INITIAL STUDY

for

Perris Valley Commerce Center Specific Plan, Amendment No. 10
&
Development Plan Review 19-00012

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CITY OF PERRIS

I. INTRODUCTION

1. **Project Title:** Perris Valley Commerce Center (PVCC) Specific Plan, Amendment No. 10 (SPA 10) and Development Plan Review 19-00012 (DPR 19-00012)

2. **Lead Agency Name and Address:** City of Perris, Planning Division 101 North D Street, Perris, CA 92570

3. **Contact Person and Phone Number:** Chantal Power, AICP Contract Planner, 951.943.5003

4. **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 light industrial building (herein referred to as "Project") could result in potentially significant environmental impacts that would require the preparation of an Environmental Impact Report (EIR). This IS has evaluated each of the issue areas contained in the checklist provided in Appendix G of the State CEQA Guidelines. 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 Initial Study prepared for a proposed project determines that no or less than 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 (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 potentially significant impacts can be reduced to less than significant levels with mitigation. If an Initial Study prepared for a proposed project determines it may produce one or more significant effects on the environment, 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) planning area of the City of Perris. The PVCCSP was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284). 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), which was 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 planning 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.

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 PVCCSP 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 applicable PVCCSP EIR mitigation measures as outlined in the MMRP and that these requirements are implemented in a timely manner.

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 Project.

5. 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 and presented as Appendix G to the State CEQA Guidelines. The Form is found in Section V. Environmental Issues Assessment, of this IS. It contains a series of questions about the Project for each of the listed environmental topics. The Form is used to evaluate whether or not any significant environmental effects are associated with implementation of the Project, after implementation of mitigation measures that would require the preparation of an EIR. The explanation for each answer is included in Section V.

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

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

As identified through the analysis presented in this IS, the Project would have no impacts or less than significant impacts (either with or without mitigation) for Aesthetics, Agriculture and Forestry Resources, Air Quality (odors), Biological Resources (state or federally protected wetlands, and local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance), Geology and Soils, Hazards and Hazardous Materials, Land Use and Planning (physically divide an established community), Mineral Resources, Population and Housing, Public Services, Recreation, Transportation (substantially increase hazards due to a geometric design feature or incompatible uses, inadequate emergency access), Utilities and Service

Systems (sufficient water supplies, adequate capacity for wastewater, generate excessive solid waste, Comply with solid waste regulations), and Wildfire.

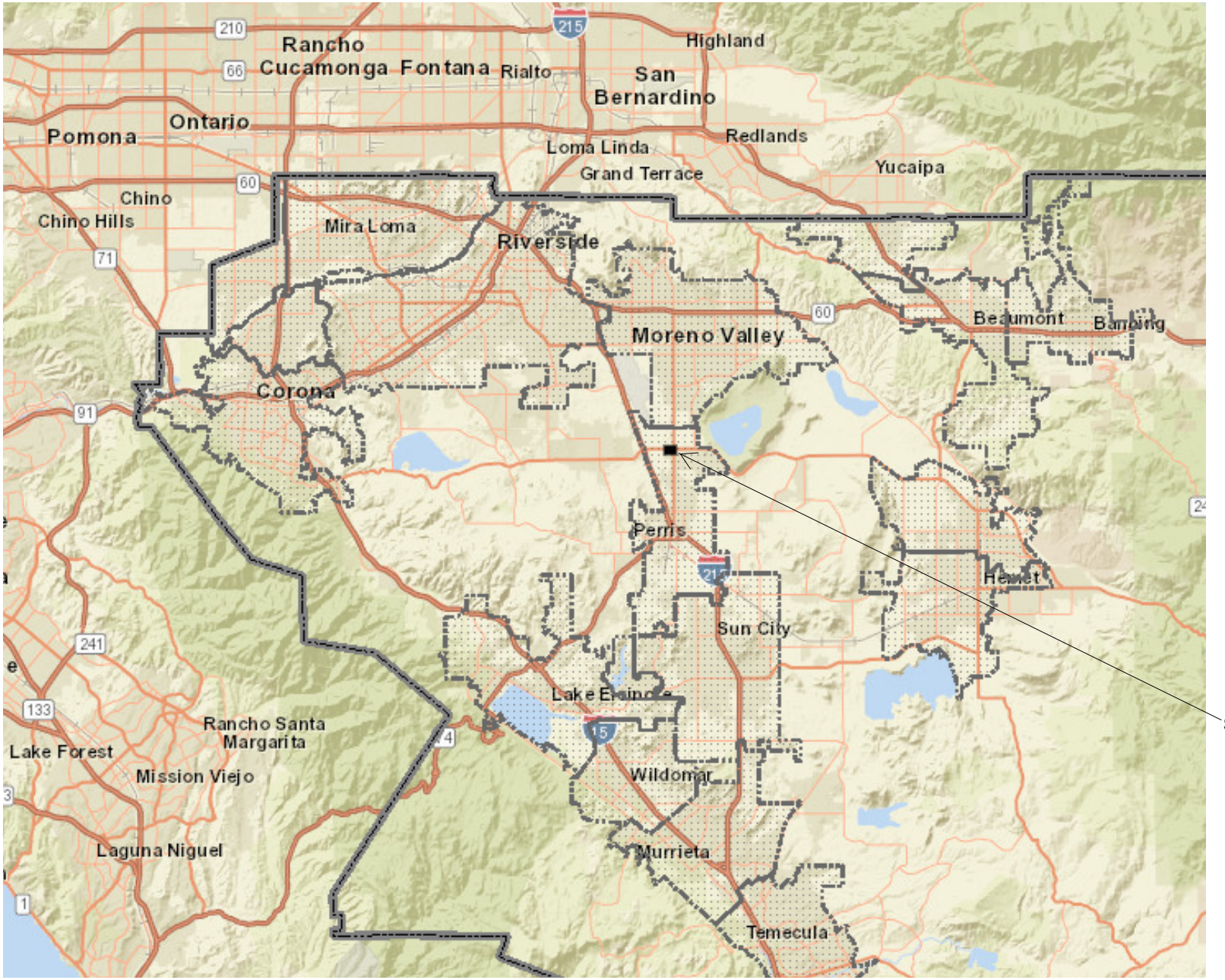
The analysis for the remainder of the environmental topics not listed indicates the potential for significant impacts and requires further analysis in an EIR, which shall be prepared.

