (OEHHA) has developed acute and chronic reference exposure levels (REL) for determining the non-cancer health impacts of toxic substances. The maximum DPM concentration results in a hazard index of 0.002 which is less than one percent of the allowed threshold of 1.0 (WEBB-B, p. 19).

Based on the discussion above, the Project will not result in localized criteria pollutant impacts during construction or operation, will not generate a CO hot spots, and will not exceed SCAQMD cancer and non-cancer risk thresholds of significance. Therefore, impacts will be less than significant and no mitigation is required.

3d. **Less than significant impact.** The proposed Project presents the potential to result in other emissions, such as those leading to odors in the form of diesel exhaust during construction in the immediate vicinity of the proposed Project site. The closest sensitive receptors to the Project construction site are the existing adjacent residential properties on Barrett Avenue, south of the Project site, and on Perry Street, east of the Project Site. However, odors generated during construction will be short-term and will not result in a long-term odorous impact to the surrounding area.

Additionally, the California Air Resources Board (CARB-A) has developed an Air Quality and Land Use Handbook to outline common sources of odor complaints, including: sewage treatment plants, landfills, recycling facilities, and petroleum refineries. The Project applicant proposes to operate the building as a warehouse/distribution center, which is not included on CARB's list of facilities that are known to be prone to generate odors. Therefore, impacts are less than significant.

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

References: CADRE, GPEIR, PVCCSP EIR, RCA, RCIT

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

As noted in the PVCCSP EIR, the Perris GP includes Standards and Guidelines relevant to biological resources. These Standards and Guidelines summarized below are incorporated as part of the proposed Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the GP chapters/sections. Mitigation measures in the PVCCSP EIR for biological resources are as follows:

City of Perris GP Conservation Element

Goal II Preservation of areas with significant biotic communities.

Policy II.A Comply with state and federal regulations to ensure protection and preservation of significant biological resources.

Measure II.A.2 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.

Measure II.A.3 Public and private projects that are also subject to federal or State approval with respect to impacts to Water of the U.S. and/or Streambeds, require evidence of completion of the applicable federal permit process prior to the issuance of a grading permit.

Goal III Implementation of the Multi-Species Habitat Conservation Plan (MSHCP).

Policy III.A Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.

There are no PVCCSP Standard and Guidelines applicable to the analysis of biological resources for the proposed Project. PVCCSP EIR mitigation measures that are applicable to the proposed Project are incorporated into the following analysis.

EXPLANATION OF CHECKLIST ANSWERS

4a. Less than significant impact with mitigation. A *MSHCP General Habitat Assessment/Consistency Analysis, and Regulatory Constraints Assessment for the 7.25-Acre Duke Perry Street & Barrett Avenue Project Site, City of Perris, California* dated February 8, 2019, located in Appendix C, was prepared by Cadre (CADRE) to document the existing biological resources at the site. Cadre conducted an initial physical site visit of the Project site on October 2, 2018 and an assessment of the offsite impact area on February 7, 2019. The Project site and the offsite impact area are characterized as flat disturbed with some ornamental landscaping vegetation and little to no topographic relief. The majority of the Project site is disturbed, currently devoid of vegetation or dominated by ruderal species. Those areas currently not cleared are dominated by London rockets (*Sisymbrium irio*), Russian thistle (*Kali tragus*), stink-net (*Oncosiphon piluliferum*), puncture vine (*Tribulus terrestris*), salt-heliotrope (*Heliotropium curassavicum*), tumble pigweed (*Amaranthus albus*), Rancher's fireweed (*Amsinckia menziesii var. intermedia*), annual sunflower (*Helianthus annuus*), horseweed (*Erigeron Canadensis*), black mustard (*Brassica nigra*), and tocalote (*Centaurea melitensis*) (CADRE, p. 8).

No sensitive-status plant species have been reported to occur within the Project site or within the offsite impact area. The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) has determined that all of the sensitive species potentially occurring onsite have been adequately covered. Furthermore, the Project site and the offsite impact area are not located within a predetermined survey area for MSHCP narrow endemic or criteria area plant species, no additional surveys are required (CADRE, pp. 15-16).

No special-status wildlife species have been reported to occur within the Project site or within the offsite impact area. The MSHCP has determined that all of the sensitive species potentially occurring onsite have been adequately covered. Furthermore, the Project site and the offsite impact area are not located within a predetermined survey area for amphibians or mammals no additional surveys are required (CADRE, p. 16).

No suitable habitat for the least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*) or western yellow-billed cuckoo *(Coccyzus americanus*) was detected

within or adjacent to the Project Site or the offsite impact area. No additional surveys are warranted (CADRE, p. 16).

The Project site and the offsite impact area are located within the Western Riverside MSHCP burrowing owl survey area, which requires a pre-construction MSHCP protocol survey for burrowing owl. The burrowing owl is considered a California Department of Fish and Wildlife (CDFW) Species of Special Concern (SSC). No suitable burrowing owl burrows potentially utilized for refugia and/or nesting were documented within and/or adjacent to the Project site or the offsite impact area. No additional surveys are warranted (CADRE, p. 16). Regardless, a 30-day burrowing owl preconstruction survey will be required immediately prior to the initiation of construction to confirm that the species is not currently present at the Project site to comply with the applicable laws and conservation goals as outlined in the MSHCP. Implementation of PVCCSP EIR mitigation measure **PVCCSP MM Bio 2** requiring a preconstruction survey prior to initiation of construction activities to ensure protection for this species. If burrowing owls are detected on-site during the pre-construction survey, the burrowing owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to approval of the Regional Conservation Authority (RCA), CDFW, and U.S. Fish and Wildlife Service.

The Project site and the offsite impact area falls within the Stephens' kangaroo rat (*Dipodomys stephensi*, SKR) Fee Area outlined in the Riverside County SKR Habitat Conservation Plan (HCP) (CADRE, p. 16). The project applicant shall pay the fees pursuant to County Ordinance 663.10 for the SKR HCP Fee Assessment Area as established and implemented by the County of Riverside.

The ornamental trees documented onsite represent potential habitat for nesting bird and raptor species. Potential direct/indirect impacts to regulated nesting birds or raptors will require compliance with the federal Migratory Bird Treaty Act (MBTA) (CADRE, p. 17). As such, Project will implement PVCCSP EIR mitigation measure **MM Bio 1**, which requires compliance with the Migratory Bird Treaty Act and relevant sections of California Fish and Game Code (e.g., Sections 3503, 3503.4, 3544, 3505, et seq.), ensuring vegetation clearing takes place outside of the typical avian nesting season (i.e., February 1st – August 31st), to the maximum extent practical.

Therefore, with implementation of PVCCSP EIR mitigation measures **MM Bio 1** and **MM Bio 2**, the proposed Project or the offsite impact area will not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive or special status species. No additional Project-level mitigation measures are required. Thus, impacts will be less than significant with mitigation.

> **PVCCSP MM Bio 1**: In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all PVCCSP implementing development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species.
>
> If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the implementing project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-

listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre- activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.

PVCCSP MM Bio 2: Project-specific habitat assessments and focused surveys for burrowing owls would be conducted for implementing development or infrastructure projects within burrowing owl survey areas. A pre-construction survey for resident burrowing owls would also be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities within those portions of implementing project sites containing suitable burrowing owl habitat and for those properties within an implementing project site where the biologist could not gain access. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity would be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.

If active nests are identified on an implementing project site during the pre- construction survey, the nests shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non- breeding season.

If burrowing owls occupy any implementing project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Department and the CDFG. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The implementing project area shall be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The CDFG shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation. If avoidance is infeasible, then a DBESP would be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation would still be required following accepted protocols. Take of active nests would be avoided, so it is strongly recommended that any relocation occur outside of the nesting season.

4b. **Less than significant impact.** No MSHCP riparian, riverine or vernal pool resources (Section 6.1.2) were documented within or immediately adjacent to the Project site or the offsite impact area. Development of a MSHCP Determination of Biological Equivalent or Superior Preservation (DBESP) will not be required (CADRE, pp. 2, 15, 17). Therefore, the proposed Project or the

offsite impact area will not have a substantial adverse effect on any riparian habitat or other sensitive natural community. Thus, impacts will be less than significant.

4c. **No impact.** According to the *MSHCP General Habitat Assessment/Consistency Analysis, and Regulatory Constraints Assessment Report* prepared for the Project, the Project area and the offsite impact area do not contain any special aquatic resource area such as wetlands or other Waters of the United States or Waters of the State under regulatory jurisdiction of the U.S. Army Corps of Engineers (USACE), CDFW, or Regional Water Quality Control Board (RWQCB) (CADRE, pp. 3, 17). As such, no regulatory permits will need to be acquired. Therefore, no impacts are anticipated.

4d. **Less than significant impact.** The Project site and the offsite impact area are not located within a MSHCP designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area. Additionally, the Project site or the offsite impact area are not located adjacent to extensive native open space habitats and does not represent a wildlife corridor between large open space habitats (CADRE, p. 11). The surrounding land uses consists of commercial development, residential development, disturbed open areas, and public infrastructure. Therefore, impacts to wildlife movement will be less than significant.

4e. **No impact.** The City of Perris has created an ordinance (Ordinance No. 1123) to establish a local development mitigation fee for funding the preservation of natural ecosystems in accordance with the MSHCP and has also adopted the following General Plan policies for the protection of biological resources:

Goal II	Preservation of areas with significant biotic communities.
Policy II.A	Comply with state and federal regulations to ensure protection and preservation of significant biological resources.
Measure II.A.2	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.
Measure II.A.3	Public and private projects that are also subject to federal or State approval with respect to impacts to Water of the U.S. and/or Streambeds require evidence of completion of the applicable federal permit process prior to the issuance of a grading permit.
Goal III	Implementation of the Multi-Species Habitat Conservation Plan (MSHCP).
Policy III.A	Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.

The Project applicant will be required to pay applicable MSHCP fees pursuant to Ordinance No. 1123. Through compliance with the MSHCP and this ordinance, development within the Project area or the offsite impact area will not conflict with any local policies or ordinances protecting biological resources. Therefore, not impacts are anticipated.

4f. **Less than significant impact with mitigation.** The Project site and the offsite impact area are located within the MSHCP area. The MSHCP is a comprehensive multi-jurisdictional effort that

includes western Riverside County and multiple cities, including the study area. Rather than address sensitive species on an individual basis, the MSHCP focuses on the conservation of 146 species, proposing a reserve system of approximately 500,000 acres and a mechanism to fund and implement the reserve system. Most importantly, the MSHCP allows participating entities to issue take permits for listed species so that individual applicants need not seek their own permits from the (USFWS)and/or CDFW. The MSHCP was adopted on June 17, 2003 by the Riverside County Board of Supervisors. The Incidental Take Permit was issued by both the USFWS and CDFW on June 22, 2004. As this property is in the City of Perris, the City is the lead agency/permittee.

The MSHCP consists of a Criteria Area that assists in facilitating the process by which individual properties are evaluated for inclusion and subsequent conservation. In addition to Criteria Area requirements, the MSHCP requires consistency with Sections 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines). The MSHCP serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the Endangered Species Act (ESA), as well as the Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001.

The MSHCP establishes "Criteria Area" boundaries in order to facilitate the process by which properties are evaluated for inclusion in the MSHCP Conservation area. The Criteria Area is an area significantly larger than what may be needed for inclusion in the MSHCP Conservation Area, within which property will be evaluated using MSHCP Conservation Criteria. The Criteria Area is an analytical tool which assists in determining which properties to evaluate for acquisition and conservation under the MSHCP. The Project site and the offsite impact area are not located in any Criteria Area.

The *MSHCP General Habitat Assessment/Consistency Analysis, and Regulatory Constraints Assessment for the 7.25-Acre Duke Perry Street & Barrett Avenue Project Site, City of Perris, California* (CADRE) provides the MSHCP consistency analysis discussed below.

Consistency with MSHCP Section 6.1.1

The Project site and the offsite impact area are located within the MSHCP Mead Valley Area Plan but are not located within any MSHCP designated Criteria Areas, group, or linkage area. Therefore a Habitat Evaluation and Acquisition Negation Strategy (HANS) and Joint Project Review (JPR) will not be required (CADRE, p. 17). Further, the Project footprint does not fall within any Public/Quasi-Public (PQP) or other MSHCP Conserved Lands but is located approximately six miles west of the San Jacinto Wildlife Area and approximately two miles west of Lake Perris; both are PQP lands. Thus, the Project and the offsite impact area are consistent with Section 6.1.1 of the MSHCP.

Consistency with MSHCP Section 6.1.2

Volume I, Section 6.1.2 of the MSHCP requires that projects develop avoidance alternatives, if feasible, that would allow for full or partial avoidance of riparian/riverine areas. Section 6.1.2 of the MSHCP defines Riparian/Riverine areas as "lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year." Riparian, riverine, or vernal pool resources as defined by the MSHCP were not documented within or immediately adjacent to the Project area or the offsite impact area. The Project area and the offsite impact area lack suitable habitat for fairy shrimp

species or other vernal pool species, including plants (CADRE, pp. 17, 19). As such, no focused surveys are required nor a MSHCP DBESP. Thus, the proposed Project and the offsite impact area are consistent with Section 6.1.2 of the MSHCP.

Consistency with MSHCP Section 6.1.3

Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. The Project site or the offsite impact area are not located within a predetermined survey area for MSHCP narrow endemic plant species. As such, no focused NEPSSA surveys are required (CADRE, p. 18). Thus, the proposed Project and the offsite impact area are consistent with MSHCP Section 6.1.3.

Consistency with MSHCP Section 6.1.4

Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlife Interface*, outlines the minimization of indirect effects associated with locating development in proximity to a MSHCP Conservation Area. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area. No mitigation proposed or required (CADRE, p. 19). Thus, the Project is consistent with Section 6.1.4 of the MSHCP.

Consistency with MSHCP Section 6.3.2

The MSHCP requires additional surveys for certain species if the Project or the offsite impact area are located within criteria areas shown on Figure 6-2 (Criteria Area Species Survey Area), Figure 6-3 (Amphibian Species Survey Areas with Critical Area), Figure 6-4 (Burrowing Owl Survey Areas with Criteria Area) and Figure 6-5 (Mammal Species Survey Areas with Criteria Area) of the MSHCP.

The Project site or the offsite impact area do not occur within any Criteria Area Species Survey Area, Amphibian Species Survey Area, or Mammal Species Survey Area as identified by the MSHCP (CADRE, pp. 17 – 18). As such, no further surveys related to area plant species, amphibians, or mammals are required.

The Project site and the offsite impact area are also located within the MSHCP for Burrowing Owl Survey Area. During the MSHCP Habitat Assessment, no suitable burrowing owl burrows potentially utilized for refugia and/or nesting were documented within and/or adjacent to the Project Site or offsite impact area. As such, no additional surveys are warranted (CADRE, p. 18). Regardless, a 30-day burrowing owl preconstruction survey will be required immediately prior to the initiation of construction to confirm that the species is not currently present at the Project site to comply with the applicable laws and to comply with the conservation goals as outlined in the MSHCP. As discussed in *Threshold 4a* above, implementation of PVCCSP EIR mitigation measures **PVCCSP MM Bio 1** and **MM Bio 2** ensure that impacts related to potential MSHCP passerine avian species will be less than significant. Thus, with implementation of mitigation, the Project and the offsite impact area are consistent with Section 6.3.2 of the MSHCP.

MSHCP Appendix C and Section 7.5.3

The MSHCP lists standard best management practices and guidelines to be implemented during project construction that will minimize potential impacts to sensitive habitats in the vicinity of a project. The guidelines relate to water pollution and erosion control, equipment storage, fueling, and staging, dust control, exotic plant control and timing of construction. The Project applicant is required to implement measures from Appendix C and Section 7.5.3 for projects. Implementation of PVCCSP EIR mitigation measures **PVCCSP MM Bio 1** and **MM Bio 2** will

address potential construction impacts. Thus, with mitigation the Project and the offsite impact area are compliant with Appendix C and Section 7.5.3 of the MSHCP.

Additionally, the proposed Project site and the offsite impact area are within a SKR Fee Area as outlined in the SKR Habitat Conservation Plan (CADRE, p. 16). Payment of the applicable SKR fee will ensure that impacts to SKR are reduced to less than significant. In addition, as described in *Threshold 4e* above, the Project applicant will be required to pay applicable MSHCP fees pursuant to Ordinance No. 1123. Therefore, the proposed Project and the offsite impact area are will not conflict with the provisions of an adopted conservation plan and impacts will be less than significant with mitigation.

5.5 CULTURAL RESOURCES	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

References: AE-A, CHSC, GP, GPEIR, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines included in the PVCCSP related to cultural resources. By preparing this Initial Study analysis, the project has complied with the following applicable PVCCSP EIR mitigation measure:

> **PVCCSP MM Cult 1**: Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Phase I Cultural Resources Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional archeologist shall be submitted to the City of Perris Planning Division for review and approval. The Phase I Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Phase I Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following:
>
> 1. Records searches at the Eastern Information Center (EIC), the National or State Registry of Historic Places and any appropriate public, private, and tribal archives.
>
> 2. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC.
>
> 3. Field survey of the implementing development or infrastructure project site.
>
> The proponents of the subject implementing development projects and the professional archaeologists are also encouraged to contact the local Native American tribes (as identified by the California Native Heritage Commission and the City of Perris) to obtain input regarding the potential for Native American resources to occur at the project site.

Measures shall be identified to mitigate the known and potential significant effects of the implementing development or infrastructure project, if any. Mitigation for historic resources shall be considered in the following order of preference:

1. Avoidance.

2. Changes to the structure provided pursuant to the Secretary of Interior's Standards.

3. Relocation of the structure.

4. Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standard if demolition is allowed. Avoidance is the preferred treatment for known significant prehistoric and historical archaeological sites, and sites containing Native American human remains. Where feasible, plans for implementing projects shall be developed to avoid known significant archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, the implementing projects shall be designed and landscaped in a manner, which would ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native American human remains shall be placed within permanent conservation easements or dedicated open space areas.

The Phase I Cultural Resources Study submitted for each implementing development or infrastructure project shall have been completed no more than three (3) years prior to the submittal of the application for the subject implementing development project or the start of construction of an implementing infrastructure project.

Additional PVCCSP EIR mitigation measures that are applicable to the proposed Project are incorporated into the following analysis.

Explanation of Checklist Answers

5a. **No impact.** A *Phase I Cultural Resources Assessment* dated May 2019 was prepared by Applied EarthWorks (*Æ*) located in Appendix D. Prior to conducting the archaeological survey, a California Historic Resources Information System (CHRIS) records search was conducted on October 1, 2018 at the Eastern Information Center (EIC), at the University of California Riverside, Riverside, CA. The CHRIS records search included a review of recorded historic properties (prehistoric and historic archaeological sites, historic buildings, structures, objects or districts) within the Project area, offsite storm water connections, potential signalization of the intersection of Indian Avenue and Perry Street, and a one-mile radius around the Project site that are on file at the EIC.

According to the CHRIS results on file with the EIC, there have been 43 cultural resource studies conducted within a one-mile radius of the Project area. Five of these studies are within the Project area, resulting in approximately 100 percent of the Project area having been previously subjected to studies. The studies resulted in the identification of a total of 15 previously recorded cultural resources within one-mile of the Project area; 11 historical archeological sites, one prehistoric site, and three built-environment resources. None of these resources are documented within the Project area. (AE-A, pp. 13-16). These files indicate that there are no previously recorded historic properties within the Project area.

An intensive pedestrian survey was conducted by *Æ* on October 31, 2018. *Æ* described the Project area disturbed by previous agricultural activity that had been cultivated recently, and by

adjacent developments. The ground surface observed during the intensive survey, contained no native, undisturbed soils. Surface sediments observed were brown sands with abundant silt and uncommon gravel. No cultural resources were observed within the Project area (AE-A, p. 20).

As concluded by the *Phase I Cultural Resources Assessment*, no historical resources were identified within the area of potential effect (APE). Therefore, no impacts to historic properties are anticipated and no mitigation is required.