6. Project Site Location and Setting

The Project site is bounded as follows: Ramona Expressway to the immediate north and commercial and light industrial uses to the north of Ramona Expressway; light industrial uses to the south; Perris Boulevard to the immediate east and commercial uses east of Perris Boulevard; and Indian Avenue to the immediate west and light industrial uses to the west of Indian Avenue. The Project site is located in the City of Perris, County of Riverside, State of California. Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map.***

The Project totals approximately 16 acres on Assessor's Parcel Number 303-060-020, USGS 7.5 minute series Perris Quadrangle map Section 7, Township 4 south, Range 3 west.

Figure 1
Regional Location Map



Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Figure 2
Vicinity Map

Source: Project Plans (Appendix L)

The existing and proposed General Plan Land Use Designation for the Project site is Perris Valley Commerce Center Specific Plan (PVCCSP). Reference **Figure 3, *Existing and Proposed General Plan Land Use Designations***. The existing Zoning Classification is Perris Valley Commerce Center Specific Plan (commercial). The proposed Zoning Classification is Perris Valley Commerce Center Specific Plan (light industrial). Reference **Figure 4, *Existing and Proposed Zoning Classifications***.

As shown on **Figure 5, *Aerial Photo***, the Project site is currently unoccupied and undeveloped, with no observed or reported on-site operations. Land uses adjacent to the Project site include undeveloped land and commercial uses to the north; light industrial Fallas Distribution Center to the south; commercial uses and a mobile home park to the east; and light industrial Lowes Distribution Center to the west. **Table 1, *Surrounding Land Uses***, lists the different uses that are located immediately adjacent to the proposed Project site. Also, please reference **Figure 3, *Existing and Proposed General Plan Land Use Designations***, **Figure 4, *Existing and Proposed Zoning Classifications***, *and* ***Figure 5, Aerial Photo***.

Table 1
Surrounding Land Uses

Direction	General Plan Land Use Designation	Zoning Classification	Existing Land Use
Project Site	Perris Valley Commerce Center (PVCC) Specific Plan	Existing: PVCC Specific Plan (Commercial) Proposed: PVCC Specific Plan (Light Industrial)	Vacant
North	PVCC Specific Plan	PVCC Specific Plan (Commercial and Light Industrial)	Ramona Expressway, vacant land and some commercial uses
South	PVCC Specific Plan	PVCC Specific Plan (Light Industrial)	Light Industrial distribution center
East	PVCC Specific Plan	PVCC Specific Plan (Commercial and Residential)	Perris Boulevard, commercial uses, and mobile home park
West	PVCC Specific Plan	PVCC Specific Plan (Light Industrial)	Indian Avenue and light Industrial distribution center