5b. **Less than significant impact with mitigation.** As discussed in Threshold 5a above, a total of 15 cultural resources were recorded within one-mile of the Project area; however, none were recorded inside the 7.25-acre Project area. Æ requested a records search of the Sacred Lands File (SLF) of the Native American Heritage Commission (NAHC), which did not indicate the presence of any sacred sites or locations or religious or ceremonial importance within the APE. In accordance with the recommendations of the NAHC, BFSA contacted all Native American consultants listed in the NAHC response letter and received three responses to date. The Santa Rosa Band of Cahuilla Indians deferred further consultation and monitoring to the Soboba Band of Luiseño Indians. The Juaneño Band of Mission Indians Acjachemen Nation stated the Project was beyond their traditional territory; consequently, they yielded comments to the Tribes of the area. The Cahuilla Band of Indians noted the Project is within the Cahuilla traditional land use area and requested tribal monitoring during all ground-disturbing activities and to be notified of all updates and/or changes to the Project (AE-A, pp. 18-19). The Assembly Bill 52 (AB 52) consultation efforts by the City and discussion about the AB 52 consultation is addressed under Section 5.18 – Tribal Cultural Resources of this Initial Study.

An intensive pedestrian survey conducted by Æ on October 31, 2018, did not identify any cultural resources. Nonetheless, there is always the potential that previously unidentified archaeological resources may be discovered during ground disturbance. In the unlikely event that an archaeological resource is discovered, mitigation measure **MM CULT 1** shall apply to ensure impacts related to archaeological resources are reduce to a level below significance.

As concluded by the *Phase I Cultural Resources Assessment*, no archeological resources were identified within the APE, and with the implementation mitigation measure **MM CULT 1,** impacts with regard to Archeological resources will be less than significant with mitigation.

> **MM CULT 1**: Prior to the issuance of grading permits, the project developer shall retain a professional archaeologist.[1] The task of the archaeologist shall be to monitor the initial ground-altering activities at the subject site and off-site project improvement areas for the unearthing of previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no grading activities shall occur at the site or within the off- site project improvement areas until the archaeologist has been approved by the City.
>
> The archaeologist shall be responsible for monitoring grading activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall

[1] For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior's standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to evaluate the specific project. The professional archaeologist must also meet the minimum criteria for recognition by the Register for Professional Archaeologists (RPA), although membership is not required.

be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources.

In the event that archaeological resources are discovered at the project site or within the off-site project improvement areas, the handling of the discovered resources will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred/ceremonial objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division, the Pechanga Band of Luiseño Indians, the Soboba Band of Luiseño Indians, and any other tribes identified by the California Native American Heritage Commission (NAHC) as being affiliated with the area. A designated Native American observer from one of the tribes identified by the NAHC as being affiliated with the area shall be retained to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribes. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting Native American tribes or bands. This shall include measures and provisions to protect the reburial area from any future impacts. Relocation/reburial shall not occur until all cataloging and basic recordation have been completed. Native American artifacts that cannot be avoided or relocated at the project site shall be prepared in a manner for curation at an accredited curation facility in Riverside County that meets federal standards per 36 CFR Part 79 and makes the artifacts available to other archaeologists/researchers for further study such as University of California, Riverside Archaeological Research Unit (UCR-ARU) or the Western Center for Archaeology and Paleontology. If more than one Native American group is involved with the project and they cannot come to an agreement as to the disposition of Native American artifacts, they shall be curated at the Western Center by default. The archaeologist shall deliver the Native American artifacts, including title, to the accredited curation facility within a reasonable amount of time along with the fees necessary for permanent curation.

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

Once grading activities have ceased or the archaeologist, in consultation with the designated Native American observer, determines that monitoring is no longer necessary, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report shall provide evidence that any Native American and Non-Native American archaeological resources recovered during project development have been avoided, reburied, or curated at an accredited curation facility. A

copy of the report shall also be filed with the Eastern Information Center (EIC) and submitted to the Pechanga Band of Luiseño Indians, the Soboba Band of Luiseño Indians, and any other Native American groups involved with the project.

5c. Less than significant impact with mitigation. The proposed Project site has been historically used for agriculture and/or has been vacant. No known cemetery has occurred at this site so it is not expected to contain human remains, including those interred outside of formal cemeteries. However, the potential exists for previously unknown human remains to be discovered at the site during project construction activities. The following mitigation measure is recommended to ensure that any human remains that might be discovered at the site are treated appropriately pursuant to Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the California Public Resources Code. With adherence to existing laws and regulations, and the adherence of mitigation **MM CULT 2**, the proposed Project will not disturb any human remains, including those interred outside of formal cemeteries. Thus, impacts will be less than significant.

> **MM CULT 2**: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American observer shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).
>
> If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD).[2] Despite the affiliation with any Native American representatives at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98I and 5097.94(k)).
>
> The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the EIC.
>
> If the human remains are determined to be other than Native American in origin, but still of archaeological value, the remains will be recovered for analysis and subject to

[2] The "Most Likely Descendent" (MLD) is a reference used by the California Native American Heritage Commission to identify the individual or population most likely associated with any human remains that may be identified within a given project area. Under California Public Resources Code, Section 5097.98, the Native American Heritage Commission has the authority to name the MLD for any specific project and this identification is based on a report of Native American remains through the County Coroner's office. The City of Perris will recognize any MLD identified by the Native American Heritage Commission without giving preference to any particular population. In cases where the Native American Heritage Commission is not tasked with the identification of a Native American representative, the City of Perris reserves the right to make an independent decision based upon the nature of the proposed project.

curation or reburial at the expense of the project proponent. If deemed appropriate, the remains will be recovered by the Coroner and handled through the Coroner's Office. Coordination with the Coroner's Office would be through the City of Perris and in consultation with the various stakeholders.

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

References: CEC-A, CEC-B GP, GPEIR, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The Perris GP sets forth objectives and policies to promote minimizing the use of energy and instead generating electricity from renewable resources to ensure plentiful future supply and reducing the negative impacts on the environment. Specifically, the Conservation and Healthy Community Element focus on conserving, among other items, energy resources. The relevant Perris GP goals, policies, and implementation measures, which are intended to conserve energy in the City, are discussed below:

Conservation Element

Goal VIII Create a vision for energy and resource conservation and the use of green building design for the City which provides for the protection of the environment while improving the quality of life and promoting sustainability.

Policy VIII.A Adopt and maintain development regulations, which encourage water and resource conservation.

Measure VIII.A.2 Use indigenous and/or drought-resistant planting and efficient irrigation systems with smart controls in all new and refurbished commercial and industrial development projects. Also, restrict use of turf to 25% or less of the landscaped areas.

Measure VIII.A.4 Use gray water, and water-conserving appliances and fixtures within all new commercial and industrial developments.

Policy VIII.C Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).

Measure VIII.C.3 Encourage the design and construction of durable buildings that are efficient and economical to own and operate.

Measure VIII.C.4 Review new development projects for compliance with the design guidelines contained within the Sustainable Community section through Conditions of Approval and a finding that the project conforms to the General Plan.

Measure VIII.C.5 Encourage green building density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new developments.

Goal IX Encourage project designs that support the use of alternative transportation facilities.

Policy IX.A Encourage land uses and new development that support alternatives to the single occupant vehicle.

Measure IX.A.1 Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on site, car pool parking, and bus stop shelters.

Measure IX.A.2 Install bicycle paths and create secure and accessible bicycle storage for visitors and occupants within new and refurbished commercial and industrial developments.

Measure IX.A.4 Encourage building and site designs that facilitate pedestrian activity, such as locating buildings close to the street and providing direct connections to public walkways and neighboring land uses.

Measure IX.A.5 The City shall require all new public and private development to include bike and walking paths wherever feasible.

Goal X Encourage improved energy performance standards above and beyond the California Title 24 requirements.

Policy X.A Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.

Policy X.B Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.

Policy X.C Encourage strategic shape and placement of new structures within new commercial and industrial projects.

Measure X.C.1 Promote energy conservation by taking advantage of natural site features such as natural lighting and ventilation, sunlight, shade and topography during the site plan process.

Measure X.C.2 When possible, locate driveways and parking on the east and north sides of buildings to reduce heat buildup during hot afternoons.

Healthy Community Element

Policy HC 6.1: Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.

Policy HC 6.2: Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.

Implementation and Administrative Process (from Chapter 13.0 of the PVCCSP)

13.3.5 LEED Certification Eligibility

- LEED Certification Eligibility is based on LEED New Construction and the California Green Building Code (part 11 of Title 24). LEED has four levels of certification: Certified, Silver, Gold, and Platinum. The Project proponent must indicate a commitment to reach a particular level of LEED certification prior to project approval. At a minimum, the City will mandate that any new entitlement shall attempt to achieve a "Certified" status. For each level of LEED Certification that the project proponent intends to meet in excess of "certified" status, the City shall reward a corresponding level of incentive.

There are no specific policies related to energy conservation identified within the PVCCSP. However, the PVCCSP EIR includes various mitigation measures to ensure that Projects located within the PVCCSP planning area identify air quality impacts from construction and operation and mitigate any potential impacts appropriately. Project-specific and relevant mitigation measures from the PVCCSP EIR which address both potential regional and local air quality impacts are included under Section 5.3 Air Quality, of this study.

6a. **Less than significant impact with mitigation.** The analysis in this section addresses each of the six potential energy impacts identified in Appendix F of the CEQA Guidelines and utilizes the assumptions from the *Air Quality/Greenhouse Gas Analysis* (WEBB-A). Because the California Emissions Estimator Model (CalEEMod) program used in this technical report does not display the amount and fuel type for construction-related sources, additional calculations were conducted and are summarized below. These calculations are contained in Appendix L of this IS.

Appendix F of the *CEQA Guidelines* provides for assessing potential impacts that a project could have on energy supplies, focusing on the goal of conserving energy by ensuring that projects use energy wisely and efficiently. Pursuant to impact possibilities listed in *CEQA Guidelines* Appendix F, an impact with regard to energy consumption and conservation will occur if implementation of the proposed Project will:

- Result in the wasteful, inefficient, or unnecessary consumption of energy. Impacts may include:

    1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal;
    2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
    3. The effects of the project on peak and base period demands for electricity and other forms of energy;
    4. The degree to which the project complies with existing energy standards;
    5. The effects of the project on energy resources;

6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The analysis below addresses each of the six potential energy impacts identified in Appendix F of the CEQA Guidelines

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal.

Construction

Project construction would require the use of construction equipment for grading, hauling, stockpiling, and building activities, as well as construction workers and vendors traveling to and from the Project site. Construction equipment requires diesel as the fuel source (see **Table 6-A – Construction Energy Use)**.

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files as part of the *Air Quality/Greenhouse Gas Analysis* included in Appendix A of this IS. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour included in Table A9-3-E of the (SCAQMD CEQA Air Quality Handbook. Fuel consumption from construction worker and vendor/delivery trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using California Air Resources Board's (CARB-A) EMFAC 2014 model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Consistent with CalEEMod, construction worker trips were assumed to include 50 percent light duty gasoline auto and 50 percent light duty gasoline trucks. Construction vendor trucks were assumed to be medium-duty and heavy-duty diesel trucks. Please refer to Appendix L of the IS for detailed calculations.

As shown below in **Table 6-A** – **Construction Energy Use**, a total of 45,481 gallons of diesel fuel and 17,832 gallons of gasoline are estimated to be consumed during Project site construction.

Table 5.6-A – Construction Energy Use[a]

Fuel	Fuel Consumption
Diesel	
On-Road Construction Trips[b]	17,930 Gallons
Off-Road Construction Equipment[c]	27,552 Gallons
Diesel Total	**45,481Gallons**
Gasoline	
On-Road Construction Trips[b]	17,832 Gallons
Off-Road Construction Equipment[d]	-- Gallons
Gasoline Total	**17,832 Gallons**

Notes:

[a] Source: Table 1 – Total Construction-Related Fuel Consumption, Appendix L of the IS.

[b] On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod for construction in 2019 and fleet-average fuel consumption in gallons per mile from EMFAC2014 web based data for Riverside County. See Table 2 – On Road Construction Trip Estimates, Appendix L of the IS for calculation details.

[c] Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (HP)-hour, based on SCAQMD CEQA Air Quality Handbook, Table A9-3E.

[d] All emissions from off-road construction equipment were assumed to be diesel.

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Construction equipment is also required to comply with regulations limiting idling to five minutes or less (13 CCR § 2449(d)(3)), which is included in PVCCSP EIR mitigation measure **PVCCSP MM Air 4,** as described in Section 5.1 of this IS. Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. For comparison, the State of California consumed 15.5 billion gallons of gasoline and 3.1 billion gallons of diesel fuel in 2017, which is the most recent published data.[3] Thus, the fuel usage during Project construction would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in the State of California. Furthermore, it is expected that construction-related fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Operation

The Project will promote building energy efficiency through compliance with energy efficiency standards (Title 24 and CALGreen). The Project also reduces vehicle fuel usage due to compliance with regulatory programs and Project design features that reduce VMT. AB 1493 ("the Pavley Standard") requires reduction in GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and thereafter. Executive Order S-01-07 went into effect in 2010 and requires a reduction in the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. The Executive Order imposes fuel requirements on fuel that will be sold in California that will decrease GHG emissions by reducing the full fuel-cycle and the carbon intensity of the transportation fuel pool in California. The Advanced Clean Cars program, introduced in 2012, combines the control of smog, soot causing pollutants and greenhouse gas emissions into a single coordinated package of requirements for model years 2017 through 2025.

For operational activities, annual electricity and natural gas consumption were calculated using demand factors provided in the CalEEMod output as part of the greenhouse gas analysis included in Section 5.8, Greenhouse Gas Emissions, of this IS. The Project site's electrical consumption was estimated to be approximately 765,453 kWh of electricity per year[4], this is the sum of the building electricity (391,656 kWh/year) and electricity related to the Project's water consumption (373,779 kWh/year). Additionally, the Project's natural gas consumption was estimated to be approximately 301,049 kilo-British thermal units (kBTUs) or approximately 3,010 therms. [5]

In comparison to the Project, Southern California Edison (SCE) one of the nation's largest electric utilities, provides service to the City, including the Project site. As reported by the California Energy Commission (CEC), SCE consumed approximately 84 billion kilowatt-hours (kWh) in 2017 (CEC-A). Southern California Gas Company (SCG) provides natural gas service to the City. As reported by the CEC, SCG consumed approximately 5.1 billion therms in 2017 (CEC-B). At full build-out, the Project site's electricity demand would be a negligible amount of the existing electricity and the natural gas demand would be a negligible percent of the existing natural gas use in SCG's service area.

[3] *California Energy Commission Fuel Data, Facts and Statistics* available at https://www.cdtfa.ca.gov/taxes-and-fees/MVF-10-Year-Report.pdf. and https://www.cdtfa.ca.gov/taxes-and-fees/Diesel-10-Year-Report.pdf

[4] Per Table 3 – Annual Energy Consumption from Operation, Appendix J of the IS.

Energy impacts associated with transportation during operation were also assessed using the traffic data contained in the greenhouse gas analysis included in Section 5.8, Greenhouse Gas Emissions, of this IS. Based on the annual VMT, gasoline and diesel consumption rates were calculated using the Riverside County-specific miles per gallon in EMFAC2014. As shown below in **Table 6-B – Annual Fuel Consumption**, a total of 69,025 gallons of gasoline fuel and 55,024 gallons of diesel is estimated to be consumed each year. As stated above, the, the State of California consumed approximately 15.5 billion gallons of gasoline and 3.1 billion gallons of diesel fuel in 2017. Thus, the annual fuel usage during Project operation would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in California.

Table 5.6-B – Annual Fuel Consumption

Fuel Type[b, c]	Fuel Consumption (gallons/year)
Gasoline	69,025
Diesel	55,024

Notes:
[a] Source: Table 3 - Annual Energy Consumption from Operation, Appendix L of the IS.
[b] Mobile source fuel use based on annual vehicle miles traveled (VMT) from CalEEMod output (Appendix A) for operational year 2020 and fleet-average fuel consumption in gallons per mile from EMFAC2014 data in Riverside County.
[c] Mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod for construction in 2019 and fleet-average fuel consumption in gallons per mile from EMFAC2014 web based data for Riverside County. See Table 2 – On Road Construction Trip Estimates, Appendix L of the IS for calculation details.

Regulations previously identified related to energy conservation and fuel efficiency include, but are not limited to, Title 24 requirements for windows, roof systems, and electrical systems, and Pavley standards and Advanced Clean Cars Program. Additionally, mitigation measures in Section 5.3, Air Quality, also serve to reduce energy and fuel consumption. Specifically, PVCCSP EIR mitigation measures **PVCCSP MM Air 11** and **MM Air 12** reduce fuel usage by limiting truck idling times to five minutes on the site, requiring electrical hook-ups for refrigerated trucks, and requiring on-site service equipment such as forklifts to be electric or natural gas powered, respectively. PVCCSP EIR mitigation measures **PVCCSP MM Air 14** and **MM Air 18** also promote the use of efficient transportation choices such as carpool/vanpool and buses.

Collectively, compliance with regulatory programs and implementation of these mitigation measures would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy. Therefore impacts to energy resources during construction or operation will be less than significant and no additional mitigation is required beyond those required by PVCCSP EIR mitigation measures listed above.

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.

As addressed above, the Project's electricity consumption was minimal in comparison to SCE's supply. The Project will comply with applicable state, SCE, and Perris GP goals and policies that require energy conservation within the Project site. As discussed above, SCE's total electricity consumption was approximately 84 billion kilowatt-hours (kWh) in 2017. The Project demand would be a negligible amount of SCE's existing electricity use. As such, there will be adequate capacity to serve the proposed Project.

As addressed above, the Project's natural gas consumption was estimated to be approximately 301,049 kBTUs per year (or 3,010 therms per year). The Project will comply with applicable

California Public Utilities Commission (CPUC), state, SCG, and Perris GP goals and policies that require energy conservation within the Project area. As discussed above, the Project demand would be a negligible percent of SCG's existing natural gas use. As the proposed Project's overall consumption of natural gas use is comparatively insignificant to existing SCG-wide use and as SCG continuously expands its network, as needed, to meet the need in Southern California, there will be adequate capacity to serve the proposed Project. The Project would therefore not have a significant effect on local and regional energy supplies

3. The effects of the project on peak and base period demands for electricity and other forms of energy.

As described above, SCE produced approximately 84 billion kilowatt-hours (kWh) in 2017, and the Project is expected to have a negligible impact to SCE's total electricity usage. Therefore, it can be stated that the Project will not have a substantial effect on energy supplies.

The Project will meet Title 24 regulatory standards for windows, roof systems, and electrical systems. With regard to peak hour demands, purveyors of energy resources, including SCE, have established long standing energy conservation programs to encourage consumers to adopt energy conservation habits and reduce energy consumption during peak demand periods. The proposed Project supports these efforts through implementation of **PVCCSP MM Air 19** and **MM Air 20** and Perris GP policies identified above that will not only reduce energy consumption during peak hour demands, but also during the base period. To this end, the Project will not substantially affect peak and base period demands for electricity or other forms of energy, such as natural gas.

4. The degree to which the project complies with existing energy standards.

The proposed Project would be required to comply with City, state and federal energy conservation measures related to construction and operations. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation measures, as well as reducing water consumption and VMT. As described above, the proposed Project will meet and/or exceed these regulatory requirements.

The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. The proposed Project will comply with Title 24. This would be accomplished through among other things, implementation of energy reduction measures, such as energy efficient lighting and appliances. The Project would comply fully with existing energy standards.

In addition, the Project will be consistent with applicable goals and polices within the Perris GP. Through implementation of energy conservation measures and sustainable practices, the Project will not use large amounts of energy in a manner that is wasteful or otherwise inconsistent with adopted plans or policies

5. The effects of the project on energy resources.

The effects of the Project on energy supplies and resources from a capacity standpoint are described above in the preceding analysis. In regard to the effects of the Project on energy resources, the Project is required to ensure that the Project does not result in the inefficient, unnecessary, or wasteful consumption of energy. Notable regulatory measures that are discussed above include compliance with California Title 24 and CalGreen Standards, Renewable Portfolio Standards (RPS), Pavley standards and the Advanced Clean Cars Program.

Additionally, the PVCCSP EIR mitigation measure **PVCCSP MM Air 20** will reduce electricity consumption.

6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

As stated above, energy impacts associated with transportation during construction and operation of the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy through adherence to existing regulations and Perris GP policies and implementation of design features and mitigation measures. With regard to efficient transportation alternatives, the Project will provide alternative transportation choices because the Project area is near transit agency Riverside Transit Agency (RTA). The nearest bus stop, Route 19, is located on Perris Boulevard approximately 0.35 miles southeast of the Project (WEBB-E). Additionally, as discussed in Section 17, the Project will comply with Cal Green requirements and pursuant to PVCCSP EIR mitigation measures **PVCCSP MM Trans 9** and **PVCCSP MM Trans 14**, and provide bike racks and carpool/vanpool parking stalls.

6b. **Less than significant impact.** The proposed Project would be required to comply with City, state and federal energy conservation measures related to construction and operations, as noted above. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation measures, as well as reducing water consumption and VMT and increasing use of alternative fuels. The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. Further, the proposed Project will comply with Title 24. This would be accomplished through among other things, with implementation of energy reduction measures, such as energy efficient lighting and lighting control systems, appliances, and providing clean/air /vanpool parking stalls.

In addition, the Project will be consistent with applicable goals and polices within the Perris GP and the City's Climate Action Plan and CEAP. The CEAP was adopted in 2014 to improve the energy efficiency of the City. As such through compliance with Perris GP energy objectives and policies noted above, the proposed Project will meet and/or exceed these regulatory requirements. Therefore impacts to obstructing a state or local plan for renewable energy or energy efficiency during construction or operation will be less than significant.

5.7. GEOLOGY AND SOILS	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

References: AE-B, GPEIR, PVCCSP EIR, SoCalGeo-a, SoCalGeo-b, RCIT

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP Standard and Guidelines applicable to the analysis of geology and soils. By preparing this Initial Study analysis, the project has complied with the following applicable PVCCSP EIR mitigation measure:

PVCCSP MM Geo 1: Concurrent with the City of Perris' review of implementing development projects, the project proponent of the implementing development project shall submit a geotechnical report prepared by a registered geotechnical engineer and a qualified engineering geologist to the City of Perris Public Works/Engineering Administration Division for its review and approval. The geotechnical report shall assess the soil stability within the implementing development project affecting individual lots and building pads, and shall describe the methodology (e.g., over excavated, backfilled, compaction) being used to implement the project's design.

EXPLANATION OF CHECKLIST ANSWERS

7a(i). Less than significant impact. According to the *Geotechnical Investigation Proposed Warehouse Perry Street, East of Indian Avenue, Perris*, *California,* dated July 19, 2018, located in Appendix F, prepared by Southern California Geotechnical, Inc. (SoCalGeo-a), the proposed Project lies outside of any Alquist-Priolo Earthquake Fault Zone and the potential for damage due to direct fault rupture is considered low (SoCalGeo-a, p. 7).

Further, the County of Riverside ArcGIS Map for Fault Zones and Faults, shows Faults Zones and Faults outside of the Project site (RCIT). The two closest Faults Zones are more than 6 miles from the Project site; the San Jacinto Fault Zone is approximately 6.92 miles north east of the Project Site, and the County Fault Zone is approximately 7.35 miles southwest of the Project site. The San Jacinto Fault is approximately 6.92 miles north east from the Project site, and the East Walker Fault is approximately11.4 miles south west of the Project site. Therefore, since the *Geotechnical Investigation* does not identify any Alquist-Priolo Faults and Riverside County does not identify any county faults zones or faults in the vicinity of the Project site, impacts will be less than significant.

7a(ii). Less than significant impact. According to the County of Riverside ArcGIS Map for Fault Zones and Faults, the proposed Project site is located approximately 6.92 miles south east of the San Jacinto Fault Zone; the geotechnical report did not find evidence of significant fault rupture (SoCalGeo-a, p. 8). The Project site may experience ground shaking and earthquake activity that is typical of the Southern California area. However, the proposed Project would be required to implement all requirements of the current edition of the California Building Code (CBC), applicable to the Project, which provides criteria for the seismic design of buildings. Therefore, impacts are less than significant.

7a(iii). Less than significant impact. Liquefaction occurs when shallow, fine to medium-grained sediments saturated with water are subjected to strong seismic ground shaking. It generally occurs when the underlying water table is 50 feet or less below the surface. The County of Riverside ArcGIS Map for Liquefaction indicates that the proposed Project site is has low liquefaction potential (RCIT).

As described in the *Geotechnical Investigation* (SoCalGeo-a), the Project site is located in a zone of low liquefaction susceptibility. Seven boring locations were tested at this site as part of the *Geotechnical Investigation*. The conditions at these boring locations indicate that the soils consist of well-graded moderate to high strength native alluvial soils and do not present evidence of long-term groundwater table within the bore locations. The liquefaction evaluation indicated liquefaction is not a design concern for this Project. Additionally, the *Results of Infiltration Testing* memorandum prepared by SoCalGeo dated October 26, 2018 (SoCalGeo-b) located in Appendix F.1, indicated that a deeper soil boring did not encounter groundwater to the depth explored at 25 feet below grade. At the closest monitoring well located approximately 550 feet southwest of the Project site, the highest groundwater level was recorded at

approximately 81 feet in April 2017 (SoCalGeo-b, p. 2). Therefore, impacts will be less than significant.

7a(iv). No impact. A combination of geologic conditions leads to landslide vulnerability. These include high seismic potential; rapid uplift and erosion resulting in steep slopes and deeply incised canyons; highly fractured and folded rock; and rock with inherently weak components such as silt or clay layers. The most significant factors that contribute to slope failure include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. The PVCCSP is located in an area that is relatively flat and it is not located near any areas that possess potential landslide characteristics. As the proposed Project site is within the PVCCSP, no impacts related to landslides are anticipated because the vicinity does not have characteristics necessary to generate an appreciable landslide risk. Therefore, no impact will occur.

7b. Less than significant impact. Once the proposed Project is operational, the majority of the Project site will be paved and developed with a warehouse facility; therefore, no soil erosion is anticipated with long-term operation of the site.

Construction activities have the potential to result in soil erosion or the loss of topsoil. However, erosion will be addressed through the implementation of existing State and Federal requirements, and minimized through compliance with the National Pollutant Discharge Elimination System (NPDES) general construction permit which requires that a storm water pollution prevention plan (SWPPP) be prepared prior to construction activities and implemented during construction activities. The preparation of a Storm Water Pollution Prevention Plan (SWPPP) will identify Best Management Practices (BMPs) to address soil erosion. Upon compliance with these standard regulatory requirements, the proposed Project is not anticipated to result in substantial soil erosion or the loss of topsoil. Therefore, impacts are less than significant.

7c. Less than significant impact. As discussed in Threshold 7a.iii, the *Geotechnical Investigation* indicates a low potential for liquefaction. Additionally, the proposed Project site is located in a relatively flat area, as discussed in Threshold 7a.iv, and landslides do not pose a significant risk at the site. This analysis addresses impacts related to unstable soils, as a result of lateral spreading, subsidence, or collapse.

Lateral Spreading: Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. According to the *Geotechnical Investigation*, there is low liquefaction potential within the Project site. Combined with the relatively flat topography, the likelihood of lateral spreading is low. Therefore, impacts will be less than significant (SoCalGeo-a, p.10).

Subsidence: Seismic ground subsidence (not related to liquefaction induced settlements) occurs when strong earthquake shaking results in the densification of loose to medium density sandy soils above groundwater. The *Geotechnical Investigation* indicates that the subsidence should be 0.10 feet due to earthwork operations. Since the proposed Project is required to be constructed in accordance with recommendations contained within the Project-specific *Geotechnical Investigation*, the subsidence factor will be incorporated into final grading plans. Therefore, impacts will be less than significant.

Collapse: According to the *Geotechnical Investigation*, the structures and grading will be safe from excessive settlements under the anticipated design loadings and conditions by following

the recommendations and guidelines of the Geotechnical Investigation (SoCalGeo-a, p.10). Since the proposed Project is required to be constructed in accordance with recommendations contained within the *Geotechnical Investigation*, the potential for collapse will be incorporated into final grading and building plans. Therefore, impacts will be less than significant.

To lessen the potential impacts of subsidence and collapsible soils at the site, the proposed Project will be constructed in accordance with the requirements of the most recent California Building Code and the recommendations of the *Geotechnical Investigation.* Therefore, impacts related to unstable geological units or soils are less than significant.

7d. **Less than significant impact.** The *Geotechnical Investigation* indicates that the upper on-site soils possess very low non-expansive potential (Expansion Index= 1 and 0). Based on this very low non-expansive potential, no design considerations related to expansive soils were required for this Project. Therefore, impacts will be less than significant.

7e. **No impact.** The proposed Project will connect to the existing sewer system and will not require use of a septic tank. Therefore, no impacts are anticipated.

7f. **Less than significant impact with mitigation.** A *Paleontological Technical Memorandum* dated June 2019 was prepared by Applied EarthWorks (*Æ*), located in Appendix E, to summarize *Æ* s paleontological resources assessment findings. *Æ* research included a geological map, a paleontological literature review, a museum records search within the Project area, offsite storm water connections, potential signalization of the intersection of Indian Avenue and Perry Street, and a one-mile radius around the Project site and a site survey. Maximum depth of ground disturbance will be 6 feet.

The proposed Project is situated within the central part of the Perris Block, a relatively stable rectangular structural unit positioned between the Elsinore and San Jacinto fault zones. The geology in the vicinity of the Project area consists of Quaternary alluvium unconformably overlying Mesozoic plutonic rocks of the Peninsular Ranges batholith. Pleistocene-age deposits similar to those mapped in the Project area have yielded scientifically significant paleontological resources throughout southern California from the coastal areas to the inland valleys. The nearest recorded fossil locality from literature is approximately 4 miles east of the Project area near the community of Lakeview. At this locality, a diverse assemblage of fossils has been recovered, including Mammuthus sp. (mammoth), Smilodon sp. (sabre-toothed cat), Equus sp. (extinct horse), Bison sp. cf. B. antiquus (bison), and numerous small mammals, reptiles, invertebrates, and plants (AE-B, p. 3).

According to the Perris GP Conservation Element, the Project is within Paleontological Sensitivity Area 1 (High Sensitivity) and exhibits surface exposures of older Pleistocene valley deposits. These have high potential to contain significant fossil resources (Perris GP; Conservation Element, pp. 26-27). Further, the entire site is mapped as High B, according to the County of Riverside 2015 sensitivity scale, and fossil resources may occur at depths greater than 4 feet (AE-B, p.4). *Æ* conducted a pedestrian field survey at the site on May 31, 2019, which consisted of walking the site and examining the ground surface every 15 meters. The field survey did not result in an exposed resources due to the surface being previously disturbed. The field survey did confirm there are older Pleistocene valley deposits (AE-B, p. 4). Since the maximum depth ground disturbance may reach 6 feet, further paleontological resource management, including construction monitoring, will be required prior to issuance of the grading permits. Thus, with implementation of mitigation measure **MM GEO 1**, the proposed Project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, impacts will be less than significant with mitigation.

MM GEO 1: Prior to the issuance of grading permits, if grading and excavation activities will occur at depths greater than 4 feet, the project applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her paleontological monitor representative) during on-site and off-site subsurface excavation that exceeds three (3) feet in depth. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the paleontologist has been approved by the City.

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

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

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

5.8. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

References: CARB-C, CAP, ICC, WEBB-A

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP Standard and Guidelines related to greenhouse gas emissions included in the PVCCSP or its associated PVCCSP EIR.

Explanation of Checklist Answers

8a. **Less than significant impact.** The City does not have an adopted threshold of significance for GHG emissions. For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. The SCAQMD's adopted numerical threshold of 10,000 metric tons carbon dioxide equivalent ($MTCO_2e$) per year for industrial stationary source emissions is selected as the significance criterion. The SCAQMD-adopted industrial threshold was selected by the City because the proposed Project is more analogous to an industrial use than any other land use such as commercial or residential in terms of its expected operating characteristics. The *Air Quality /Greenhouse Gas Analysis* prepared by Albert A. Webb Associates dated April 16, 2019 (WEBB-A), estimated greenhouse gas (GHG) emissions from construction (inclusive of all road and off-site improvements including construction of interim earthen channel), area sources, energy, mobile sources, solid waste and water-related energy usage. Evaluation of the **Table 5.7-A – Total Project-Related Equipment GHG Emissions**, below indicates that the total GHG emissions generated from the Project is approximately 1,525.52 $MTCO_2e$/yr which includes construction-related emissions amortized over a typical project life of 30 years.

Table 5.7-A – Total Project-Related Equipment GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Amortized Construction	--	--	--	21.61
Area	0.01	0.00	0.00	0.01
Energy	140.86	0.01	0.00	141.40
Mobile	1,170.17	0.04	0.00	1,171.29
Solid Waste	13.87	0.82	0.00	34.35
Water	127.80	0.90	0.02	156.86
Total	**1,452.71**	**1.77**	**0.02**	**1,525.52**

Source: WEBB-A, Table 9 (Appendix A).
Note: Emissions reported as zero are rounded and not necessarily equal to zero.

The total GHG emissions from the Project is below the SCAQMD recommended screening level of 10,000 $MTCO_2e$/yr for industrial projects. Therefore, the proposed Project will not generate GHG emissions, directly or indirectly, that have a significant effect on the environment. Although not considered to be significant, the implementation of the applicable air quality mitigation measures **PVCCSP MM Air 2, PVCCSP MM Air 4** through **PVCCSP MM Air 7, PVCCSP MM Air 11** through **PVCCSP MM Air 14, PVCCSP MM Air 18,** and **PPCCSP MM Air 20** from the PVCCSP EIR, as discussed in the Air Quality section of this Initial Study, would further reduce the GHG emissions associated with the proposed Project.

8b. **Less than significant impact.** CEQA allows lead agencies to consider whether regulatory programs are adequate to reduce a project's potentially significant environmental effects. Under AB 32, the State's emission inventory must be reduced to 1990 levels by 2020. Most of the reductions required to reach AB 32's 2020 reduction target will be achieved by regulations that apply to both existing and new development, including the Renewable Portfolio Standard (RPS), Pavley standards, Low Carbon Fuel Standards (LCFS), landfill regulations, regulations and programs on high global warming potential (GWP) gases, initiatives on water conservation (such as SB X7-7), and the indirect influence of the Cap and Trade system on electricity and transportation fuel prices. These regulations are sufficient to achieve AB 32's goal to reduce statewide GHG emissions to 1990 levels by 2020. The CARB 2017 Scoping Plan includes a regulatory strategy that will result in the State achieving the SB 32 target by 2030 (CARB-C).

As described in *Threshold 8a* above, the proposed Project will not generate a significant amount of GHG emissions. Therefore, the proposed Project does not conflict with and would not obstruct implementation any regulation adopted for the purpose of reducing the GHG emissions and any impacts are considered less than significant.

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

References: APEX-A, APEX-B, ALUC, CCR, CFR, CHSC, COR-MHMP, GP, GPEIR, PPVCCSP EIR, PVCCSP

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to development within the Airport Influence Zones I and II. These Standards and Guidelines summarized below are incorporated as part of the proposed Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

Airport Overlay Zone (from Chapter 12.0 of the PVCCSP)

12.1 Prohibited Uses in Airport Overlay Zones. This section identifies restrictions within the Clear Zone (CZ), Accident Potential Zone I (APZ-1), and Accident Potential Zone II (APZ-II) which are located within the PVCCSP area.

12.1.1 Compatibility with March Air Reserve Base

The PVCC is located in MARB Airport Influence Zones I and II; therefore, all development within the plan shall comply with the following measures:

- Avigation Easement
- Noise Standard
- Land Use and Activities
- Retention and Water Quality Basins
- Notice of Airport in the Vicinity
- Disclosure
- Lighting Plans
- Height Restrictions per Federal Aviation Regulations Part 77
- Clear Zone (Surface B)
- Approach/Departure Clearance Surface (Surface C)
- Inner Horizontal Surface (Surface E)
- Conical Surface
- Form 7460 (Notice of Proposed Construction or Alteration)

Section 4.2.1, General On-site Project Development Standards and Guidelines, of the PVCCSP, also prohibits uses that could affect MARB, avigation easements, APZs, consistent with Section 12.

The PVCCSP EIR mitigation measures that are applicable to the proposed Project are incorporated into the following analysis.

EXPLANATION OF CHECKLIST ANSWERS

9a.-9b. Less than significant impact. According to the PVCCSP EIR, all new development within the PVCCSP area will be required to comply with the regulations, standards, and guidelines established by the Environmental Protection Agency (EPA), the State, and City related to storage, use, and disposal of hazardous materials and the risk of the public's potential exposure to hazardous substances is considered less than significant.

The proposed Project site has a PVCCSP land use designation of Light Industrial, which does allow for assembly of non-hazardous products and materials. Because the exact tenants of the proposed building are unknown at this time, there is the potential that hazardous materials such as petroleum products, pesticides, fertilizer, and other household hazardous products may be stored and transported from the proposed facility. However, these hazardous materials would not be manufactured at the Project site and would only be stored short-term before transport.

A number of federal and state agencies prescribe strict regulations for the safe transportation of hazardous materials. Hazardous material transport, storage and response to upsets or accidents are primarily subject to federal regulation by the United States Department of Transportation (DOT) Office of Hazardous Materials Safety in accordance with Title 49 of the Code of Federal Regulations. California regulations applicable to Hazardous material transport, storage and response to upsets or accidents are codified in Title 13 (Motor Vehicles), Title 8 (Cal/OSHA), Title

22 (Management of Hazardous Waste), Title 26 (Toxics) of the California Code of Regulations (CCR), and the Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), which describes strict regulations for the safe transportation and storage of hazardous materials.

As the proposed Project will be required to comply with all applicable federal and state laws related to the transportation, use, storage and response to upsets or accidents that may involve hazardous materials would reduce the likelihood and severity of upsets and accidents during transit and storage, it is not expected to result in the use of large amounts of hazardous materials that would create a hazard to the public or environment. Therefore, impacts are less than significant.

9c. **No impact.** The proposed Project site is not located within one-quarter mile of an existing or proposed school. The closest school is Triple Crown Elementary School which is approximately 2.3 miles southeast of the proposed Project site. Thus, the proposed Project will not emit hazardous emissions or handling hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impacts are anticipated.

9d. **Less than significant impact.** Two Environmental Site Assessments (ESA) were conducted: a *Phase I Environmental Site Assessment* dated July 24, 2018, and a *Phase II Environmental Site Assessment* dated September 6, 2018 located in Appendix G.1 and Appendix G.2, prepared by Apex (APEX) for the proposed Project site.

Phase I Environmental Site Assessment

Information from standard federal and state environmental record sources was provided through Environmental Data Resources, Inc. (EDR). The Project site was not identified on any of the federal, state, tribal, or EDR Proprietary databases reviewed.

Four Leaking Underground Storage Tanks (LUST) facilities were identified within one-half (0.5) mile of the proposed Project site. These facilities are located southeast of the site and in excess of one-quarter mile of the Project site. The associated leaking cases were closed by the regulatory agencies. Therefore, the identified facilities are not considered a recognized environmental condition for the Project site.

Two facilities were identified on the Statewide Environmental Evaluation and Planning System (SWEEPS UST) and Facility Inventory Database (CA FID UST) databases. This facility is at a lower elevation of the Project site and it is located approximately 0.205 miles (1,084 feet) southeast of the Project site. Based on the distance and gradient consideration, this facility is not considered a recognized environmental condition for the proposed Project site.

Apex conducted a reconnaissance visit to the Project site on July 11, 2018. No evidence of the use of hazardous materials, petroleum products or hazardous wastes was observed on the Project site. Additionally, no obvious indications of hazardous waste generation, storage or disposal, no storage of regulated waste or biomedical waste, no evidence of existing underground storage tanks or aboveground storage tanks were observed on the Project site. No obvious indication of unusual odors, drums, wells, septic systems, stressed vegetation, concrete staining, pits, ponds, or lagoons was present on the proposed Project site. Therefore, according to the reconnaissance visit conducted for the *Phase I Environmental Site Assessment,* Apex did not identify anything from the site reconnaissance that would qualify as Recognized Environmental Conditions (REC) in connection with the Property.