Sources: City of Perris Zoning Map, Land Use Map, and Google Maps

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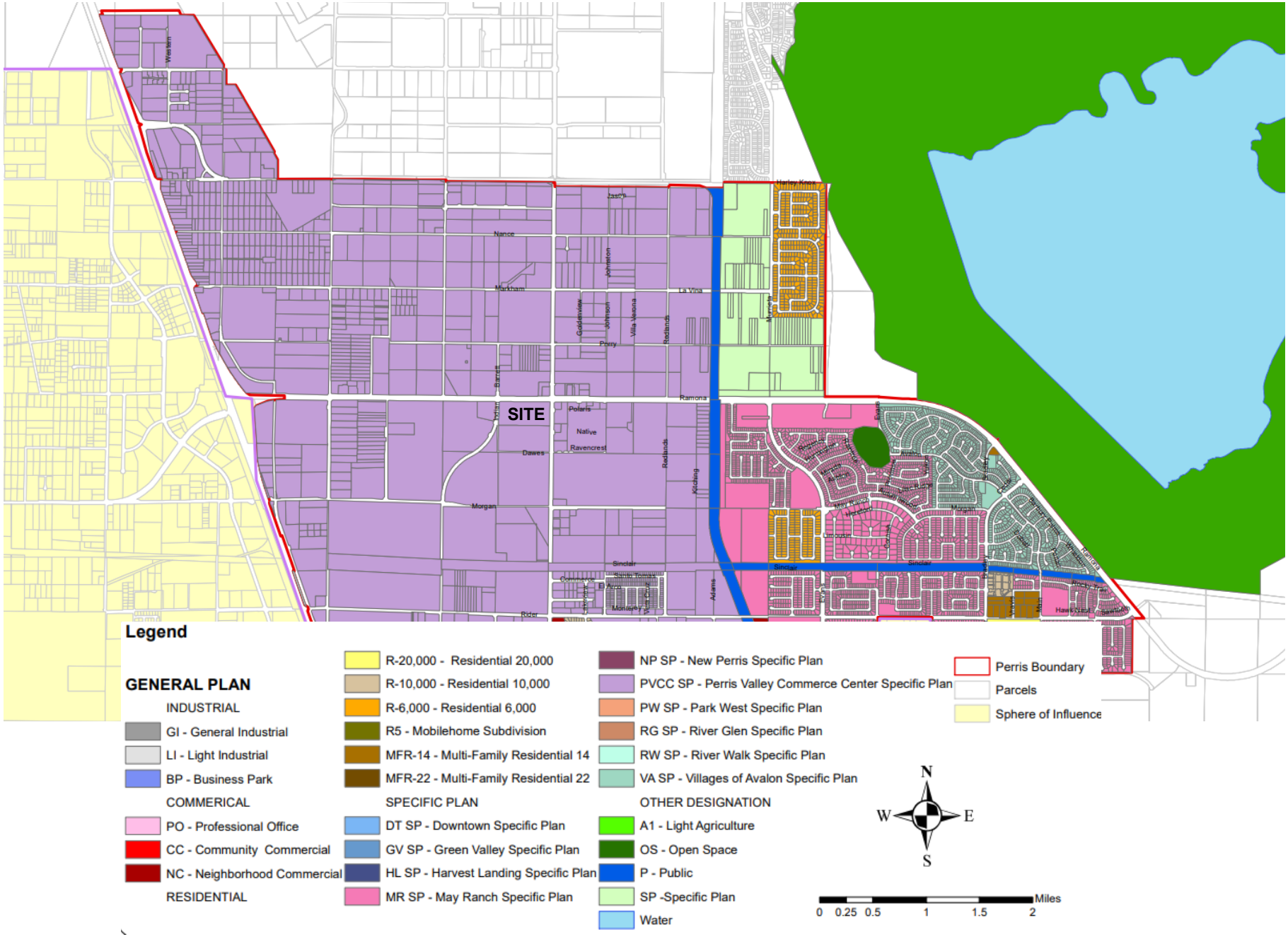
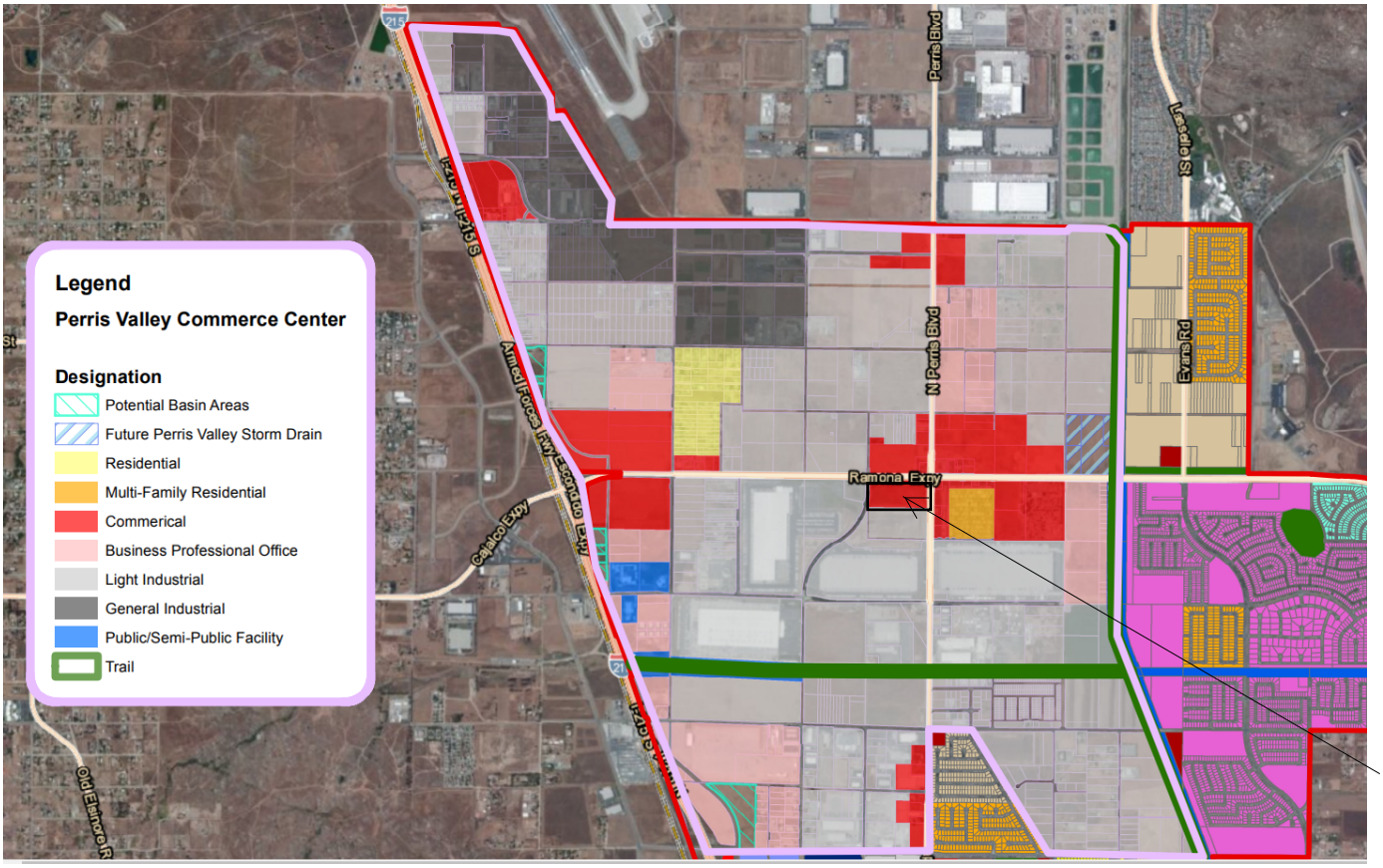
Figure 3
Existing and Proposed General Plan Land Use Designations