According to aerial photographs ranging from 1938 to 2016, the proposed Project site has been used either for agriculture or undeveloped with no structures over that span of time. Historical use records confirm that the Project site was cultivated agricultural land for at least 29 years and likely to have included the application of pesticides and herbicides, as well as the potential application of nitrate containing fertilizers, for that period of time. Apex considers the historic usage of the Subject Property a REC.

Phase II Environmental Site Assessment

Based on the Phase I ESA findings, Apex prepared a Phase II ESA to collect soil samples at three depths for analysis of pesticides and herbicides to determine impacts from historical agricultural use. Apex conducted a site visit on August 7, 2018 to collect soil samples at six boring locations; three soil samples were collected at each boring location at depths of 0.5 foot, 2-feet and 5-feet below ground surface. The 18 soil samples were compared to the U.S. Environmental Protection Agency (USEPA) Regional soil screening levels and the California Department of Toxic Substances Control (DTSC) recommended screening levels for commercial/industrial settings.

The soil sample results show that the Project site is suitable for unrestricted commercial development; specifically, metal concentrations do not exceed USEPA and DTSC screening levels for commercial development. In addition, while two pesticide compounds were detected in the soil samples, the maximum concentration of 0.0085 mg/kg was well below the USEPA reporting limits of 8.5 mg/kg; therefore, since the Project is not located on a hazardous site it would not create a significant impact and impacts are less than significant.

9e. **Less than significant impact with mitigation.** The proposed Project site is located approximately one and one-half miles southeast of the March Air Reserve Base (MARB), and is subject to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP). The MARB/IPA LUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The proposed Project site is within three zones: Zone B1-APZ II, Zone B2, and Zone C1 and is required to go to the Airport Land Use Commission (ALUC) for review and consistency determination.

The City's noise compatibility standards in the Perris Municipal Code Section 19.51.080, prevents the establishment of noise-sensitive land uses such as new residences, schools, libraries, museums, hotels, motels, hospitals, nursing homes, places of worship, in portions of the airport environ that are exposed to significant levels of aircraft noise. The potential noise contours for the MARB ranges from 60-75 CNEL. According to MARB/IPA LUCP, the proposed Project site is within the 60 CNEL aircraft noise contour. Since the proposed Project use is not a noise- sensitive land use, the proposed Project would not expose people working in the Project area to excessive noise levels.

Density requirements for Zone B1-APZ II include an average of 50 people/acre or 100 people/single acre; also, hazards to flight including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations are prohibited. According to the Perris Municipal Code Chapter 19.51 March ARB/IP Airport Overlay Zone (MOAZ), the proposed Project will not be required to obtain ALUCs approval, since the Project will comply with the airport influence area requirements. For this Project, approximately 1.1 acres of the proposed Project are within B1-APZ II; of that, 22,122 square feet of the warehouse portion of the building is within B1-APZ II. Using the *Airport Land Use Compatibility Plan Policy Document – Appendix C – Methods for Determining Concentrations of People, Table C1,* for B1-APZ II, the minimum square footage per occupant for warehouse uses is 500 square feet. Assuming 500

square feet per occupant, this portion of the building will be occupied by up to 45 people. As noted above, for this Zone an average of 50 people per acre is allowable; therefore, the Project complies with the MARB/IPA LUCP density requirements. Due to its location relative to the runway, the Federal Aviation Administration requires an obstruction evaluation to be conducted before construction starts. The Project applicant requested the obstruction evaluation from the FAA in June 2019. The FAA determined that the Project does not exceed construction standards and would not be a hazard to air navigation on a letter dated June 26, 2019, included in this IS as Appendix N. Further, the Project's applicant is required to file FAA Form 74602-5, Notice of Actual Construction of Alteration to FAA within five days after the building reaches its greatest height.

The ALUC ensures that any applicable measures to minimize the Project's impacts upon MARB are applied to the proposed Project. These include shielding of outdoor lighting, airport compatibility-related Project approval requirements, and prohibitions of certain uses and activities that may be inconsistent with the nearby airport uses. Thus the risk level associated with Zone B1-APZ II, Zone B2, and Zone C1 will be mitigated by adherence to ALUC requirements and the Perris Municipal Code Chapter 19.51.

Although the impacts associated with aircraft activities would be less than significant, the proposed Project is required to comply with the following mitigation measures identified in the PVCCSP EIR, **PVCCSP MM Haz 2** through **PVCCSP MM Haz 6**, to reduce impacts associated with MARB operations. Therefore, the proposed Project will not result in a safety hazard to people working in the Project area and impacts will be less than significant with mitigation:

> **PVCCSP MM Haz 2**: Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the MARB/March Inland Port Airport Authority.
>
> **PVCCSP MM Haz 3**: Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.
>
> **PVCCSP MM Haz 4**: The following notice shall be provided to all potential purchasers and tenants:
>
> > "This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)."
>
> **PVCCSP MM Haz 5**: The following uses shall be prohibited:
>
> a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

PVCCSP MM Haz 6: A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment would encroach into the 100-to-1 imaginary surface surrounding the MARB. If it is determined that there would be an encroachment into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division would work with FAA to resolve any adverse effects on aeronautical operations.

9f. **Less than significant impact.** The City of Perris participates in the County of Riverside Multi-Jurisdictional Hazard Mitigation Plan (COR-MHMP), which outlines requirements for emergency access and standards for emergency responses. The PVCCSP determined that because emergency access will be maintained and improved throughout the Specific Plan area in accordance with the MHMP, development within the PVCCSP will not interfere with adopted emergency response plans.

Once the Project is constructed, emergency access to the proposed Project site will be maintained via driveways along Perry Street and Barrett Avenue, consistent with requirements outlined in the MHMP. Additionally, the proposed Project is consistent with the requirements outlined in the PVCCSP; therefore, the proposed Project will have a less than significant impact on implementation of the adopted emergency response plan.

9g. **No impact.** Pursuant to the findings of the PVCCSP EIR, the proposed Project site is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected; further, the Perris GP does not designate this area to be at risk from wildland fires. Although there are currently several isolated vacant lots in the proposed Project vicinity, the area surrounding the proposed Project is largely developed and would not likely aid the spread of wildfire. Therefore, no direct or indirect impacts due to wildland fire are anticipated.

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

References: FEMA, GP, GPEIR, PVCCSP EIR, SWRCB, WEBB-C, WEBB-D

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to water quality and hydrology. These Standards and Guidelines are summarized below, are incorporated as part of the proposed Project, and are assumed in the analysis presented in this section. There are no mitigation measures for hydrology and water quality included in the PVCCSP EIR.

On-Site Design Standards and Guidelines (from Chapter 4.0 of the PVCCSP)

4.2 On-Site Standards and Guidelines

4.2.2 Site Layout for Commerce Zones

4.2.2.7 Water Quality Site Design

General Standards. Refer to NPDES Permit Board Order R8-2010-0033 for complete and current information on water quality management standards.

Water Quality Management Plan. Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the most recently adopted Riverside County MS4 NPDES Permit. The MS4 Permit requires that applicable new development and redevelopment projects implement the following:

- Design the site to minimize imperviousness, detain runoff, and infiltrate, reuse or evapotranspirate runoff where feasible.
- Cover or control sources of stormwater pollutants.
- Use LID to infiltrate, evapotranspirate, harvest and use, or treat runoff from impervious surfaces.
- Ensure runoff does not create a hydrologic condition of concern.
- Maintain Stormwater BMPs.

Low Impact Design. According to the State Water Resources Control Board, Low Impact Design (LID) is "a sustainable practice that benefits water supply and contributes to water quality protection. The goal of LID is to mimic a site's predevelopment hydrology. The seven mandatory BMP types to be implemented on project sites:

- Infiltration Basins
- Infiltration Trenches
- Permeable Pavement
- Harvest and Reuse
- Bioretention Facilities
- Extended Detention Basins
- Sand Filter Basins

The NPDES permit requires that the design capture volume be first infiltrated, evapotranspirated, or harvested and reused. When sure retention methods are infeasible, the remainder of the volume can be biotreated. The steps to this approach include:

- Optimize the Site Layout
- Preserve existing drainage patterns
- Protection of existing vegetation and sensitive areas
- Preserve natural infiltration capacity

Minimize impervious area

- Disperse runoff to adjacent pervious areas
- Delineate drainage management areas

- Classify and Tabulate DMAs and determine runoff factors for
    - Self-treating areas
    - Self-retaining areas
    - Areas draining to self-retaining areas
    - Areas draining to BMPs

Source Control. Source control features are also required to be implemented for each project as part of the Final WQMP. Source control features include permanent (structural) or operational and are those measures which can be taken to eliminate the presence of pollutants through prevention. Steps to selecting Source Control BMPs include:

- Specify source control BMPs
- Identify pollutant sources
- Note locations on project-specific WQMP exhibit
- Prepare a table and narrative
- Identify operational source control BMPs

BMP Features in "Visibility Zone". Treatment control BMPs adjacent to the public right-of-way must drain properly to adequate storm drain facilities. If no storm drain is available, alternative drainage shall be proposed for approval by City Engineer. Treatment control BMPs are not to be placed within public right-of-way.

Open Jointed Surfaces for Sidewalks. Interlocking pavers, porous pavement and pervious concrete or other surfaces.

Open Jointed Surfaces in Low Traffic Areas. Open jointed surfaces or porous concrete in low-traffic areas of parking lots and for patios and sidewalks.

Filter Strips. Vegetated areas consisting of grass turf or other low lying, thick vegetation intended to treat sheet flow from adjacent impervious areas shall be considered for use adjacent to parking lots, sidewalks, and roads.

Filter Strip Adjoining Impervious Surfaces. Filter strips should adjoin impervious surfaces where feasible.

Roof Runoff Discharge into Landscape Area. Discharge to landscaped areas adjacent to the buildings.

Second Treatment of Roof Water. If roof runoff cannot be conveyed without mixing with on-site untreated runoff, the roof runoff will require a second treatment.

Covered Trash Enclosures. Trash enclosures covers must be provided.

Industrial Design Standards and Guidelines (from Chapter 8.0 of the PVCCSP)

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

8.2.1.8 Water Quality Site Design

Runoff from Loading Docks. Runoff from loading docks must be treated for pollutants of concern prior to discharge from the site.

Truck wells. Truck-wells are discouraged due to potential clogging of sump condition storm drain inlets. If used, run-off needs to run through landscape before discharging from site.

EXPLANATION OF CHECKLIST ANSWERS

10a. Less than significant impact with mitigation. The Santa Ana Regional Water Quality Control Board (SARWQCB) sets water quality standards for all ground and surface waters within the region including the City of Perris. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives).The proposed Project site is located within the Santa Ana Watershed and San Jacinto Sub-Watershed. Runoff from the PVCCSP area discharges into the Perris Valley Storm Drain (PVSD), which is tributary to the San Jacinto River, Canyon Lake, and Lake Elsinore. Canyon Lake is currently listed as an impaired waterbody on the Clean Water Act (CWA) Section 303(d) List because it exceeds water quality objectives for nutrients and pathogens and Lake Elsinore is listed as an impaired water body due to nutrients, organic enrichment/low dissolved oxygen, PCBs, sediment toxicity, and unknown toxicity.

Activities associated with the construction of the proposed Project would include grading, which may have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, paint) and silt off-site which could impact water quality. However, the Project developer is required to prepare a SWPPP pursuant to the statewide Construction General Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009 and effective as of July 2, 2010) issued by the State Water Resources Control Board (SWRCB) for construction projects that will reduce any potential construction-related water quality impacts to a less than significant level.

Development of the proposed Project would add impervious surfaces to the site through the warehouse building and associated parking, loading areas, and drive aisles. By increasing the percentage of impervious surfaces on the site, less water would percolate into the ground and more surface runoff would be generated. Paved areas and streets would collect dust, soil and other impurities that would then be assimilated into surface runoff during rainfall events. Operation of the Project has the potential to release pollutants resulting from replacing vacant land with roadways, walkways, and parking lots. These improvements may potentially impact water quality. However, according to the *Project-Specific Water Quality Management Plan* (WQMP) prepared by Albert A. Webb Associates revised February 2019 (WEBB-C), located in Appendix H, impervious area was minimized given the proposed site usage, required materials, and the landscaping pervious cover. The Project exceeds the City's required landscape by 2.5 percent by providing approximately 43,031 sf, or approximately 14 percent of the total Project landscaping, compared to the City's required 12 percent.

In addition, according to *Preliminary Drainage Study* prepared by Albert A. Webb Associates revised February 2019 (WEBB-D), Appendix I, on-site flows generated by the proposed Project will surface flow through the Project site utilizing curb and gutter, curb cuts, and u-channels. A subsurface storm drain, Line A, will convey flows into the proposed bio-retention basin located in the southeasterly corner. A second subsurface storm drain, Line B, will connect the bio-retention basin to an existing facility, Lateral E-11, located in Perris Boulevard. The bio-retention basin will collect the runoff from the whole site, treat the required water quality volume from the design storm event before discharging to Lateral E-11, which then flows into Master Drainage

Plan (MDP) facilities including Line E located along Ramona Expressway. The City is planning to construct Line E as a City capital improvement project funded by MDP fees collected from other developments in the Line E watershed as well as MDP fees from the Project. Flow ultimately discharges into the PVSD which drains into the San Jacinto River before finally reaching Canyon Lake and Lake Elsinore (WEBB-D, pp. 1-1, 3-1).

The proposed bio-retention basin is a shallow, vegetated basin with an engineered soil media underlain by underdrains that will outlet to Line B. Stormwater treatment in the basin is achieved through plant uptake of pollutants in the root zone. The basin is designed to capture the required water quality volume from the design storm event, and because the Project site is exempt from Hydrologic Conditions of Concern (HCOC), retaining the excess volume above and beyond the water quality volume is not required. The excess volume will be convey through the basin and into Line B. Pursuant to PVCCSP EIR mitigation measure **PVCCSP MM Haz 5**, all retention and water quality basins shall be designed to drawdown within 48 hours of a rainfall event. The Preliminary WQMP has been submitted to the City Public Works Department for review. Prior to issuance of a grading or building permit, a final WQMP will be required for the Project.

The proposed Project will also implement source control and operational BMPs such as designing landscape to minimize irrigation, runoff, and the use of fertilizers, maintaining landscaping using minimal or no pesticides, utilizing covered and leak proof trash dumpsters, sweeping and litter control of loading areas, and collecting wash water containing any cleaning agent or degreaser in order to prevent pollutants from entering runoff.

The proposed Project incorporates site design, source control and treatment control BMPs to address storm water runoff. An onsite bio-retention basin is also included to treat storm water runoff before it leaves the site. Thus, through BMPs combined with compliance with existing regulations the proposed Project will not violate water quality standards, waste discharge requirements, or otherwise degrade surface or ground water quality. Therefore, impacts are less than significant.

10b. **Less than significant impact.** The proposed Project site overlies the bounds of the San Jacinto Groundwater Basin 8-005 and the Perris North Groundwater Management Zone (GMZ). Eastern Municipal Water District (EMWD) manages groundwater resources in this area by implementing the *West San Jacinto Groundwater Management Plan.* In addition, EMWD has led the development of a Groundwater Sustainability Agency (GSA) that will prepare a Groundwater Sustainability Plan (GSP) by 2022 pursuant to the Sustainability Groundwater Management Act of 2014 (SGMA).

As described in the WQMP, onsite soils have poor rates of infiltration; therefore, the Project site would not be expected to contribute significantly to the underlying groundwater basin. While the proposed Project will increase the amount of impervious surfaces, the impervious area was minimized given the proposed site usage and required materials. The minimum landscaping pervious cover was achieved per the Perris Municipal Code. Due to the proposed Project's small size in relationship to the total size of the groundwater basin and implementation of BMPs as described in *Threshold 10a* above, there will not be a substantial effect upon sustainable groundwater management of the basin. Further, the Project is a part of the PVCCSP, for which EMWD prepared a Water Supply Assessment (WSA) pursuant to SB 610. The WSA determined that EMWD has sufficient water supplies to meet the future demand from buildout of the PVCCSP and that the Project site's land use type has been accounted for in the water supply and water demand projections in EMWD's Urban Water Management Plan (UWMP) (see further discussion in Utilities and Service Systems thresholds, herein). Therefore, the Project will not substantially decrease groundwater supplies. Therefore, impacts will be less than significant.

10c(i). Less than significant impact. There are no streams or rivers currently mapped at the Project site, and the Project site is not impacted by any off-site flows. According to the *Preliminary Drainage Study*, the Project site is relatively flat and currently slopes at approximately 0.30 percent (WEBB-D). The existing drainage pattern for the site and the general area is characterized by sheet flows that follow the gentle slope to the southeast corner of the Project site. Development of the proposed Project will maintain the existing drainage pattern by conveying runoff utilizing curb and gutter and a subsurface storm drain (Line A) to convey flow into a proposed bio-retention basin located in the southeasterly corner. Subsurface storm drain Line B will also be used to connect the bio-retention basin to an MDP Facility, Lateral E-11, located in Perris Boulevard. (WEBB-D, p. 1-1). Lateral E-11 will convey site flows to the south to Line E located north of Ramona Expressway, which outlets at the PVSD, a regional flood control facility.

Therefore, the proposed Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite. Thus, impacts will be less than significant.

10c (ii). Less than significant impact. On-site flows generated by the proposed Project will be collected and conveyed using a combination of surface flows, gutters, inlets and subsurface storm drains to convey flows to the proposed on-site bio-retention basin. The total discharge from the basin will flow into existing Lateral E-11, which is built to ultimate capacity. The RWQCB has deemed this area exempt from HCOC; therefore additional holding capacity in the basin is not required. (WEBB-C, p. 23). The proposed Project's on-site subsurface storm drain systems will adequately convey flows to the basin and provide flood protection for the 100-year storm event (WEBB-D, pp. 3-1, 4-1). In addition, the proposed bio-retention basin will adequately treat on-site flows. Therefore, the proposed Project will not impact flooding condition to upstream or downstream properties. Thus, the proposed Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in onsite or offsite flooding. Therefore, impacts will be less than significant.

10c (iii).Less than significant impact. As described in Threshold 10c(i) above, on-site flows generated by the proposed Project will be collected and conveyed using a combination of surface flows, gutters, inlets and subsurface storm drains to convey flows to the proposed on-site bio-retention basin. The total discharge flows into existing Lateral E-11, which then flows into interim MDP facilities that outlet into the PVSD. The PVSD is an earthen flood control channel and a MDP facility designed to accommodate flows from the Perris Valley watershed in a 100-year storm event after development of the watershed, including development within the PVCCSP.

The proposed Project's on-site subsurface storm drain systems will adequately convey flows to the basin and provide flood protection for the 100-year storm event. Downstream facilities are either built to ultimate capacity taking into account the additional runoff from development of the Project site or interim condition and deemed to be sufficient. Therefore, the proposed Project will not impact flooding condition to upstream or downstream properties. As such, impacts related to the Project's runoff will be less than significant.

10c (iv).Less than significant impact. As shown on Federal Emergency Management Agency (FEMA) Panel No. 06065C1430H, the proposed Project site is located within Zone X and is outside the 500-year floodplain. According to the *Preliminary Drainage Study*, the proposed Project's on-site subsurface storm drain systems will adequately convey flows to the basin and provide flood

protection for the 100-year storm event. Thus, the proposed Project will not impede or redirect flood flows and impacts are less than significant.

10d. **Less than significant impact.** According to the Perris GP EIR (GPEIR) Exhibit 4.5-12, the proposed Project site is within the Dam Inundation Area for the Lake Perris Dam. Approximately one acre of the Project's northeastern portion of the site is located within the Lake Perris dam inundation zone. Projected water flows from failure of the Perris Dam are based on a scenario in which a full reservoir completely empties and does not account for run-off from other sources. The California Department of Water Resources (DWR) identified potential seismic safety risks in a section of the foundation of the Perris Dam. In April 2018, DWR completed a major retrofit to Perris Dam in Riverside County as part of a statewide effort to reduce seismic risks to dams. Upgrades to the 130-foot tall, earthen dam included strengthening roughly 800,000 cubic yards of foundation material by mixing cement with soil and reinforcing it with a 1.4 million-cubic-yard earthen stability berm placed on the downstream side of the dam. The dam upgrades were designed to withstand a magnitude 7.5 earthquake. (DWR 2018.) For these reasons, impacts related to the release of pollutants due to inundation are considered less than significant.

10e. **Less than significant impact.** Substantial regulation currently exists that addresses stormwater runoff and keeping non-stormwater pollutants out of receiving waters, including the statewide CGP (i.e. SWPPP) and the MS4 Permit (i.e. WQMP). The Project will be conditioned to comply with these regulations as described in Threshold 10a above. Through compliance with said regulations, the Project will be consistent with the SARWQCB Water Quality Control Plan (Basin Plan). Because the Project is a planned component of an approved Specific Plan, underlain by soils with poor infiltration, and it will be accounted for in the forthcoming GSP the Project will not conflict with or obstruct a sustainable groundwater management plan. Thus, in regard to conflicting or obstructing a water quality control plan, or sustainable groundwater management plan, impacts will be less than significant.

Remainder of Page Left Blank

5.11. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

References: ALUC, GPEIR, PVCCSP

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

PVCCSP Standards and Guidelines applicable to individual environmental topics (e.g., air quality, cultural, and paleontological resources) have been identified in each individual section of the PVCCSP EIR. The PVCCSP and PVCCSP EIR do not include Standards and Guidelines or mitigation measures specifically related to land use and planning.

EXPLANATION OF CHECKLIST ANSWERS

11a. **Less than significant impact.** The proposed Project site is undeveloped and bordered by vacant land to the south and west. The planned land uses in the vicinity of the proposed Project site have PVCCSP land use designations of Light Industrial and Commercial. Rather than dividing a community, the PVCCSP intends to bring the area together as a unified neighborhood for higher quality business development including industrial, commercial, and office uses. Therefore, the proposed Project is consistent with the surrounding land uses and impacts will be less than significant in relation to division of an established community.

11b. **Less than significant impact.** The proposed Project site is located within the City of Perris and land use is guided by both the Perris GP and the PVCCSP. The proposed Project is consistent with the PVCCSP Light Industrial (LI) land use designation. As evaluated in **Table 5.11-A – General Plan Consistency**, the proposed Project is also consistent with all applicable policies from the Perris GP that were adopted to avoid or mitigate environmental effects of new development projects.

Since the proposed Project's planned use is consistent with the Perris GP, the proposed Project is also consistent with the Southern California Associated Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as discussed in Threshold 3a above. The proposed Project site also lies within multiple zones of the Riverside County Airport Land Use Commissions (ALUC) March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP), including Zones B1-APZ II, B2 and C1. As discussed in Threshold 8e above, the proposed Project is consistent with the 2014 MARB/IPA LUCP.

Table 5.11-A – General Plan Consistency

Policy No.	Policy	Statement of Consistency
Circulation Element		
Policy I.A:	*Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2 Future Roadway Network*	The proposed Project is consistent with the land use designation for the site in the PVCCSP and includes necessary improvements to Perry Street and Barrett Avenue along the Project site boundaries that are in accordance with City's long range plans for development. The City's transportation system has been designed to accommodate additional traffic due to new employment opportunities at the Project site during Project operation. Thus, the Project is **consistent** with the Perris GP Policy I.A.
Policy I.B:	*Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-and-ride facilities, and pedestrian facilities.*	Bike racks will be installed at the Project site to encourage employees to bike to work and the Project developer will be responsible for constructing sidewalk improvements on the frontage of Perry Street as well as Barrett Avenue adjacent to the Project's western site boundary. The Project applicant will also pay applicable development impact fees (DIF), which may be used by the City to support development of transportation options. Therefore, the Project is **consistent** with Perris GP Policy I.B.
Policy II.A:	*Maintain the following target Levels of Service:* • *LOS D along all City-maintained roads (including intersections) and LOS D along Interstate 215 and SR-74 (including intersections with local streets and roads). An exception to the local road standard is LOS E, at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway, or at Interstate-215 freeway ramps.* • *LOS E may be allowed within the boundaries of the Downtown Specific Plan Area to the extent that it would support transit-oriented development and walkable communities. Increased congestion in this*	The Traffic Impact Analysis prepared to assess potential impacts of Project-generated traffic on roadways in the local vicinity determined that the proposed Project will maintain acceptable LOS on the traffic study area intersections under existing plus Project and existing plus ambient growth plus Project conditions. Therefore, the Project is **consistent** with Perris GP Policy II.A.

Policy No.	Policy	Statement of Consistency
	area will facilitate an increase in transit ridership and encourage development of a complementary mix of land uses within a comfortable walking distance from light rail stations.	
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.*	The proposed Project will not significantly impact the existing transportation network, even considering existing plus ambient growth plus cumulative plus Project (2018) traffic conditions. Additionally, the Project will be responsible for area-wide improvements including constructing half of the roadway extension on Perry Street, constructing sidewalk improvements on Barrett Avenue, and will participate in the phased construction of off-site traffic signals through payment of project's fair share of traffic signal mitigation fees. Further, installation of sidewalks and bike racks at the Project site will support development of alternative travel modes and the Project is **consistent** with Perris GP Policy II.B.
Policy III.A:	*Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.*	The proposed Project is consistent with the land use designation in the Perris GP and PVCCSP, and traffic associated with development of the site as a warehouse can be accommodated by the City's planned transportation system. Additionally, the proposed Project will include half width improvements to Perry Street and Barrett Avenue along the Project frontage in accordance with the Perris GP and will participate in the phased construction of off-site traffic signals through payment of project's fair share of traffic signal mitigation fees to offset the Project's incremental impacts to the City's transportation system. Therefore, the Project is **consistent** with the Perris GP Policy III.A.

Policy No.	Policy	Statement of Consistency
Policy V.A:	*Provide for safe movement of goods along the street and highway system.*	The proposed Project has been designed to ensure that adequate sight distance is provided at each Project access point and that adequate signing and striping is provided. All Project trucks will be restricted to access the Harley Knox interchange along a designated truck route. Signage shall be posted on-site directing truck drivers to use existing City truck routes (Indian Avenue or Perris Boulevard) to only go north to Harley Knox Boulevard to access Interstate 215 (I-215). The information on the signage will be coordinated with City Planning and the City's Traffic Engineer during the plan check process. Because the Project is consistent with the on-site and surrounding land use and zoning designations, and implementation of the Project will not introduce incompatible uses to the Project Area, the proposed Project is **consistent** with Perris GP Policy V.A.
Policy VII.A	*Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.*	Implementation of the City's Transportation System and consistency of this System with Federal, State, and local environmental quality standards and regulations is the responsibility of the City. The proposed warehouse is consistent with the land use designation of the proposed Project site in the Perris GP and PVCCSP and all roadway improvements will be required to be constructed in accordance with City standards and regulations which comply with all Federal, State and Local policies. As roadways in the Project vicinity have been planned to accommodate Project-generated traffic and comply with all applicable Federal, State, and local standards, the Project is **consistent** with Perris GP Policy VII.A.
Noise Element		

Policy No.	Policy	Statement of Consistency
Policy I.A	*The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.*	Noise levels of up to 70 dBA CNEL are identified in the Perris GP as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. A Noise Impact Analysis was conducted for the proposed Project which has identified a buildout roadway noise level of up to 62.1 dBA CNEL along the Project site. In addition, the MARB/IPA LUCP identifies the Project site as being in an area outside the 70 CNEL aircraft noise contour. Therefore, the Project is **consistent** with Perris GP Policy I.A.
Policy II.A	*Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing sensitive noise receptors.*	The Project will be required to comply with all City policies to minimize impacts to sensitive receptors. Further, implementation of PVCCSP mitigation measures **Noise 1** through **Noise 6** ensure impacts to the nearest sensitive receptors are reduced to less than significant levels during the Project construction phases. Therefore, the Project is **consistent** with Perris GP Policy II.A.
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*	The nearest sensitive receptors to the Project site are two non-conforming residential sites, one directly south and one directly east of the Project that abuts the site. The proposed Project is not expected to exceed 55 dBA CNEL at the nearest sensitive receptor to the east which is below the noise level of 60 dBA CNEL which is considered "normally acceptable" for residential uses. For the residence to the south, the proposed Project is also not anticipated to generate noises above 60 dBA CNEL with the inclusion of a 14-foot screen wall, a Project design feature, that will mitigate the noise from onsite operations. Therefore, the Project is consistent with applicable Perris GP standards and Municipal Code, and impacts are considered less than significant. Therefore, the Project is **consistent** with Perris GP Policy V.A.

Policy No.	Policy	Statement of Consistency
Conservation Element		
Policy II.A:	*Comply with state and federal regulations to ensure protection and preservation of significant biological resources.*	The proposed Project is consistent with the Multiple Species Habitat Conservation Plan (MSHCP) and will pay applicable fees pursuant to City of Perris Ordinance No. 1123 to offset incremental impacts to biological resources from Project construction and operation. Appropriate mitigation has been identified in the Initial Study prepared for the proposed Project to ensure compliance with the Federal Migratory Bird Treaty Act (MBTA) and relevant sections of the California Fish and Game Code; therefore, the Project is **consistent** with Perris GP Policy II.A.
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.*	The proposed Project is located within the jurisdiction of the MSHCP Mead Valley Plan Area and appropriate mitigation has been identified in the Initial Study for the Project so that the Project is consistent with the MSHCP; therefore the proposed Project is also **consistent** with Perris GP Policy III.A.
Policy IV.A:	*Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.*	There are no historic properties identified within the Project area, and appropriate mitigation has been identified in the Cultural and Tribal Cultural Resources sections for the Project to ensure that impacts to archaeological and paleontological resources will be less than significant; therefore, the Project is **consistent** with Perris GP Policy IV.A.
Policy V.A:	*Coordinate land-planning efforts with local water purveyors.*	Land planning efforts are the responsibility of the City's Planning Department, not the responsibility of the Project applicant. Nonetheless, the water provider for the Project site, Eastern Municipal Water District (EMWD), issued a will-serve letter for the Project in September 2018 indicating that the agency has

Policy No.	Policy	Statement of Consistency
		sufficient supply to meet the water needs of the Project. Therefore, the Project is **consistent** with Perris GP Policy V.A.
Policy VI.A:	*Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).*	The Project developer is required to prepare a SWPPP pursuant to the statewide General Construction Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009 and effective as of July 2, 2010) issued by the State Water Resources Control Board (SWRCB) for construction projects that will reduce any potential construction-related water quality impacts to a less than significant level. Therefore, the Project is **consistent** with Perris GP Policy VI.A.
Policy VIII.A:	*Adopt and maintain development regulations that encourage water and resource conservation.*	Administration of development regulations is the responsibility of the City, not the individual Project applicant. Nonetheless, the proposed Project will incorporate a water conservation strategy to reduce water use by at least 30% and to reduce energy usage by 20% relative to the 2016 Title 24. Therefore, the Project is **consistent** with Perris GP Policy VIII.A.
Policy VIII.B:	*Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.*	The Project will comply with applicable City and state policies intended to encourage waste reduction. This includes Perris Municipal Code Section 7.44.050, which requires that project construction divert a minimum of 50 percent of construction and demolition debris; Section 7.44.060, which requires the submittal of a waste management plan; and the 2016 CalGreen Code, which requires that 65 percent of construction waste is diverted. Therefore, the Project is **consistent** with Perris GP Policy VIII.B.
Land Use Element		
Policy II.A:	*Require new development to pay its full, fair-share of infrastructure costs.*	The Project applicant will pay applicable development impact fees pursuant to City Ordinance No. 1182 to mitigate the cost of public

Policy No.	Policy	Statement of Consistency
		facilities to support new development. Thus, the Project is **consistent** with Perris GP Policy II.A.
Policy III.A:	*Accommodate diversity in the local economy.*	The proposed Project is consistent with the existing land use designation for the site within the PVCCSP, which was adopted by the City to ensure quality, organized development within the Project site vicinity. Therefore, the proposed Project is **consistent** with Perris GP Policy III.A.
Policy V.A:	*Restrict development in areas at risk of damage due to disasters.*	The proposed Project site is not located within an area of significant risk due to human or natural disasters; therefore, although it would be the responsibility of the City to determine whether development restrictions should be in place, the Project is **consistent** with Perris GP Policy V.A.
Safety Element		
Policy I.B:	*The City of Perris shall restrict future development in areas of high flood hazard until it can be shown that risk is or can be mitigated.*	The proposed Project site is not within a high flood hazard area. The Project's onsite subsurface storm drain systems will adequately convey flows to the basin and provide flood protection for the 100-year storm event. The proposed Project is **consistent** with Perris GP Policy I.B.
Policy I.D:	*Consult the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area development restrictions when considering development project applications.*	The proposed Project is consistent with the 2014 MARB/IPA LUCP; therefore, the Project is **consistent** with Perris GP Policy I.D.
Policy I.E:	*All development will be required to include adequate protection from damage due to seismic incidents*	The proposed Project will be designed in compliance with the applicable sections of the current edition of the California Building Code (CBC), which provides criteria for the seismic design of buildings. Thus, the proposed Project is **consistent** with Perris GP Policy I.E.

Policy No.	Policy	Statement of Consistency
Policy II.A:	*The City shall require roadway improvements to expedite quick and safe travel by emergency responders*	Development pursuant to the PVCCSP will maintain emergency access in accordance with the County of Riverside MHMP. Therefore, because the proposed Project is consistent with the land use designation for the site in the PVCCSP, the proposed Project is **consistent** with Perris GP Policy II.A.

5.12. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines or mitigation measures related to mineral resources included in the PVCCSP or associated PVCCSP EIR.

EXPLANATION OF CHECKLIST ANSWERS

12a. **No impact.** As depicted on the County of Riverside General Plan Figure OS-6 (COR GP), the proposed Project site is located within Mineral Resource Zone Three (MRZ-3), as classified by the State Mining and Geology Board. Within MRZ-3, available geologic information suggests that mineral deposits exist, or are likely to exist; however, the significance of the deposit is unknown. Due to the existing warehouses and other developments surrounding the majority of the Project site, it is unlikely that a mining operation could feasibly function if significant resources were discovered in the future. Therefore, because there are no known mineral resources within the Project site, no impacts are anticipated.

12b. **No impact.** No sites have been designated as locally-important mineral resource recovery sites on any local plan (GPEIR, p. VI-28). Therefore, no impact to the availability of a locally-important mineral resource recovery site will occur.

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

References: ALUC, ENTECH, GP, PVCCSP EIR, PMC

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to the analysis of noise impacts. These are presented below, are incorporated as part of the proposed Project, and are assumed in the analysis presented in this section.

Airport Overlay Zone (from Chapter 12.0 of the PVCCSP)

- All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to insure appropriate sound levels.

The PVCCSP EIR mitigation measures that are applicable to the proposed Project are incorporated into the following analysis.

EXPLANATION OF CHECKLIST ANSWERS

13a. Less than significant impact with mitigation.

Existing Ambient Conditions

For this Project, noise monitoring was conducted for 24-hours at the two closest sensitive noise receptors located directly south and to the east of the site as shown in Appendix M, Figure 6. The 24-hour average noise level at Location A is 57.7 CNEL and 63.7 CNEL at Location B, which are both legal, non-conforming residential land uses within the PVCCSP. (**Table 5.13-A – Existing (Ambient) 24-hour Noise Level Measurements)** As shown in Table 5.13-A, the existing CNEL noise levels are within the Perris GP standards of up to 70 CNEL for industrial

land uses; however, at Location B, the existing ambient noise levels are above those accepted levels for residential land uses, which is up to 60 CNEL (Appendix M, Figure 5).

Table 5.13-A – Existing (Ambient) 24-hour Noise Level Measurements

Noise Monitoring Location ID	Address	Hourly Noise Levels (1 hr- L_{eq})				24-Hour CNEL Noise Level
		Daytime Minimum	Daytime Maximum	Nighttime Minimum	Nighttime Maximum	
A	111 Perry Street – near northwest corner of Project site	54.9	60.7	45.6	58.6	**57.7**
B	4111 Barrett Avenue – southwest corner of Project site	57.1	71.2	51.1	68.3	**63.7**

Source: Appendix M, Table 5-1

Construction Noise – Temporary

Noise impacts are evaluated from two perspectives – impacts to the Project and impacts from the Project. Noise impacts to a project may occur as a result of excessive off-site noise sources. Noise impacts from a project may occur as a result of on-site activities or project-related traffic. To evaluate these impacts a *Noise and Vibration Study* was prepared for the Project by Entech Consulting dated July 2019 (ENTECH).

There are two existing residential uses to the immediate south and east of the Project site that may be affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the project site, ground clearing, excavation, grading, and building activities. Construction noise is considered a short-term impact and would be considered significant if construction activities are undertaken outside the allowable times as described by the Perris Municipal Code Section 7.34.060 and/or if they cause noise levels to exceed 80 dBA at residential properties. Construction is anticipated to occur during the permissible hours according to the Perris Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise levels above existing within the Project vicinity. The construction noise levels of the Project site are anticipated to be between 63 dBA and 75 dBA L_{eq} at the nearest sensitive receptor, with the loudest activity associated with grading activities. While the loudest construction activity is below the City's allowable noise level at residential properties, it is recommended to use noise best practices to minimize the noise impacts to the sensitive uses located adjacent to the Project site. Therefore, with implementation of PVCCSP EIR mitigation measures **PVCCSP MM Noise 1** through **MM Noise 6**, further reductions from potential construction-related noise and impacts are less than significant for short term noise from construction activities.

> **PVCCSP MM Noise 1**: During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.
>
> **PVCCSP MM Noise 2**: During all construction activity, the contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

PVCCSP MM Noise 3: During all construction activity, the construction contractor shall ensure that equipment is shut off and not left to idle when not in use.

PVCCSP MM Noise 4: During all construction activity, the contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the Project site during all project construction.

PVCCSP MM Noise 5: The Project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.

PVCCSP MM Noise 6: During all construction activity, the construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

Project-Generated Traffic Noise Impacts

Traffic impacts were modeled for the following scenarios: Existing, Existing Plus Ambient, Existing Plus Ambient Plus Cumulative and Existing Plus Project. Noise levels were modeled for each roadway segment included in the Project-specific traffic study in order to calculate Project generated increases in ambient noise levels, as well as noise levels overall with operation of the Project. The traffic scenarios were modeled for two intersection options at Indian Avenue and Perry Street: a right in/right out (RIRO) driveway and for a signalized intersection allowing full access.

The Existing traffic noise model resulted in noise levels of 48.6 to 60.1 A-weighted decibels (dBA) community noise equivalent level (CNEL) at nearby sensitive receptors along area roadways. The modeled traffic scenarios identified above results in noise levels of 49.1 to 61.9 dBA CNEL at nearby sensitive receptors (Appendix M, Table 7-3 and Table 7-4), which resulted in an increase of between 0.0 to 1.2 dBA. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice as loud. This definition is recommended by the California Department of Transportation's Traffic Noise Analysis Protocol for New Highway and Reconstruction Projects (2009). Since none of the scenarios resulted in an increase of more than 3.0 dBA, noise impacts to off-site receptors due to Project generated traffic will be less than significant.

Operational Noise

Stationary-related noise impacts associated with rooftop HVAC equipment, on-site parking lot circulation, and the proposed 24-bay loading dock were evaluated utilizing SoundPlan to evaluate whether the proposed Project would meet the Perris GP Policy V.A, which requires commercial facilities located with 160 feet of sensitive land uses to attain an acceptable exterior noise levels of 60 CNEL at residential land uses. As shown on Figure 8 of this IS, the Project site was designed to have the truck entrance at the termination of the cul de sac on Barrett Avenue, at the southwest corner of the site. The east driveway entrance on Perry Street has been designed as a vehicle and emergency vehicle entrance with a knox box gate at the southeast corner of the building. Trucks will not be driving on the east side of the building. The results of the SoundPlan model are presented in **Table 5.13-B – Project Noise Level Projections** for the five sensitive receiver locations located in Appendix M, Figure 8.