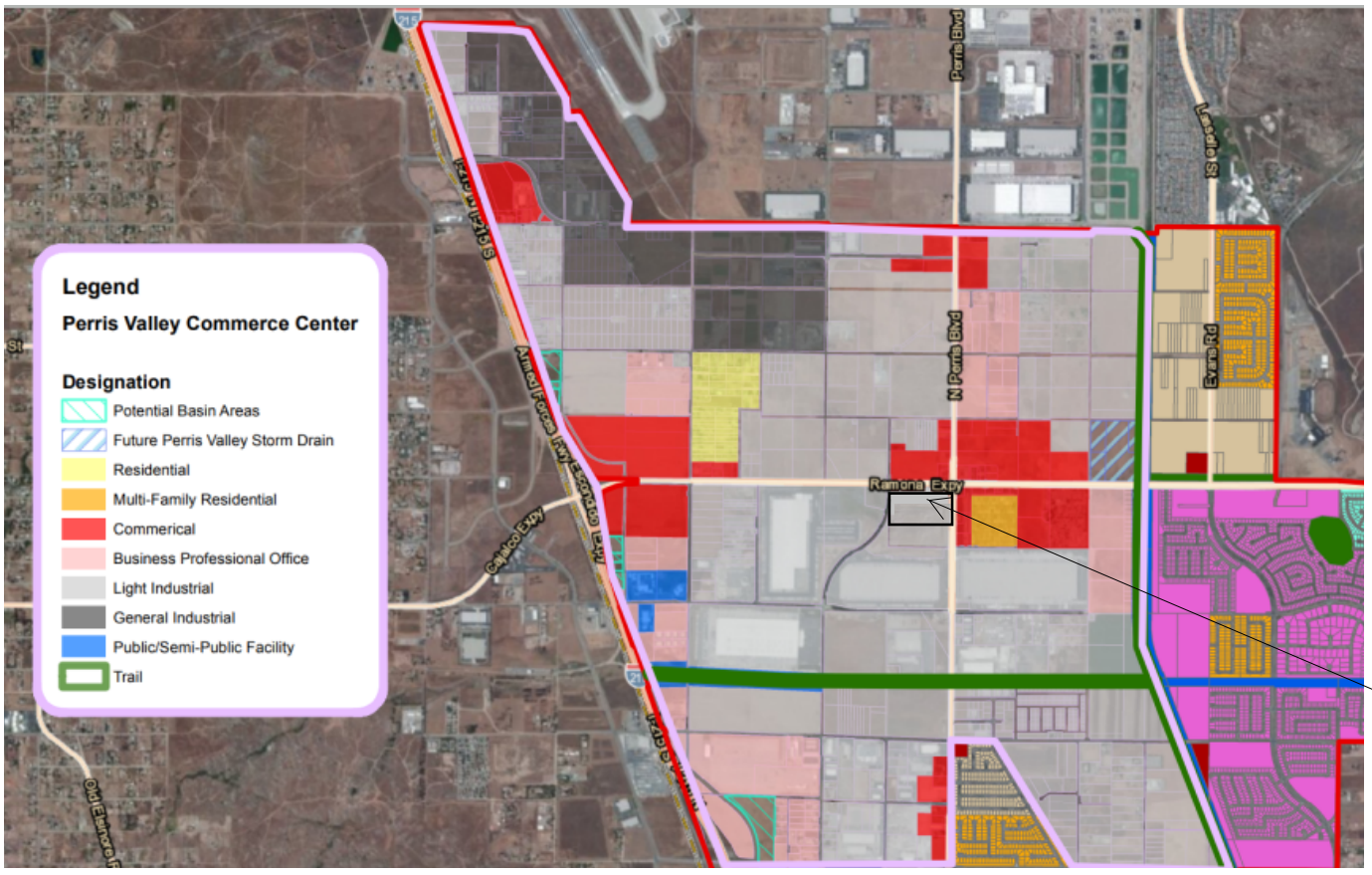
Source: City of Perris http://www.cityofperris.org/city-hall/general-plan/Land_Use_Map.pdf

Figure 4
Existing and Proposed Zoning Classifications

EXISTING

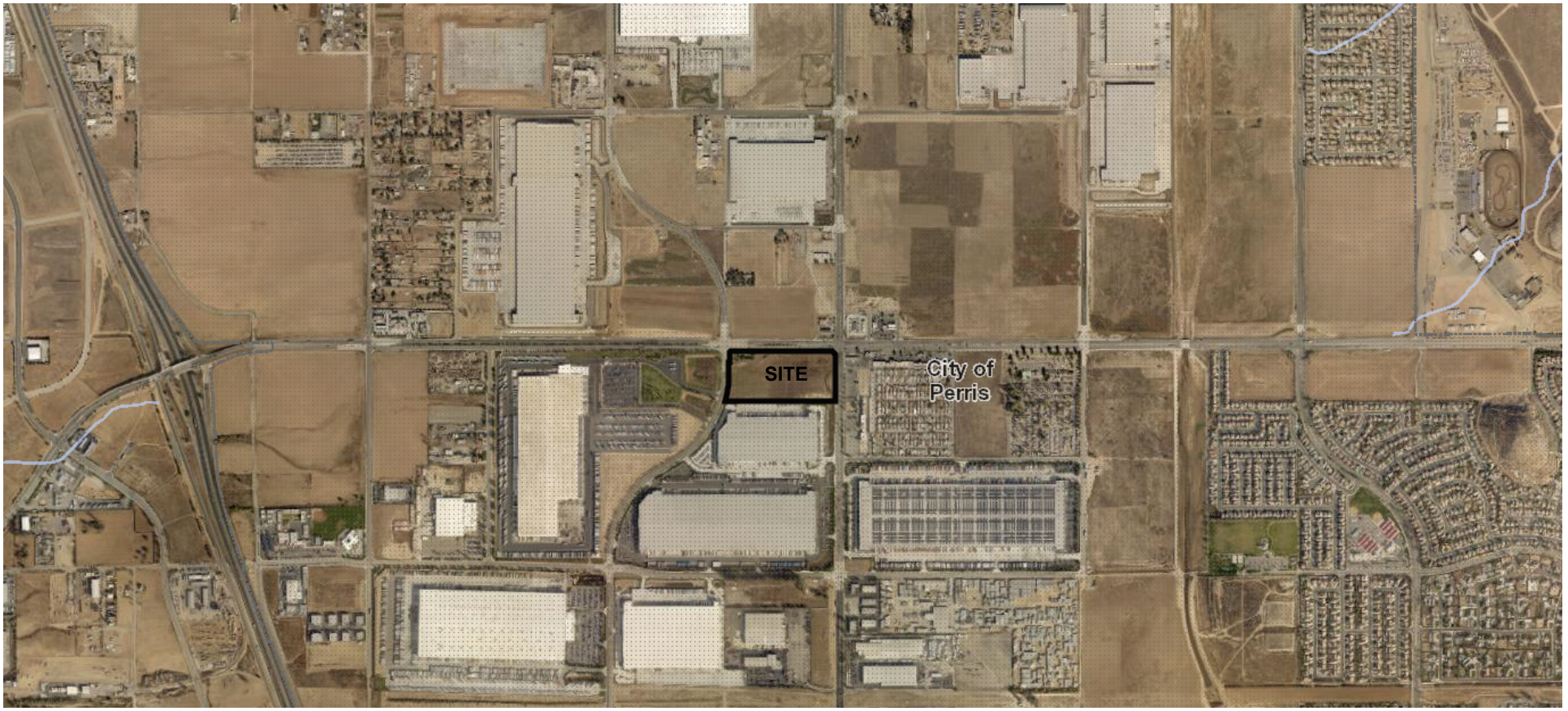


PROPOSED



Source: City of Perris http://www.cityofperris.org/city-hall/zoning/2016-zone-map.pdf

Figure 5
Aerial Photo



Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

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The Project site is relatively flat with no areas of significant topographic relief. On-site elevations range from approximately 1,452 to 1,465 feet above sea level and generally slopes from southwest to northeast. The Project site primarily consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances that was historically used for agricultural land uses. The Project site no longer is used for agricultural activities but has been subject to on-going weed abatement activities and disturbance associated with surrounding development. These disturbances have eliminated the natural plant communities that once occurred at and surrounding the Project site. As further discussed in the Biological Resources section of this IS, the vegetation on site can be characterized as a heavily disturbed land cover type that is vegetated with a variety of non-native and early successional/ruderal plant species (according to the Western Riverside County Multiple Species Habitat Conservation Plan [MSHCP], developed or disturbed lands consist of areas that have been disced, cleared, or otherwise altered).

The Project site is located approximately 5.0 miles southeast of the March Air Reserve Base/Inland Port (MARB/IP) Airport, within the Airport Influence Area, and subject to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IP ALUCP). The MARB/IP ALUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. An Accident Potential Zone (APZ) effectively restricts the types and intensities of land uses on some properties within the APZs to mostly nonresidential or low-occupancy industrial uses. The Project site has 11.60 acres located within Zone B1, APZ II and 3.90 acres located within Zone C1. Zone B1, APZ II allows 50 people per acre and prohibited uses include children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/ motels, restaurants, and places of assembly. Zone C1 allows 100 people per acre and prohibited uses include children's schools, day care centers, libraries, hospitals, congregate care facilities, and places of assembly. Reference **Figure 6, *March Air Reserve Base / Inland Port Airport Influence Area***.

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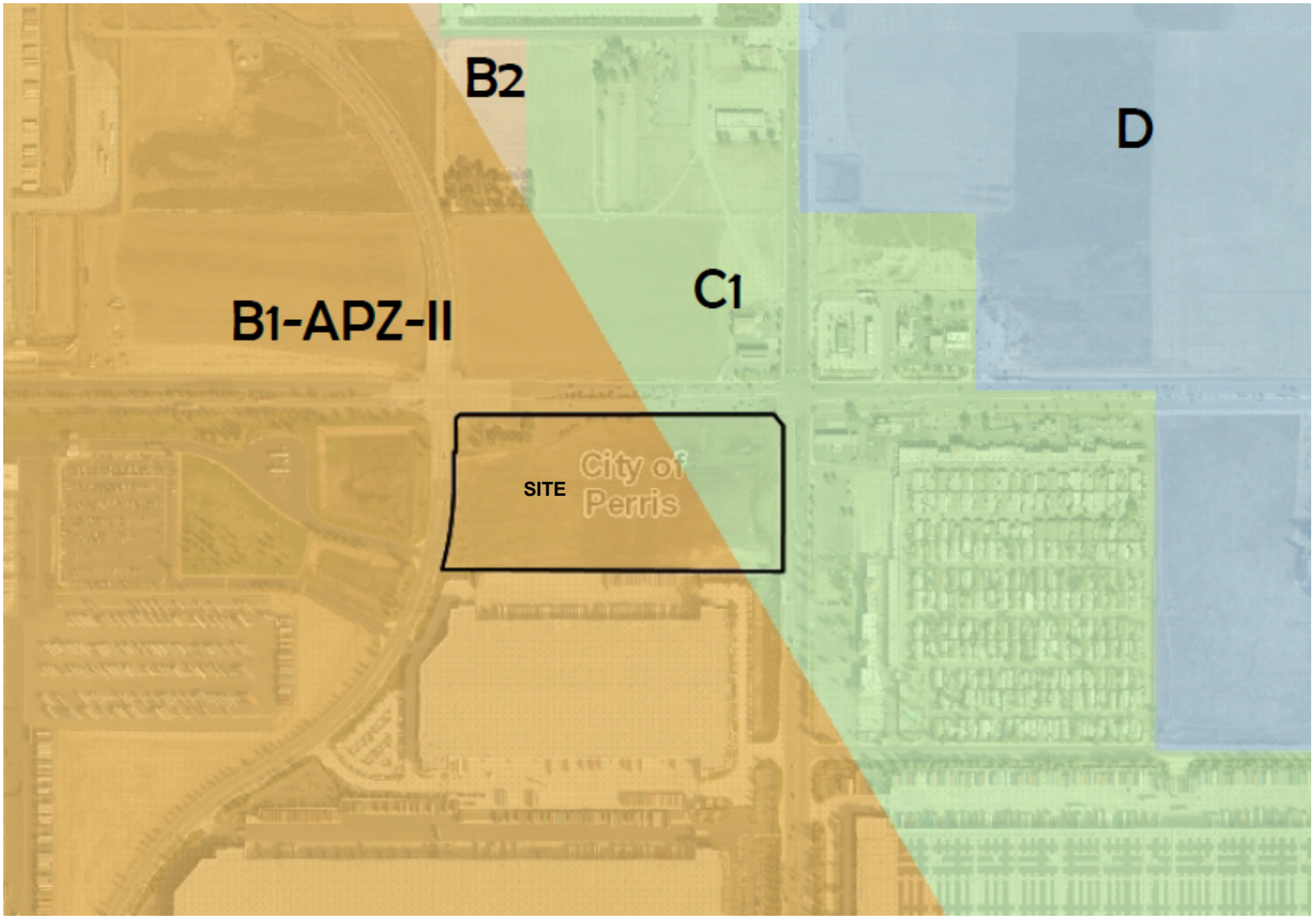
Figure 6
March Air Reserve Base Airport Influence Area



Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Zone B1, APZ II allows 50 people per acre and prohibited uses include children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/ motels, restaurants, and places of assembly.

Zone C1 allows 100 people per acre and prohibited uses include children's schools, day care centers, libraries, hospitals, congregate care facilities, and places of assembly.

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7. Project Description

The applicant for PVCC SPA No. 10 proposes to modify the current Specific Plan Land Use Designation of the Project site as follows:

Current Land Use - Commercial (C): This zoning designation provides for retail, professional office, and service-oriented business activities which serve the entire City, as well as the surrounding neighborhoods. This zone combines the General Plan Land Use designation of Community Commercial and Commercial Neighborhood.

Proposed Land Use - Light Industrial (LI): This zone provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the 'Light Industrial' General Plan Land Use designation. Reference **Table 2, *SPA 10 Land Use Summary***.

Table 2
SPA 10 Land Use Summary

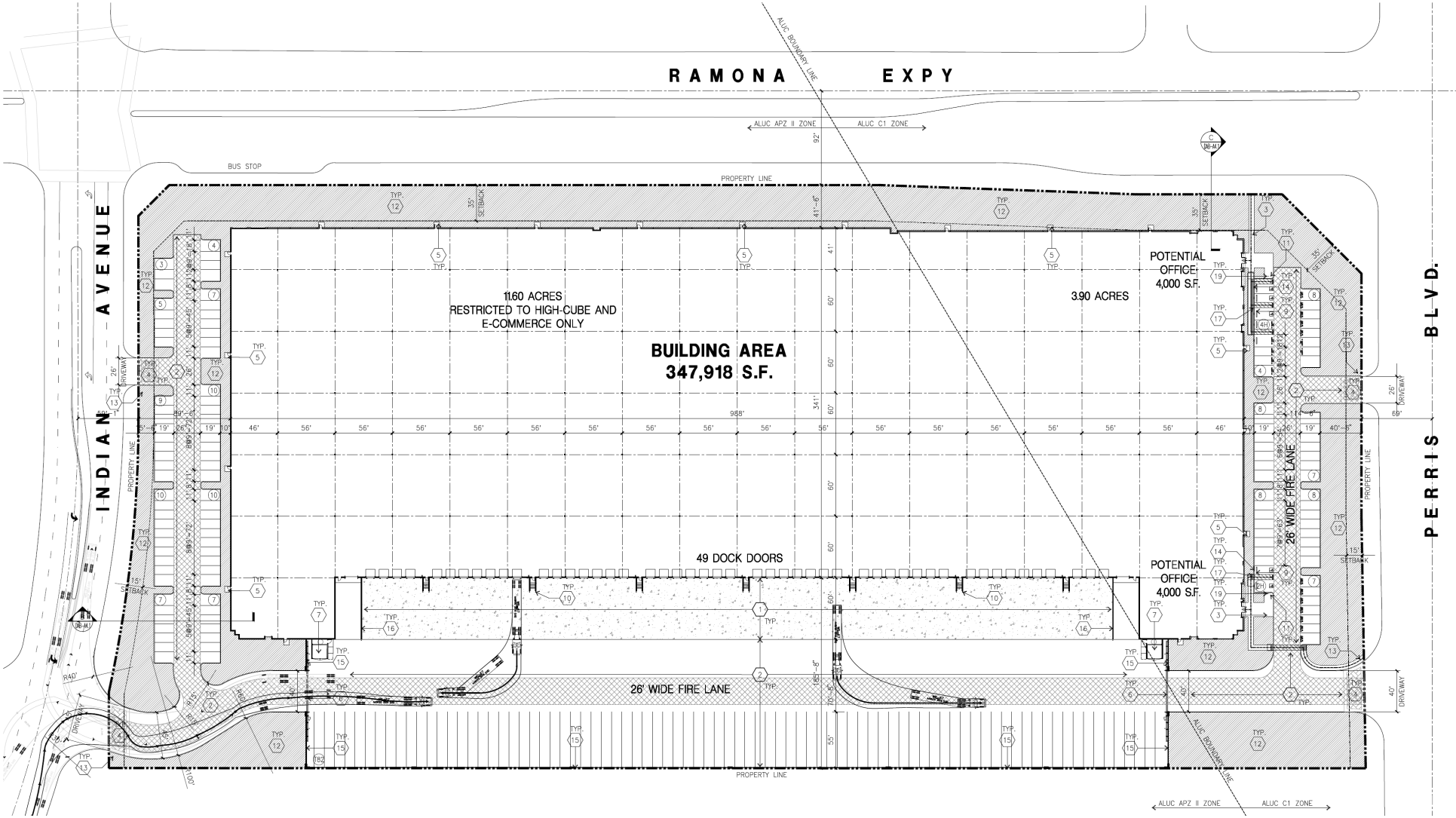
General Plan Land Use	Existing Acres Prior to PVCC SP	Acres Adopted by 2012 PVCCSP	Proposed Acres (SPA1-SPA10)
Business Park/Professional Office (BPO) Professional Office (PO) Business Park (BP)	317	343	272
Commercial (C) Community Commercial (CC) Neighborhood Commercial (NC)	462	349	253
General Industrial (GI)	423	408	392
Light Industrial (LI)	1,620	1,866	2,049
Multi-Family Residential Residential (Multi-Family) (MFR-14)	22	22	22
Public (P) Public/Semi-Public/Utilities Park, Recreational and Natural Open Space (OS)	120	194	194
Residential (R) Residential (Single-Family) (R-6,000)	59	0	0
Residential (R) Residential (Single-Family) (R-20,000)	63	60	60
Specific Plan (SP)	190	0	0
Other (ROW, Basin, etc.)	307	341	341
Total Acres	**3,583**	**3,583**	**3,583**