Table 5.13-B –Project Noise Level Projections

Observer Location	Unmitigated Noise Levels (dBA, CNEL)	Exceeds Existing Threshold?
R1	61.9	**Yes**
R2	66.5	**Yes**
R3	61.2	**Yes**
R4	55.3	No
R5	55.2	No

Source: Appendix M, Table 8-1

Land uses surrounding the Project site consist of existing legal, non-conforming residential to the immediate south and east, followed by a commercial site to the east, industrial to the north and west. The nearest sensitive receptor is the legal, non-conforming residential sites directly to the south and east. As shown in **Table 5.13-B**, the predicted unmitigated project related noise at receiver locations R1 through R3 would exceed the Perris GP Policy V.A for sensitive residential land uses within 160 feet of the proposed Project. Although the existing background noise level is 63.7 CNEL, the proposed Project is required to mitigate project noise to the acceptable compatibility standard of 60 CNEL. SoundPlan was utilized to evaluate a noise barrier along the property line of R1 through R3. It was determined that a 12-foot high sound wall with a length of 430 feet is required to meet the compatibility standard of 60 dBA CNEL. Sensitive residential receiver locations R4 and R5 are located on the northeast corner adjacent to the project site and are shielded by the warehouse building. Noise levels for R4 and R5 are below the compatibility noise standard of 60 dBA CNEL, therefore no noise abatement is required for these residential sensitive receivers. The Project is being designed to include a 14-foot high screen wall along the southern Project site boundary, therefore no mitigation is required and the existing Project design feature will mitigate the noise to below 60 dBA CNEL. Therefore, operational noise impacts will be less than significant.

13b. **Less than significant impact.** Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The threshold at which there may be a risk of architectural damage to normal houses with plastered walls and ceilings is 0.20 peak particle velocity (PPV) inches/second (in/sec). Primary sources of vibration during construction would be from bulldozers and vibratory rollers. A large bulldozer could produce up to 0.089 PPV at 25 feet. At a distance of 50 feet, a bulldozer would yield a worst-case 0.0315 PPV (in/sec) which is well below the threshold of perception and below any risk or architectural damage. Both values are below the threshold of perception. Although not considered to be significant, implementation of mitigation measures **PVCCSP MM Noise 2** through **MM Noise 6** would further reduce any construction-related vibration.

13c. **Less than significant impact.** According MARB/IPA LUCP, the proposed Project site is depicted as being in an area inside the 65-60 CNEL aircraft noise contour. Per the Perris GP Noise Element, industrial land uses can be exposed to noise levels up to 70 CNEL. Therefore, the proposed Project would not require special measures to mitigate aircraft-generated noise and would not expose people residing or working in the Project area to excessive noise levels. Thus, impacts will be less than significant.

The Perris Valley Airport and Skydiving Center is a privately owned and operated airport within the City. The Perris Valley Airport Influence Area 1 limits residential uses in the airport's flight path. The proposed Project site is located approximately 4.5 miles north of the airport, outside of any influence areas. Therefore, no impacts are anticipated.

5.14. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

References: GP, SCAG, USCB

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines or mitigation measures related to population and housing resources included in the PVCCSP or associated PVCCSP EIR.

EXPLANATION OF CHECKLIST ANSWERS

14a. **Less than significant impact.** According to the US Census Bureau, the City's population is 77,879 as of July 2017 (USCB). The Southern California Association of Governments (SCAG) estimates that the population of Perris is expected to increase to about 116,700 by the year 2040 although that is far above the current City development conditions (SCAG, p. 27). The proposed Project does not involve construction of any new homes and will not contribute to a direct increase in the City's population. The proposed Project may indirectly contribute to population growth within the City by creating jobs both during construction and operation. However, it is anticipated that the majority of new jobs would be filled by workers who already reside in the Project vicinity and that the Project would not attract a significant amount of new residents to the City.

Although the proposed Project will include some expansion of infrastructure, this new infrastructure will all be constructed to serve the proposed Project's needs and will not cause additional growth. The creation of jobs and necessary infrastructure to support the land uses proposed in the PVCCSP were already addressed and analyzed in the previous PVCCSP EIR. Therefore, construction and operation of the proposed Project will not significantly induce substantial unplanned population growth either directly or indirectly. Therefore, impacts will be less than significant.

14b. **No impact.** The Project site is currently vacant and does not contain any structures, nor any that provide housing. Therefore, the Project will not displace any existing housing and will not necessitate construction of replacement housing elsewhere. Thus, no impact is anticipated.

The proposed Project site is undeveloped and surrounded by other vacant properties. There are also no existing homes at the Project site. There are two single family residences east and immediately south of the Project site. However, these properties have PVCCSP land use designations of Industrial and Commercial, so the residential uses are legal, non-conforming. Therefore, neither construction nor operation of the proposed Project will displace these existing homes or substantial numbers of people necessitating the construction of replacement housing elsewhere. Thus, no impacts are anticipated.

5.15. PUBLIC SERVICES	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

References: GP, GPEIR, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP EIR mitigation measures related to public services. The PVCCSP Standards and Guidelines relevant to the analysis of impacts to public services summarized below are incorporated as part of the proposed Project and assumed in the analysis presented in this section.

On-Site Design Standards and Guidelines (from Chapter 4.0 of the PVCCSP)

4.2.1 Crime Prevention Measures

Development projects should take precautions by installing on-site security measures...Security and safety of future users of facilities constructed within the Perris Valley Commerce Center Specific Plan should be considered in the design concepts for each individual development proposal such as:

- Sensored lights that automatically operate at night.
- Installation of building alarm, fire systems, and video surveillance.
- Special lighting to improve visibility of the address.
- Graffiti prevention measures such as vines on wall and anti-graffiti covering.
- Downward lighting through development site.

Off-Site Design Standards and Guidelines (from Chapter 5.0 of the PVCCSP)

5.4 Off-Site Infrastructure Standards

All water facilities shall be sized to provide adequate fire protection per the requirements of the City of Perris Building and Safety Department.

EXPLANATION OF CHECKLIST ANSWERS

15a. Less Than Significant Impact. The North Perris Fire Station No. 90 is located at 333 Placentia Avenue, approximately 1.8 miles southeast of the proposed Project site. It is expected that this fire station would provide first response to the proposed Project. City of Perris Ordinance No. 1182 establishes a developer impact fee to mitigate the cost of public facilities needed to offset the impact of developing new facilities to support fire services. The proposed Project will be required to comply with Ordinance No. 1182 in order to offset potential impacts to the local fire department.

Since the proposed Project does not propose new housing, any impacts will be considered incremental and can be offset through the payment of the appropriate development impact fees. The proposed Project will also be required to comply with all applicable fire code requirements for construction and access to the site and as such, will be reviewed by the City Fire Department to determine the specific fire requirements applicable to ensure compliance with these requirements. Thus, the proposed Project will not result in substantial adverse physical impacts related to fire protection. Therefore, impacts are less than significant.

15b. Less Than Significant Impact. The City of Perris contracts with the Riverside County Sheriff to provide police services for the City. The Perris police station is located at 137 North Perris Boulevard, approximately four miles south of the proposed Project site. As stated in *Threshold 15a,* Ordinance No. 1182 establishes a developer impact fee to mitigate the cost of public facilities to serve new development. The Sheriff Department receives a portion of these developer impact fees, which are collected and distributed in order to offset the impact of developing new facilities to support sheriff services. The proposed Project will be required to comply with Ordinance No. 1182 in order to offset potential impacts to the local police department. Thus, the proposed Project will not result in substantial adverse physical impacts related to police protection. Therefore, impacts are less than significant.

15c. Less Than Significant Impact. The proposed Project is located within the boundaries of the Val Verde Unified School District (VVUSD). The proposed Project will not directly create a source of school-aged children, as the Project does not increase residential land use designations nor construct any housing. It may indirectly affect schools by providing a source of employment that may draw new residents into the area; however, appropriate developer impact fees, as required by state law, shall be assessed and paid to the school district. Since the proposed Project does not propose new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate development impact fees. Thus, the proposed Project will not result in substantial adverse physical impacts related to schools. Therefore, impacts are less than significant.

15d. Less Than Significant Impact. The proposed Project will not directly require the construction or expansion of public recreational facilities as it does not propose new residential uses. However,

it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. The applicable Recreational Facilities DIFs shall be assessed and paid towards parks. With the payment of these fees, the impacts to parks and other public recreational facilities are considered mitigated to a less than significant level. There will be some recreational amenities that are provided in accordance with the PVCCSP Industrial Development Standards and Guidelines for recreational amenities as part of the Project to serve the future employees. The physical impacts of building these amenities are addressed through the overall analysis of the site development and no unique or separate environmental impacts will occur as a result of building these facilities. Based on the above discussion, impacts are considered to be less than significant.

15e. Less Than Significant Impact. The proposed Project would not directly increase the demand for library or other public services because it does not propose new residential uses. The City of Perris contracts with the Riverside County Public Library System and provides library services at Cesar E. Chavez Library located at 163 E. San Jacinto Boulevard, approximately four miles south of the proposed Project site. The proposed Project is subject to development impact fees that are used to construct new library facilities or expand existing library facilities subsequent to increased demand. Since the proposed Project does not propose new housing, any impacts will be considered incremental and can be offset through the payment of the appropriate library mitigation fees. Therefore, impacts related to libraries are less than significant.

The nearest emergency medical service available to the proposed Project area is the Riverside County Regional Medical Facility in Moreno Valley, approximately four and a half miles northeast of the Project site. Healthcare facilities are developed in response to perceived market demand by free enterprise. Therefore, the development of the proposed Project will not result in the construction for new or expanded medical facilities. The PVCCSP EIR determined that any substantial adverse physical impacts associated with the provisions of new or physically altered medical facilities associated with development within the PVCCSP is considered to be less than significant. Therefore, impacts are considered less than significant.

5.16. RECREATION	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**
Would/does the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

References: PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP EIR mitigation measures related to recreation. The PVCCSP Standards and Guidelines relevant to recreation summarized below are incorporated as part of the proposed Project and assumed in the analysis presented in this section.

Industrial Design Standards and Guidelines (from Chapter 8.0 of the PVCCSP)

8.2.1.4Employee Break Areas and Amenities

- An outdoor break area should be provided at each office area location.
- Buildings exceeding 100,000 square feet shall require employee amenities such as, but not limited to, cafeterias, exercise rooms, locker rooms and shower, walking trails, and recreational facilities.
- Site design should consider pedestrian access when adjacent to area wide open space, trails, parks, or other community amenities.

EXPLANATION OF CHECKLIST ANSWERS

16a. Less than significant impact. The Project is proposed to operate as a warehouse and will not create a direct increase in the use of public recreational facilities. Although the proposed Project may indirectly affect recreational facilities by creating new jobs in the area which may draw new residents to the area, it is anticipated that the majority of jobs will be filled by individuals already residing in the Project vicinity. Indirect impacts to park facilities will be offset through payment of the applicable Recreational Facilities DIFs. With payment of these fees, impacts to parks and other public recreational facilities will be less than significant and no mitigation is required.

16b. Less than significant impact. See response to *Threshold 16a*, above. The proposed Project involves construction and operation of a warehouse building and does not include recreational

facilities or require the construction of recreational facilities. The proposed Project has been designed to be in compliance with the PVCCSP and will provide employee amenities, including a half basketball court for employee use. Incremental indirect impacts to park facilities will be offset via payment of applicable Recreational Facilities Development Impact Fees; therefore, impacts will be less than significant.

Remainder of Page Left Blank

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

References: PVCCSP, PVCCSP EIR, RCTC, WEBB-E

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP Standards and Guidelines summarized below relevant to the analysis of transportation/traffic presented in this Initial Study are incorporated as part of the proposed Project and assumed in the analysis presented in this section.

Onsite Design Standards and Guidelines (from Chapter 4.0 of the PVCCSP)

4.2.2.3 Pedestrian Access and On-Site Circulation

- Avoid Conflicts Between Pedestrian and Vehicular Circulation. Provide a system of pedestrian walkways that avoids conflicts with vehicle circulation through the utilization of separated pathways for direct pedestrian access from public rights-of-way and parking areas to building entries and throughout the site with internal pedestrian linkages.
- Primary Walkway. Primary walkways should be 5 feet wide at a minimum and conform to ADA/Title 24 standards for surfacing, slope, and other requirements.
- Pedestrian Linkages to Public Realm. A minimum five-foot wide sidewalk or pathway, at or near the primary drive aisle, should be provided as a connecting pedestrian link from the public street to the building(s), as well as to systems of mass transit, and other on-site building(s).

The following mitigation measures from the PVCC –SP EIR are applicable to the analysis presented in this Initial Study; other EIR mitigation measures have been included in the following analysis, as appropriate, based on the results of the project-specific analysis.

> **PVCCSP MM Trans 1**: Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.

PVCCSP MM Trans 7: Implementing project-level traffic impact studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCCSP as approved by the City of Perris Engineering Department. These subsequent traffic studies shall identify specific project impacts and needed roadway improvements to be constructed in conjunction with each implementing development project. All intersection spacing for individual tracts or maps shall conform to the minimum City intersection spacing standards. All turn pocket lengths shall conform at least to the minimum City turn pocket length standards. If any of the proposed improvements are found to be infeasible, the implementing development project applicant would be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City.

Project Design Features – Option 1 and Option 2

This analysis presents two access options for the Project, Option 1 and Option 2 as described below. These two options are being analyzed per a request by the City of Perris to analyze impacts with and without a 4-legged intersection at Indian Avenue and Perry Street:

Option 1: Intersection of Indian Avenue and Perry Street continues to operate as right-in right-out.

Option 2: Intersection of Indian Avenue and Perry Street is modified to install a traffic signal and allow full access.

Study Area

The proposed Project is located at the southeast corner of Perry Street and Barrett Avenue in the City of Perris. The study area is located within the PVCCSP area.

EXPLANATION OF CHECKLIST ANSWERS

17a. Less than significant impact with mitigation. A *Traffic Impact Analysis* (TIA) dated March, 2019 was prepared for the Project by Webb Associates (WEBB-E), included as Appendix J, to evaluate the proposed Project's impacts on traffic. For the purposes of this threshold, a conflict with an established measure of effectiveness related to circulation will be considered "substantial" if the proposed Project contributes, either individually or cumulatively, to an exceedance of LOS established by the City and/or Caltrans. The standard LOS, per Policy II.A of the City of Perris Circulation Element, is LOS D along all city-maintained roadways. LOS measures several factors including operating speeds, freedom to maneuver, traffic interruptions, and average vehicle delay at intersections. LOS is a quantitative stratification of a performance measure or measures that represent quality of service. The LOS approach uses a ranking system similar to the educational system with level "A" being best and level "F" being worst.

Trip Generation

Trip generation represents the amount of traffic traveling to and from the proposed Project site. Determining the traffic generation of a project is based on forecasting the amount of traffic that is expected to be generated by a specific land use. Traffic engineers use methodologies to model what the expected traffic is forecasted to be using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

The City of Perris utilizes Passenger Car Equivalent (PCE) factors that are recommended by the San Bernardino County Congestion Management Program (CMP), 2005 Update. A factor of 1.5

was applied to large 2-axle trucks, a factor of 2.0 was applied to 3-axle trucks and a factor of 3.0 was applied to 4+-axle trucks.

The traffic generation figures used in this study are based upon the development of 148,300 square feet gross floor area for an ITE trip generation of "Warehousing" land use (Land Use 150). **Table 5.17-A –Trip Generation Rates** displays the peak hour and daily trip generation factors for the proposed Project for the AM and PM peak hours.

Table 5.17-A – Trip Generation Rates

Land Use	Quantity	Unit	Peak Hour Trip Rates						Daily
			AM			PM			
			Total	In	Out	Total	In	Out	
Warehousing	148.3	TSF[a]							
Trip Generation Rates			0.170	0.131	0.039	0.190	0.051	0.139	1.740
PCE Inbound/Outbound Splits			100%	77%	23%	100%	27%	73%	

Notes: a TSF = 1,000 square feet gross floor area
Source: TIA, Table 4-1 – Trip Generation Rates, Appendix J

The TIA assumed an opening year of 2020 for the Project. Using the Project-specific trip generation rates identified in **Table 5.17 - A –Trip Generation Rates**, the proposed Project is projected to generate approximately 327 daily PCE trip-ends, including 34 PCE trip-ends during the AM peak hour and 37 PCE trip-ends during the PM peak hour. Specifically, the PCE is the number of passenger cars that will result in the same operational conditions as a single heavy vehicle of a particular type. Please refer to **Table 5.17 - B – Project Trip Generation**, below for the proposed Project's PCE daily trip-ends.

Table 5.17-B – Project Trip Generation

Land Use	Quantity	Unit	Peak Hour Trip Rates						Daily
			AM			PM			
			Total	In	Out	Total	In	Out	
Warehouse	148.30	TSF[a]							
Passenger Cars (PCE = 1.0)			21	16	5	23	6	17	207
Trucks (2 Axle) (PCE = 1.5)			2	2	0	3	1	2	20
Trucks (3 Axle) (PCE = 2.0)			3	2	1	3	1	2	23
Trucks (4 Axle) (PCE = 3.0)			8	6	2	8	2	6	77
Project Total (in PCE)			**34**	**26**	**8**	**37**	**10**	**27**	**327**

Notes: a TSF = 1,000 square feet gross floor area
Source: TIA, Table 4-2 – Project Trip Generation Rates, Appendix J

Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the Project. Trip distribution is influenced by the geographical location of the site, type of land use in the study area, such as residential areas and recreational sites, and proximity to the regional roadway system. The trip directional orientation of traffic for the proposed Project was determined based upon the existing roadway system, existing traffic patterns, and existing and future land uses.

At the intersection of Indian Avenue and Perry Street the distribution patterns would be different based on the alternatives presented below; however, the regional distribution is the same for both of the analyzed options.

Existing Plus Project (E+P) (2019) for Option 1 and Option 2

The Existing Plus Project (2019) scenario includes existing traffic and Project traffic. **Table 5.17 - C – Intersection LOS - Existing Plus Project Conditions - Option 1**and **Table 5.17 - D – Intersection LOS - Existing Plus Project Conditions - Option 2** provides the projected delay and levels of service at the study intersections under existing plus project conditions without off-site improvements for Option 1 and Option 2, respectively. The six study area intersections all operate at LOS A for both scenarios. None of the intersections operate at unacceptable level of service.