Source: PVCC SPA10 (**Appendix I**)

The project applicant believes that LI designation is better suited to the restrictions in place for the Project site by the MARB/IP Airport Influence Area.

The Project would involve development of the 16-acre site with an approximate 347,918-square-foot (sq. ft.) light industrial building; the building will be divided into 339,918 sq. ft. of non-refrigerated warehouse space and 8,000 sq. ft. of office space. The Project has been designed in compliance with the industrial design standards and guidelines contained within the PVCCSP. Reference **Figure 7, *Conceptual Site Plan*** and **Figure 8, *Conceptual Elevations***. As shown on **Figure 7**, the proposed building would be located in the central portion of the Project site, with parking to the east, west, and south. The plan provides designated, outdoor employee break areas on both the east and west sides of the proposed building. As shown on **Figure 8**, the proposed building would be a maximum of 45 feet tall. The proposed building would include aesthetic treatments such as varying building height and rust colored metal awnings and has an overall grey color scheme with white accents.

Figure 7
Conceptual Site Plan



Source: Project Plans (Appendix H)

Figure 8
Conceptual Elevations

Source: Project Plans (Appendix H)

8. Circulation and Parking

Vehicular Circulation

Access to the Project site would be provided via Indian Avenue with a full turning movement location near the southern edge of the Project site and aligning with the existing Lowe's property access point west of Indian Avenue. An additional right in right out access will also be located on Indian Avenue to the north, closer to Ramona Expressway. Two right in right out access points will be placed along Perris Boulevard. No access from Ramona Expressway is proposed. Refer to **Figure 7*, Conceptual Site Plan***. The roadway and site access improvements proposed as part of the Project include:

- **Ramona Expressway** – With recent City roadway expansion projects completed for Ramona Expressway, no changes to the existing lanes, or curb location are proposed. Additional right of way will be dedicated and sidewalk and right of way landscaping will be provided.

- **Indian Avenue** – Indian Avenue will be expanded to add a dedicated right turn lane. The existing median will be revised to allow for southbound left turning pocket to be added for traffic entering the site. Additional right of way will be dedicated and sidewalk and right of way landscaping will be provided.

- **Perris Boulevard** – With recent City roadway expansion projects completed for Perris Boulevard, no changes to the existing lanes, or curb location are proposed. Additional right of way will be dedicated and sidewalk and right of way landscaping will be provided connecting the existing bus bay to the existing sidewalk to the south.

Non-Vehicular Circulation

As part of the Project, six-foot sidewalks would be constructed along the Project frontages (Ramona Expressway, Perris Boulevard, and Indian Avenue). In addition, bicycle lanes will be added on Ramona Expressway (Class IV), Perris Boulevard (Class IID), and Indian Avenue (Class II). Americans with Disabilities Act (ADA) travel is provided from the street to the site via Indian Avenue, near the southern-most driveway, and also from Ramona Expressway at the northeastern corner of the site. ADA access is also provided on-site, as required. Bicycle racks are provided on both the east and west sides of the proposed building.

Parking

As shown in **Figure 7**, automobile parking would be provided along the eastern and western boundaries of the site. A total of 145 automobile parking stalls (92 stalls are required), including three standard ADA-compliant stalls, and three van ADA-compliant stalls. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), 17 of the parking spaces will be designated for low-emitting, fuel efficient, and carpool/vanpool vehicles. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, 7 parking spaces will provide conduits for the charging of electric vehicles. Additionally, 82 10' x 55' trailer parking stalls would be provided along the southern boundary of the site.

9. Landscaping, Walls/Fences and Signage, and Lighting

Landscaping

According to the Conceptual Site Plan, the landscape area would encompass approximately 16 percent of the site, exceeding the 12 percent of landscape required by City of Perris Municipal Code Section 19.070.060(6)9. As required by Section 19.70.030, Water Conservation Requirements for New or Rehabilitated Landscapes, of the City of Perris Municipal Code, the landscaping for the Project has been designed to meet the irrigation requirements of the *California Water Conservation in Landscaping Act 2006* and the *California Code of Regulations (CCR) Title 23, Division 2, Chapter 2.7* and would include, but not be limited to: plants with low water usage; an automatic irrigation controller system, and use of minimal overhead spray sprinklers.