Table 5.17-C – Intersection LOS - Existing Plus Project Conditions – Option 1

Intersection	Peak Hour	Without Project (E)			With Project (E+P)		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Indian Avenue (NS) Perry Street (EW))	AM PM	OWSC	9.6 9.1	A A	OWSC	9.6 9.1	A A
2. Barrett Avenue (NS) Perry Street (EW)	AM PM	OWSC	8.8 8.6	A A	OWSC	8.9 8.7	A A
3. Perris Boulevard (NS) Perry Street (EW)	AM PM	Signal	2.9 2.5	A A	Signal	3.3 3.3	A A
4. Barrett Avenue (NS) South Project Driveway (EW)	AM PM	*Does Not Exist*			OWSC	0.00 0.00	A A
5. West Project Driveway (NS) Perry Street (EW))	AM PM	*Does Not Exist*			OWSC	8.9 8.7	A A
6. East Project Driveway (NS) Perry Street (EW)	AM PM	*Does Not Exist*			OWSC	8.5 8.5	A A

Notes:
Signal = Traffic Signal
OWSC = One way stop controlled
Source: TIA, Table 5-1 – Intersection LOS-Existing Plus Project Conditions- Option 1, Appendix J

Table 5.17-D – Intersection LOS - Existing Plus Project Conditions – Option 2

Intersection	Peak Hour	Without Project (E)			With Project (E+P)		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Indian Avenue (NS) Perry Street (EW))	AM PM	Signal	2.5 2.6	A A	Signal	4.7 5.1	A A
2. Barrett Avenue (NS) Perry Street (EW)	AM PM	OWSC	8.8 8.6	A A	OWSC	8.9 8.8	A A
3. Perris Boulevard (NS) Perry Street (EW)	AM PM	Signal	2.9 2.5	A A	Signal	3.1 2.8	A A
4. Barrett Avenue (NS) South Project Driveway (EW)	AM PM	*Does Not Exist*			OWSC	0.00 0.00	A A
5. West Project Driveway (NS) Perry Street (EW))	AM PM	*Does Not Exist*			OWSC	8.8 8.7	A A
6. East Project Driveway (NS) Perry Street (EW)	AM PM	*Does Not Exist*			OWSC	8.50 8.40	A A

Notes:
Signal = Traffic Signal
OWSC = One way stop controlled
Source: TIA, Table 5-3 – Intersection LOS-Existing Plus Project Conditions- Option 2, Appendix J

Existing Plus Ambient Growth Plus Project Plus Cumulative Projects (E+A+C+P) (2020) for Option 1 and Option 2

The Existing Plus Ambient Growth Plus Cumulative Projects Plus Project scenario includes existing traffic, an ambient growth of 3 percent per year for one year to 2020, other projects in the Project area provided by the County of Riverside, City of Moreno Valley and City of Perris and Project traffic. **Table 5.17 - E – Intersection LOS- Existing Plus Ambient Growth Plus Cumulative Projects Plus Project Conditions- Option 1** and **Table 5.17 - F – Intersection LOS- Existing Plus Ambient Growth Plus Cumulative Projects Plus Project Conditions- Option 2** provides the projected delay and levels of service at the study intersections under Existing Plus Ambient Growth Plus Cumulative Projects Plus Project conditions without off-site improvements for option 1 and option 2 respectively. Intersections for both options will operate at LOS A or B. The levels of service are based upon the existing geometrics for the study intersections. None of the study intersections are expected to operate at an unacceptable level of service.

Table 5.17-E – Intersection LOS - Existing Plus Ambient Growth Plus Cumulative Projects Plus Project Conditions- Option 1

Intersection	Peak Hour	Without Project (E)			With Project (E+P)		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Indian Avenue (NS) Perry Street (EW))	AM PM	OWSC	11.6 11.4	B B	OWSC	11.6 11.5	B B
2. Barrett Avenue (NS) Perry Street (EW)	AM PM	OWSC	8.8 8.6	A A	OWSC	9.0 8.8	A A
3. Perris Boulevard (NS) Perry Street (EW)	AM PM	Signal	2.7 2.3	A A	Signal	3.0 3.0	A A
4. Barrett Avenue (NS) South Project Driveway (EW)	AM PM	*Does Not Exist*			OWSC	0.00 0.00	A A
5. West Project Driveway (NS) Perry Street (EW))	AM PM	*Does Not Exist*			OWSC	8.9 8.8	A A
6. East Project Driveway (NS) Perry Street (EW)	AM PM	*Does Not Exist*			OWSC	8.5 8.5	A A

Notes:
Signal = Traffic Signal
OWSC = One way stop controlled
Source: TIA, Table 5-2– Intersection LOS-Existing Plus Ambient Growth Plus Cumulative Projects Plus Project Conditions-Option 1, Appendix J

Table 5.17-F – Intersection LOS - Existing Plus Ambient Growth Plus Cumulative Projects Plus Project Conditions- Option 2

Intersection	Peak Hour	Without Project (E)			With Project (E+P)		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Indian Avenue (NS) Perry Street (EW))	AM PM	Signal	5.9 5.1	A A	Signal	7.0 6.3	A A
2. Barrett Avenue (NS) Perry Street (EW)	AM PM	OWSC	8.8 8.6	A A	OWSC	8.9 8.8	A A
3. Perris Boulevard (NS) Perry Street (EW)	AM PM	Signal	3.2 2.8	A A	Signal	3.3 3.1	A A
4. Barrett Avenue (NS) South Project Driveway (EW)	AM PM	*Does Not Exist*			OWSC	0.00 0.00	A A
5. West Project Driveway (NS) Perry Street (EW))	AM PM	*Does Not Exist*			OWSC	8.8 8.7	A A
6. East Project Driveway (NS) Perry Street (EW)	AM PM	*Does Not Exist*			OWSC	8.5 8.4	A A

Notes:
Signal = Traffic Signal
OWSC = One way stop controlled
Source: TIA, Table 5-4– Intersection LOS-Existing Plus Ambient Growth Plus Cumulative Projects Plus Project Conditions-Option 2, TIA Appendix J

Signal Warrants

To further evaluate if the Project would conflict with measures designed for effectiveness of circulation, a traffic signal warrant analysis was conducted and presented in the TIA. The TIA evaluated intersection levels of service (LOS) and found that no additional study area unsignalized intersections are expected to meet the peak hour traffic control signal warrant under Existing plus Project (E+P), existing plus ambient growth plus Project (E+A+P), or existing plus ambient growth plus other cumulative projects plus Project (E+A+C+P) traffic conditions. The TIA study area included the following intersections:

1. Indian Avenue (NS) / Perry Street (EW)
2. Barrett Avenue (NS) / Perry Street (EW)
3. Perris Boulevard (NS) / Perry Street (EW)
4. Barrett Avenue (NS) / South Project Driveway (EW)
5. West Project Driveway (NS) / Perry Street (EW)
6. East Project Driveway (NS) / Perry Street (EW)

The Perris GP designates truck routes within the City (Figure 5.10-4 City of Perris General Plan Truck Route). For streets within the PVCCSP area, the Specific Plan Circulation Plan governs regarding street standards (Figure 5.10-5 – PVCCSP Circulation Plan). The City has adopted specific truck routes throughout the PVCCSP area in an effort to separate passenger and truck traffic and move truck traffic efficiently through the PVCCSP area while avoiding residential communities as much as possible. Project truck traffic will be restricted to existing City truck routes (Indian Avenue or Perris Boulevard) to only go north to Harley Knox Boulevard as the one

and only truck route to access I-215 from the Project site per **MM TRANS 1**.The concern regarding trucks exiting the Project site at the southwest driveway along Barrett Avenue is turning left or right onto Perry Street and, then turning either into Indian or Perris Boulevard to ultimately turn into Ramona Expressway, which is not a designated truck route in the Perris GP or PVCCSP. Signage shall be posted on-site directing truck drivers to use existing City truck routes (Indian Avenue or Perris Boulevard) to only go north to Harley Knox Boulevard to access I-215. The information on the signage will be coordinated with City Planning and the City's Traffic Engineer (**MM TRANS 1**).

The proposed Project includes the following proposed roadway and safety design improvements:

- Construct half of the roadway extension on Perry Street as part of a total road width of 60-feet for its ultimate cross-section as a collector road adjacent to the Project boundary line. Ultimate conditions will provide one lane in each direction.
- Modify Barrett Avenue by providing a cul-de-sac immediately adjacent to Project's southwest driveway.
- Signing/striping modifications on adjacent roadways will be implemented in conjunction with detailed construction plans.
- Construct any other remaining speed and parkway improvements adjacent to the site along Barrett Avenue and Perry Street.
- Sight distance at project driveways will be reviewed with respect to County of Riverside sight distance standards at the time of preparation of final grading, landscape, site development, and street improvement plans.
- Implement on-site traffic calming measures in parking lots and internal roadways as needed.

The proposed Project will participate in the phased construction of off-site traffic signals through payment of project's fair share of traffic signal mitigation fees which include TUMF, DIF, and NPRBBD as outlined in **MM Trans 2**. The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required LOS and build or improve roads to their build-out level. Therefore, impacts related to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system are less than significant with mitigation **MM TRANS 1** and **MM TRANS 2** incorporated.

> **MM TRANS 1**: Project truck traffic shall be restricted to take Harley Knox Boulevard as the one and only truck route to access I-215. Signage shall be posted on-site directing direct truck drivers to use existing City truck routes (Indiana Avenue or Perris Boulevard) to only go north to Harley Knox Boulevard to access I-215. The information on the signage will be coordinated with City Planning and the City's Traffic Engineer during the plan check process.
>
> **MM TRANS 2**: The Project applicant shall participate in the phased construction of off-site traffic signals through payment of that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which include TUMF (Transportation Uniform Mitigation Fee), DIF

(Development Impact Fee) and the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level (PVCCSP MM Trans 3).

The Riverside Transit Agency (RTA) operates Routes 18, 19, 20, and 41 in the Project vicinity (RTA). The PVCCSP also includes pedestrian paths and sidewalks into roadway design, and bike trails into its *Standards and Design Guidelines* to accommodate non-motorized forms of transportation along roadways within the Specific Plan area and to encourage bus stops to be provided at large commercial and employment centers along existing and future bus routes. Therefore, compliance with these policies will ensure that the Project will not conflict with the City's adopted policies, plans, or programs supporting alternative modes of transportation. Implementation of the following two renumbered mitigation measures from the PVCCSP EIR would ensure that potential impacts would be less than significant.

PVCCSP MM Trans 4: Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that would serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.

PVCCSP MM Trans 5: Bike racks shall be installed in all parking lots in compliance with City of Perris standards.

17b. Less than significant impact. Senate Bill 743 (SB743) was passed by the California State Legislature and signed into law by Governor Brown in 2013. SB 743 required the Office of Planning and Research and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under the California Environmental Quality Act (CEQA). In December 2018, the California Natural Resources Agency finalized updates to the CEQA Guidelines, which included SB743. CEQA Guidelines Section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the project's vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts.

The provisions of this section are not mandatory until July 1, 2020; however, local agencies may choose to opt in before that date. At the time of preparation of this report, the City of Perris had not updated their procedures to analyze VMT; thus, this Project is not currently subject to section 15064.3 of the 2019 CEQA Guidelines. Impacts would be less than significant.

17c. Less than significant impact with mitigation. The proposed Project does not include any design features that would increase traffic hazards due to geometric design for Option 1 or Option 2. The Project is consistent with the on-site and surrounding land use and zoning

designations, and implementation of the Project will not introduce incompatible uses to the Project Area. The Project proposes improvements related to safety which will ensure that adequate sight distance is provided at each project access location and adequate signing/striping is provided. In addition, all Project trucks will be restricted to access existing City truck routes (Indiana Avenue or Perris Boulevard) to only go north to Harley Knox Boulevard to access I-215 (**MM TRANS 1**).Thus, proposed Project will not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, impacts are less than significant with mitigation.

17d. **Less than significant impact.** The proposed Project is required to comply with the City's development review process including review for compliance with the all applicable fire code requirements for construction and access to the site. The Project will be reviewed by the County Fire Department to determine the specific fire requirements applicable to the Project and to ensure compliance with these requirements. This will ensure that the proposed Project would provide adequate emergency access to and from the site. Further, the City Engineer and the County Fire Department will review any modifications to existing roadways to ensure that adequate emergency access or emergency response would be maintained. Thus, implementation of the proposed Project will not result in inadequate emergency access for Option 1 or Option 2. Therefore, impacts are less than significant.

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

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines included in the PVCCSP related to tribal cultural resources. By preparing this Initial Study analysis, the project has complied with **MM Cult 1**, the applicable PVCCSP EIR mitigation measure that is also applicable to tribal cultural resources. A full citation of each mitigation measure can be found In Threshold 5b Cultural Resources of this Initial Study.

MM Cult 1

Additional PVCCSP EIR mitigation measures that are applicable to the proposed Project are incorporated into the following analysis.

EXPLANATION OF CHECKLIST ANSWERS

18a(i). Less than significant impact with mitigation. As discussed in *Threshold 5.b* above there are no items listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources at the Project site. Further, the site is currently vacant. Nonetheless, in the event that previously undiscovered historical resources are encountered at the Project site during ground disturbing activities, implementation of mitigation measure **MM**

Cult 1 as described in *Threshold 5.a* above, ensures impacts are less than significant.

18a(ii). Less than significant impact with mitigation. As of July 1, 2015, Assembly Bill 52 (AB52), signed into law in 2014, amends CEQA and establishes new requirements for tribal consultation. The law applies to all projects that have a notice of preparation or notice of negative declaration/mitigated negative declaration. It also broadly defines a new resource category of "tribal cultural resource" and establishes a more robust process for meaningful consultation that includes:

- Prescribed notification and response timelines
- Consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures
- Documentation of all consultation efforts to support CEQA findings

The City, as lead agency, is required to coordinate with Native American tribes through the Assembly Bill 52 Tribal Consultation process. On December 27, 2018, the City of Perris sent an email notification and the Project's Cultural Study to eight tribes of the proposed Project in accordance with AB52 as follows: the Agua Caliente Band of Cahuilla Indians, Desert Cahuilla Indians (Torres-Martinez), Luiseño Indians, Morongo Band of Mission Indians, Pechanga Band of Mission Indians, Rincon Band of Mission Indians, Soboba Band of Luiseño Indians, and Pauma and Yuima Reservation. As of January 31, 2019, five tribes responded: Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Pauma and Yuima Reservation, Pechanga Band of Mission Indians, and Rincon Band of Mission Indians. Table 5.18-A – AB 52 Response Log notes the correspondence conducted between the Tribes and the City of Perris.

Table 5.18-A – AB 52 Response Log

Native American Group (Individual Responding)	Comment
Agua Caliente Band of Cahuilla Indians	• In the letter dated January 2, 2019, the Agua Caliente Band of Cahuilla Indians deferred to the Soboba and Morongo tribes. This concludes consultation efforts.
Desert Cahuilla Indians (Torres-Martinez)	• To date, the tribe has not responded for AB52 consultation. However, the opportunity for consultation will extend throughout the CEQA process per Public Resources Code § 21080.3.2 (b) (1) and (2).
Luiseño Indians	• To date, the tribe has not responded for AB52 consultation. However, the opportunity for consultation will extend throughout the CEQA process per Public Resources Code § 21080.3.2 (b) (1) and (2).
Morongo Band of Mission Indians	AB 52 Consultation Request

Native American Group (Individual Responding)	Comment
	• In an email dated January 2, 2019, the Morongo Band of Mission Indians requested AB52 consultation. • In an email letter dated January 31, 2019, Morongo Band of Mission Indians deferred to Cahuilla Tribe and rescinded their consultation request.
Pechanga Band of Mission Indians	<u>AB 52 Consultation Request</u> • In a letter and an email dated January 10, 2019 the Pechanga Band of Luiseño Mission Indians requested consultation. • Consultation via conference call between the City and Pechanga Band of Mission Indians was held on January 31, 2019. Pechanga provided minor comments to correct areas of the ethographic discovery and fine tuning of mitigation measures. This concludes consultation efforts.
Rincon Band of Mission Indians	• In a letter dated January 21, 2019, the Rincon Band of Mission Indians declined consultation, however they recommended that an archeological records search occur. This concludes consultation efforts.
Soboba Band of Luiseño Indians	• To date, the tribe has not responded for AB52 consultation. Consultation efforts have been concluded.
Pauma and Yuima Reservation	• In the letter dated January 9, 2019, the Pauma Reservation requested soil and excavation information. • The City contacted WEBB Associates for soil and excavation information that was then provided to the Pauma Reservation. • In an email dated January 10, 2019, the City addressed Pauma's excavation information request. No additional information requested. This concludes consultation efforts.

Three tribes, the Dessert Cahuilla Indians (Torrez-Martinez), Luiseño Indians, and the Soboba Band of Luiseño Indians have not responded for AB52 consultation. However, the opportunity for consultation will extend throughout the CEQA process per Public Resources Code Section 21080.3.2 (b) (1) and (2). Further, implementation of mitigation measure **MM Cult 1** will ensure impacts remain less than significant. Therefore, impacts are less than significant.

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

References: CAL-B, CAL-C, EMWD, EMWD UWMP, EMWD-WS, WEBB-C, PMC, MWD, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP Standards and Guidelines or PVCCSP EIR mitigation measures related to the analysis of utilities and service systems presented in this Initial Study.

EXPLANATION OF CHECKLIST ANSWERS

19a. Less than significant impact.

Utility Providers:

EMWD: Water and Sewer

Electric: Southern California Edison Company

Natural Gas: Southern California Gas Company

Telephone: Frontier Communications

The Project will require approximately 450 linear feet of a 12- to 18-inch diameter water line from Perry Street to terminus of Barrett Avenue, and approximately 20 linear feet of a 6- to 8-inch diameter sewer line from the northwest portion of the building to an existing 10-inch sewer line on Perry Street. An onsite storm drain line (Line A) and an offsite storm drain line (Line B) will be constructed. Line B will be approximately 24 to 30 inch diameter line and extend approximately 845 linear feet from the proposed bioretention basin to Perris Boulevard where it will connect to Lateral E-11. The existing power poles located along the Project frontage of Perry Street and Barrett Avenue will be removed and the wires undergrounded. Existing electrical power, natural gas, and telecommunication facilities are available in Perry Street, and will also be extended to serve the proposed Project. These extensions will be conducted in accordance with each utility purveyor's specification and accordance with the City's guidelines.

Line B impacts were evaluated in the biological study, the cultural study, and in the paleontological study assessment and no biological, cultural, or paleontological impacts were found. The full discussion can be found in Section 5.4, Section 5.5, and Section 5.18 of this IS.

The utilities to be extended to the Project site, except for Line B storm drain, will be constructed within existing roadways (Perry Street and Barrett Avenue) and within the Project boundary, and therefore would not result in significant environmental effects.

Therefore, the proposed Project would not cause significant effects in regards to the construction of water, sewer, storm water drainage, electrical power, natural gas, or telecommunications facilities and impacts will be less than significant.

19b. **Less than significant impact.** The Project site is located within the EMWD service area. EMWD provided a Will Serve letter indicating an ability to provide potable water and sewer service to the Project on September 19, 2018 (EMWD-WS), included as Appendix K. As previously discussed, a 12-inch diameter potable water line will be constructed offsite along Barrett Avenue from Perry Street to serve the Project site.

In compliance with Sections 10910–10915 of the *California Water Code* (commonly referred to as "Senate Bill [SB] 610" according to the enacting legislation), a Water Supply Assessment (WSA) was prepared for the PVCCSP to assess the impact of development allowed by the Specific Plan on existing and projected water supplies. The EMWD approved this WSA in July 2011 and determined that existing and planned EMWD water supplies are sufficient to meet Project-related demands. Recently, the EMWD adopted its updated 2015 UWMP, which contains more accurate projections for water supply and ability to serve the proposed Project area.

Development within the PVCCSP will increase demand for water supplies within the EMWD's service area. According to the PVCCSP WSA, based on the PVCCSP land use designations, at buildout, the PVCCSP is anticipated to have a projected water demand of 2,671.5 acre-feet per year (AFY). The WSA prepared for the PVCCSP determined that there would be sufficient water supplies to serve proposed development within the PVCCSP area.

The EMWD adopted its 2015 Urban Water Management Plan (UWMP), which details the reliability of the EMWD's current and future water supply. The EMWD has four sources of water supply: imported water from MWD, local groundwater, desalinated groundwater, and recycled water. The EMWD has several planned projects that will increase regional supply reliability by increasing local supplies and decreasing demands for imported water from the MWD including

increasing local groundwater banking through the EERP, expanding the desalter program with the Perris II Desalter, and full utilization of recycled water through implementation of an Integrated Resource Plan. Additionally, the EMWD aggressively promotes the efficient use of water through implementation of local ordinances, conservation programs and an innovative tiered pricing structure (EMWD UWMP).

In 2015, approximately 40 percent of the EMWD's total retail supply was imported from the MWD (EMWD UWMP). The MWD has also prepared a Regional UWMP and Integrated Water Resource Plan to detail their ability to provide water in times of shortage and address concerns regarding water supply reliability based on recent judicial decisions affecting the SWP and potential impacts due to climate change and drought. Based on the information provided in the MWD's 2015 UWMP, the MWD has sufficient supply capabilities to meet the expected demands of its member agencies from 2020 through 2040 under normal, historic single-dry and historic multiple-dry year conditions (MWD).

EMWD determined that it will be able to provide adequate water supply to meet the potable water demand for future development allowed by the PVCCSP as part of its existing and future demands. Therefore, it can be concluded that there are sufficient water supplies available to serve the proposed Project, which is consistent with the land use assumptions of the PVCCSP for industrial uses, from the EMWD's existing entitlements and resources as set forth in its 2015 UWMP and the MWD's 2015 UWMP. Therefore, because the proposed Project is consistent with the land use designation for the site that was assumed in the most recent UWMP, and with payment of applicable fees, impacts to water supplies will be less than significant.

19c. **Less Than Significant Impact.** Wastewater collection and treatment service will be provided by EMWD. Wastewater from the Project would be treated at the Perris Valley Regional Water Reclamation Facility (PVRWRF). EMWD provided a Will Serve letter indicating an ability to provide potable water and sewer service to the Project on September 19, 2018 (EMWD-WS), included as Appendix K. The Project will include approximate 20 linear feet of 6 to 8 inch diameter sewer line from the northwest portion of the building to an existing 10-inch sewer line on Perry Street.

Development associated with the PVCCSP, of which the Project is a part, will result in an increase in the amount of wastewater generated within the EMWD's service area. The PVCCSP is anticipated to generate approximately 5,316,295 gallons (5.3 mgd) of wastewater per day to be treated at the PVRWRF at build-out.

The PVRWRF currently accepts approximately 14 million gallons per day (mgd) but has a current treatment capacity of 22 mgd. Thus, the total demand from the PVCCSP represents approximately 59 percent of the current PVRWRF capacity. A portion of the current wastewater treated at the PVRWRF consists of diversions from elsewhere in EMWD's service area. Therefore, because EMWD's wastewater diversions are operational decisions and because there is sufficient capacity in the EMWD's other wastewater treatment facilities to accommodate additional wastewater flows, then overall EMWD has sufficient capacity to treat the wastewater generated by the PVCCSP.

Based on the wastewater generation factor of 1,700 gallons per day per acre (gpd/acre) for both General Industrial and Light Industrial PVCCSP land use designations applied in the PVCCSP EIR, the Project's development on approximately 7.25 acres for proposed industrial warehouse

uses would generate approximately 12,325 gpd (0.012 mgd) of wastewater that would be treated at the PVRWRF. As such, the proposed Project's wastewater generation represents less than one percent of the PVCCSP's total estimated wastewater generation (5.3 mgd).

Since the proposed Project consists of construction of a warehouse/distribution center, it is consistent with the land use designation in the PVCCSP and the wastewater generation analysis assumptions used for the PVCCSP EIR, and will not result in impacts greater than those analyzed in the PVCCSP EIR. Therefore, implementation of the proposed Project will have a less than significant impact on the EMWD's ability to treat wastewater and will not contribute significantly to require construction or operation of new or expanded wastewater facilities. Thus, impacts will be less than significant.

19d. **Less Than Significant Impact.** Trash, recycling, and green waste services within the City of Perris are provided by CR&R Waste Services. In addition to normal trash collection, the County of Riverside also sponsors several hazardous waste collection events throughout the year. Waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road, approximately 4.0 miles south of the Project site. At this facility, recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste from the proposed Project would be transported to either: (1) the Badlands Landfill on Ironwood Avenue in Moreno Valley, which has a permitted daily capacity of 4,800 tons per day (tpd); or (2) the El Sobrante Landfill on Dawson Canyon Road in Corona, with a permitted daily capacity of 16,054 tpd. (CAL B, CAL C).

Construction-Related Solid Waste

Overall, construction associated with Projects within the PVCCSP area is anticipated to generate approximately 104,671 tons of construction-related solid waste over a 20 year buildout period. Therefore, given the limited contribution of solid waste during an extended construction period, the PVCCSP EIR concluded that construction within the PVCCSP area would have a less than significant contribution to the exceedance of the permitted capacity of the designated landfills.

Based on the U.S. Environmental Protection Agency's (EPA's) construction waste generation factor for light industrial projects of 3.89 pounds per square foot, the proposed Project will generate approximately 288.44 tons of construction-related solid waste. This represents less than 0.3 percent of the total estimated construction-related waste to be generated by development of allowed PVCCSP uses, which was determined to be able to be accommodated by the landfills serving the City. Therefore, the disposal of construction-related solid waste associated with the proposed Project would not exceed the permitted capacity of the Badlands or El Sobrante landfills and there would be a less than significant impact.

Operational Solid Waste

The PVCCSP EIR estimates that operation of future development under the Specific Plan would generate approximately 544,049 tons per year of solid waste, which was determined to be approximately 11 percent of the combined annual capacity (i.e., yearly intake) of the Badlands and El Sobrante landfills. The PVCCSP EIR concludes that, with development of the PVCCSP, operational solid waste would not substantially contribute to exceeding the permitted capacity of these landfills.

Based on the California Department of Resources, Recycling and Recovery operational solid waste disposal factor of 0.0108 ton per square foot per year for the Light Industrial PVCCSP

land use designation applied in the PVCCSP EIR, the Project's approximately 148,300 square feet of proposed industrial warehouse/manufacturing uses would generate approximately 1,602 tons per year of solid waste requiring landfill disposal. This represents less than 0.3 percent of the estimated annual operational solid waste stream for development of allowed PVCCSP uses, which was determined to be accommodated by the landfills serving the City. Therefore, consistent with the findings of the PVCCSP EIR, the disposal of operational solid waste associated with the proposed Project would not exceed the permitted capacity of the Badlands or El Sobrante Landfills and there would be a less than significant impact.

The proposed Project will be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs since the Badlands and El Sobrante Landfills have the capacity to support the construction and operational waste expected from the Project. Therefore, impacts will be less than significant.

19e. Less Than Significant Impact. Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The proposed Project would be required to coordinate with CR&R Waste Services to develop a collection program for recyclables, such as paper, plastics, glass and aluminum, in accordance with local and State programs, including the California Solid Waste Reuse and Recycling Act of 1991. Additionally, the proposed Project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations.

The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. By 2004, the City of Perris achieved a 51 percent waste diversion rate. In addition, Perris Municipal Code Section 7.44.050 requires that project construction divert a minimum of 50 percent of construction and demolition debris. Also, Section 7.44.060 requires the submittal of a waste management plan. In addition, the 2016 CalGreen Code requires that 65 percent of construction waste is diverted. Thus, the proposed Project will be required to comply with federal, state, and local statutes and regulations related to solid waste. Therefore, impacts are less than significant.

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

References: CAL-A, GP, PVCCSP EIR, WEBB-D

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP EIR mitigation measures related to wildfire. Standards and Guidelines relevant to the analysis of wildfire impacts presented in this Initial Study include:

General Plan Safety Element

- Policy 1.C Fire: Reduce the risk of damages from fires
- A 30 ft. brush clearance radius for all structures with the City.
- A 150 ft. brush clearance requirement for structures on hillsides.

Weed Abatement (Section 7.08.045.)

- Property subject to abatement shall be cleared of all vegetation and rubbish. The property shall be free of fire hazard nuisances including dry or dead grasses, shrubbery or trees, and combustible refuse and waste or any material growing that may in reasonable probability constitute a fire hazard. The property shall be free of rubbish and vegetation which would hamper or interfere with the prevention or suppression of fire.

EXPLANATION OF CHECKLIST ANSWERS

20a-d. No impact. According to California Department of Forest and Fire Protection (Cal Fire), the proposed Project is not within a state responsibility area (SRA) or land classified as very high fire hazard severity zone. Further, as discussed in Threshold 9g, above, the proposed Project site is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. Additionally, the Perris GP does not designate this area to be at risk from wildland fires (GP, Safety Element, p 32). Therefore, no impact would occur.

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

References: PVCCSP EIR

EXPLANATION OF CHECKLIST ANSWERS

21a. **Less than significant impact with mitigation.** As discussed throughout the Initial Study, the proposed Project area does not contain sensitive biological resources that could potentially be affected by the proposed Project. All potentially significant impacts to biological resources would be avoided or reduced to a less than significant impact with the implementation of mitigation measures **PVCCSP MM Bio 1** and **MM Bio 2** identified in this IS as well as design features and measures already incorporated into the Project.

The presence of any previously recorded or potential cultural resources was not found on the proposed Project site. Further, the site has been previously disturbed and it is highly unlikely that any cultural resources exist. However, in order to provide protection in the unlikely event that cultural resources are unearthed during Project construction, implementation of mitigation measures **MM CULT 1** and **MM CULT 2** will reduce potential impacts to less than significant.

Thus, the proposed Project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of

the major periods of California history or prehistory. Therefore, impacts are less than significant with mitigation incorporated.

21b. Less than significant impact. The proposed Project is being developed according to the PVCCSP and is an allowed use under the site's Light Industrial land use designation in the PVCCSP; however, the PVCCSP may result in several cumulatively considerable impacts. Analysis contained in the PVCCSP EIR determined that construction associated within the PVCCSP may have cumulatively significant impacts in the following areas:

- *Air Quality:* Emissions generated by the overall PVCCSP area will exceed the SCAQMD's recommended thresholds of significance;
- *Noise:* Development in the overall PVCCSP area will result in substantial increases in the ambient noise environment at Project buildout;
- *Transportation:* Potential cumulative impacts to I 215, which is consistent with the findings in the Perris GP.

However, as demonstrated by the analysis in this IS, the proposed Project will not result in any significant environmental impacts. The Project is consistent with local and regional plans, and the Project's air quality emissions do not exceed established thresholds of significance. Additionally, the proposed Project will not cause a substantial increase in ambient noise levels. The Project adheres to all other land use plans and policies with jurisdiction in the Project area, and will not cause a significant increase in traffic volumes within the Project area. Although the impacts of the proposed Project are determined to be less than significant, the Project would be subject to all of the applicable mitigation measures from the PVCCSP EIR, which would further reduce any Project contribution to cumulative impacts. Therefore, the proposed Project will not have impacts that are individually limited, but cumulatively considerable, and impacts will be less than significant.

21c. Less than significant impact with mitigation. Effects on human beings were evaluated as part of this analysis of this IS under the air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and traffic thresholds. Based on the analysis and conclusions in this IS, the proposed Project will not cause substantial adverse effects directly or indirectly to human beings with incorporation of mitigation measures **PVCCSP MM Noise 1** through **MM Noise 6**. Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are considered less than significant with mitigation incorporated.

SECTION 6.0 REFERENCES

ALUC — Riverside County Airport Land Use Commission, *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan*, November 13, 2014. (Available at http://www.rcaluc.org/Portals/0/PDFGeneral/plan/2014/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf, accessed November 29, 2018.)

AE-A — Applied EarthWorks, *Phase I Cultural Resources Assessment for the Duke Perry and Barrett Project, City of Perris, Riverside County, California*. May 2019 (Appendix D)

AE-B — Applied EarthWorks, *Paleontological Technical Memorandum for the Duke Perry and Barrett Project, City of Perris, Riverside County, California*. May 2019 (Appendix E)

APEX-A — Apex, *Phase I Environmental Site Assessment*, July 24, 2018. (Appendix G.1)

APEX-B — Apex, *Phase II Environmental Site Assessment*, September 6, 2018. (Appendix G.2)

CADRE — Cadre, *MSHCP General Habitat Assessment/Consistency Analysis, and Regulatory Constraints Assessment for the 7.25-Acre Duke Perry Street & Barrett Avenue Project Site, City of Perris, California,* dated February 8, 2019. (Appendix C)

CAP — City of Perris. *City of Perris Climate Action Plan,* 2016. (Available at http://www.cityofperris.org/city-gov/agenda/2016/02-23-16-council-8b.pdf, accessed December 5, 2018.)

CAL-A — California Department of Forest and Fire Protection. *Riverside County (West) FHSZ Map*, Adopted November 2007. (Available at http://www.fire.ca.gov/fire_prevention/fhsz_maps_riversidewest, accessed January 24, 2019)

CAL-B — California Department of Resources Recycling and Recovery (CalRecycle). 2018a. *Solid Waste Information System: Facility Detail: Badlands Sanitary Landfill (33-AA-0006).* Sacramento, CA. (Available at http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0006/Detail/ , accessed April 30, 2019)

CAL-C — California Department of Resources Recycling and Recovery (CalRecycle). 2018b. *Solid Waste Information System: Facility Detail: El Sobrante Landfill (33-AA-0217).* Sacramento, CA. (Available at http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0217/Detail/, acccesed April 30, 2019)

CARB-A — California Air Resources Board. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning,* dated May 6, 2005. (Available at http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4, accessed December 5, 2018.)

CARB-B — California Air Resources Board, *Area Designations Maps/State and National*, revised December 28, 2018. (Available at https://www.arb.ca.gov/desig/adm/adm.htm Accessed April 29, 2019.)

CARB-C — California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017. (Available at https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf accessed May 2, 2019. (CARB 2017)

CEC-A — California Energy Commission, *Energy Consumption Data Management System*, *California Energy Consumption Database, Electricity Consumption by Entity*, interactive Web tool. (Available at http://www.ecdms.energy.ca.gov/elecbyutil.aspx, accessed April 29, 2019.)

CEC-B — California Energy Commission, *Energy Consumption Data Management System*, *California Energy Consumption Database, Natural Gas Consumption by Entity*, interactive Web tool. (Available at http://www.ecdms.energy.ca.gov/gasbyutil.aspx, accessed April 29, 2019

CHSC — State of California. *California Health and Safety Code*. (Available at https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=HSC, accessed December 5, 2018.)

CCR — California Code of Regulations. (Available at https://govt.westlaw.com/calregs/Index?transitionType=Default&contextData=%28sc.Default%29, accessed December 5, 2018.)

CFR — Code of Federal Regulations, *U.S. Government Publishing Office, Title 49 Transportation*, January 13, 2017. (Available at http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title49/49tab_02.tpl, accessed December 5, 2018.)

CFR — Code of Federal Regulations, *U.S. Government Publishing Office, Title 49 Transportation*, January 13, 2017. (Available at http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title49/49tab_02.tpl, accessed December 5, 2018.)

COR GP — County of Riverside, *General Plan – Multipurpose Open Space Element.* Effective Date December 15, 2015 (Available at http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/elements/Ch05_MOSE_120815.pdf?ver=2016-04-01-100801-367, accessed on November 16, 2018.)

COR MHMP — County of Riverside, *Multi-Jurisdictional Hazard Mitigation Plan*, June 2012. (Available at https://www.riversideca.gov/fire/oem/pdf/Completed-MJHMP-7-18-12.pdf, accessed November 2018.)

COR ORD 655 — County of Riverside, *Ordinance No. 655 An Ordinance of the County of Riverside Regulating Light Pollution*. June 6, 1988. (Available at https://www.rivcocob.org/ords/600/655.htm , accessed December 5, 2018.)

DOC — California Department of Conservation. Land Conservation (Williamson) Act, Riverside County Land Conservation Act Map 2015/2016. (Available at ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Riverside_w_15_16_WA.pdf, accessed December 5, 2018.)

EMWD-WS — Eastern Municipal Water District, *Will Serve,* dated September 19, 2018. (Appendix J)

EMWD — Eastern Municipal Water District, *Perris Valley Regional Water Reclamation Facility Fact Sheet*, October 2016. (Available at

http://www.emwd.org/home/showdocument?id=1424, accessed November 28, 2018.)

EMWD UWMP — Eastern Municipal Water District. *EMWD Urban Water Management Plan 2015 Update.* (Available at http://www.emwd.org/home/showdocument?id=1506, accessed November 28, 2018.)

ENTECH — Entech Consulting Group. *Noise & Vibration Study Duke Warehouse at Perry Street and Barrett Avenue City of Perris,* July 2019. (Appendix M)

FEMA — Federal Emergency Management Agency. *Flood Insurance Rate Map Panel Number 06065C1430H*, November 16, 2018. (Available at https://msc.fema.gov/portal/search?AddressQuery=PERRIS%20CA#searchresultsanchor, accessed November 16, 2018.)

FMMP — California Department of Conservation - Farmland Mapping and Monitoring Program, *Farmland Mapping and Monitoring Program Farmland Map: Riverside County, California.* (Available at ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/riv14_w.pdf, accessed January 18, 2017.)

GP — City of Perris *Comprehensive General Plan 2030*. (Available at http://www.cityofperris.org/city-hall/general-plan.html, accessed November 16, 2018.)

GPEIR — City of Perris, *Draft Environmental Impact Report, City of Perris General Plan 2030 (State Clearinghouse #2004031135)*, 2004. (Available at http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf, accessed November 18, 2018.)

MC — City of Perris, *City of Perris Municipal Code.* (Available at https://library.municode.com/ca/perris/codes/code_of_ordinances, accessed December 5, 2018.)

MWD — Metropolitan Water District, *2015 Urban Water Management Plan, June* 2016. (Available at http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf , accessed December 5, 2018.)

PVCCSP — City of Perris, *Perris Valley Commerce Center Specific Plan, Amendment No. 9*, dated May 2018. (Available at http://www.cityofperris.org/departments/development/duke-markham/Perris_Valley_Commerce_Center_Specific_Plan_Amendment_No9.pdf, accessed November 5, 2018.)

PVCCSP EIR — City of Perris. *Perris Valley Commerce Center Draft Environmental Impact Report,* (State Clearinghouse #2009081086), November 2011. (Available at the City of Perris)

PVCCSP IS — City of Perris, *Perris Valley Commerce Center Specific Plan Initial Study*. Available at the City of Perris.

RCA — Riverside Conservation Authority, *RCA MSHCP Information Map.* Riverside Conservation Authority. (Available at http://wrcrca.maps.arcgis.com/apps/webappviewer/index.html?id=a73e69d2a64d41c29ebd3acd67467abd , accessed January 8, 2019.)

RCIT — County of Riverside - Department of Information Technology, *Riverside County Spatial Data*. (Available at http://data-countyofriverside.opendata.arcgis.com/, accessed November 14, 2016.)

RCTC — Riverside County Transportation Commission, *2011 Riverside County Congestion Management Program*, December 14, 2011. (Available at http://www.rctc.org/uploads/media_items/congestionmanagementprogram.original.pdf, accessed January 18, 2017.)

SoCalGeo-a — Southern California Geotechnical, Inc, *Geotechnical Investigation Proposed Warehouse Perry Street, East of Indian Avenue*, Perris, California, July 19, 2018. (Appendix F)

SoCalGeo-b — Southern California Geotechnical, Inc, *Results of Infiltration Testing Proposed Warehouse Perry Street, East of Indian Avenue*, Perris, California, July 19, 2018. (Appendix F.1)

SCAG — Southern California Association of Governments, *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Current Demographic and Growth Forecast Appendix. (Available at* http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf, accessed November 28, 2018.)

SCAQMD — South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017. (Available at http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15, accessed April 30, 2019.)

SCAQMD 2015 — South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and [Proposed] Brief of Amicus Curiae*, April 13, 2015. (Available at https://www.courts.ca.gov/documents/9-s219783-ac-south-coast-air-quality-mgt-dist-041315.pdf. Accessed April 29, 2019.)

SWRCB — California State Water Resources Control Board, *2009-0009-DWQ Construction General Permit*, Effective July 1, 2010. Available at http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml, accessed November 28, 2018.)

USCB — United States Census Bureau, *Quickfacts, Perris City, California.* (Available at http://www.census.gov/quickfacts/table/PST045215/0656700,00, accessed December 5, 2018.)

WEBB-A — Albert A. Webb Associates, *Air Quality/Greenhouse Gas Analysis*, dated April 16, 2019. (Appendix A)

WEBB-B — Albert A. Webb Associates, *Health Risk Assessment Duke Warehouse at Perry Street and Barrett Avenue (DPR No. 18-00011)*, dated April 22, 2019. (Appendix B)

WEBB-C — Albert A. Webb Associates, *Project Specific Water Quality Management Plan*, dated January, 2017. (Appendix H)

WEBB-D — Albert A. Webb Associates, *Preliminary Drainage Study*, Revised February, 2019. (Appendix I)

WEBB-E Albert A. Webb Associates, *Traffic Impact Analysis, Warehouse building, Case # PLN 18-00011*, dated February, 2019. (Appendix J)