Walls/Fences and Signage

An 8-foot-high concrete, tilt-up screen wall exists currently along the southern boundary of the site. The screen wall will be extended onto the Project site from both the east and west ends of the existing wall; 8-foot-high metal gates are proposed at both the east and west entries to the Project where the screen wall ends. These gates are each 40 feet in length and will be located after the access to the east and west parking and building entry areas. This area will serve to separate the site from the existing property to the south and to secure the trailer parking stalls.

Business signage will be provided on site in accordance with the PVCCSP and the City of Perris Municipal Code.

Lighting

The Project would include installation of lighting within the perimeter of the site, parking area, and on the building for safety and security. A uniform site lighting design would be provided throughout the site. The lighting design would consist of building wall-mounted light fixtures as well as pole-mounted lights, all designed to provide the required light level to provide adequate security pursuant to lighting requirements contained in the City of 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.

10. Grading

The site has a gentle west to east slope with a low point at the northeast corner of the site. The proposed grading will mimic this direction of flow. With a large industrial building, the pad will be relatively flat, and the grade will slope away from the building to keep the finish floor dry. Paved areas will drain to adjacent landscape areas, where water quality features will be placed. The features will primarily be vegetated swales. Storm drain will be used to route the offsite flow from the Lowe's property (located to the west across Indian Avenue), through the site, and into the regional storm drain. There is an existing connection to the Perris Valley Master Drainage Plan (Line E-1) at the northeast corner of the property that will be the ultimate outlet for the Project. There will be a loading bay along the south side of the building that will be set below natural grade to allow for truck loading at the finish floor elevation. As such, storm drain in this area will be used to collect and store the runoff from this area in underground tanks. Runoff in those tanks will be pumped to the surface Best Management Practices at the southeast corner of the site.

Sidewalk and parking areas will be designed and graded to allow for the required ADA access as shown on the Project design drawings.

11. Proposed Utilities Infrastructure

Municipal and private utility services necessary to serve the Project are currently available within adjacent roadways. On-site utility infrastructure necessary to serve the Project, including water, sanitary sewer, drainage, and runoff treatment would be installed within the Project site and would connect to the existing utilities. The final sizing and design of on-site facilities would occur during final Project design. Utility and Service System providers are as follows:

Electricity:	Southern California Edison
Water:	Eastern Municipal Water District
Sewer:	Eastern Municipal Water District
Cable:	Frontier Communications or Time Warner
Gas:	Southern California Gas
Telephone:	Verizon
School:	Val Verde Unified School District
Police:	Riverside County Sheriff's Department
Fire:	Riverside County Fire Department

Following is a description of existing and proposed utility infrastructure:

Water

The Project site, along with the PVCCSP planning area and the entire City of Perris, is located within the water service boundary of the Eastern Municipal Water District (EMWD).

The Project's proposed specific plan land use designation change from Commercial (C) to Light Industrial (LI) for the 16-acre Project site is anticipated to have a nominal impact on the overall PVCC water supply/demand. Moreover, the water supply/demand associated with Project's proposed Light Industrial use is anticipated to be less than the water supply/demand associated with the existing Commercial land use reflected in the PVCC water supply/demand analysis.

Connections to the local EMWD water system will involve temporary construction impacts that will occur in conjunction with other on-site Project improvements.

Sewer Lines

The Project site, along with the PVCC Specific Plan area and the entire City of Perris, is located within the wastewater (sewer) service boundary of EMWD.

As set forth in the PVCCSP EIR, the EMWD has sufficient capacity to provide wastewater services to the PVCC planning area and its implementing development projects would be subject to conditions imposed by the City and the EMWD associated with the installation of additional pipelines within the specific plan area to serve individual implementing projects within the PVCC.

The EMWD owns and maintains the sanitary sewer system within the PVCC planning area. Wastewater generated by the implementing development projects within the PVCC, inclusive of

the proposed Project (logistics/distribution warehouse), will be treated at the Perris Valley Regional Water Reclamation Facility.

Storm Drainage and Water Quality Features

All new development in the City of Perris is required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements (WDR), and the 2010 Santa Ana Municipal Separate Sewer Permit (MS4) Permit, as enforced by the Santa Ana Regional Water Quality Board (SARWQCB).

At present, the Project site is vacant, undeveloped land with a 100 percent pervious earthen surface. The Project site is relatively flat with an existing slope gradient estimated at less than 2%. According to *Map My County*, the Project site's average elevation is 1,460 feet above mean sea level (AMSL); the minimum elevation is 1,460 AMSL and the maximum elevation is 1,464 AMSL. There are no on-site drainage improvements.

Dry Utilities

The electrical service provider for the Project site, the PVCCSP planning area, and the greater City of Perris is Southern California Edison (SCE). Based on a review of the PVCCSP, Figure 3.0-13 (Existing Electric), Google Earth aerial photographs, and a site inspection, undergrounded electrical service lines are currently in place within the public street right-of-way contiguous to the Project site (Ramona Expressway, Perris Boulevard, and Indian Avenue) serving existing commercial and light industrial uses adjacent south, east and west of the Project site.

The proposed Project will be connected to The Gas Company's natural gas distribution system. Based on a review of PVCCSP, Figure 3.0-12 (Existing Natural Gas), natural gas lines are in place contiguous to the Project site within the Ramona Expressway and Perris Boulevard public rights-of-way.

12. Construction Activities

It is anticipated that construction of the Project would occur in a single phase. For purposes of analysis in this Initial Study, it is assumed that construction would last for approximately 12-18 months. The following construction activities would occur at the Project site (with the estimated duration for purposes of analysis shown parenthetically): site preparation (approximately 10 days), grading (approximately 30 days), building construction (approximately 300 days), paving (approximately 20 days), and architectural coatings (approximately 20 days). Construction is anticipated to begin in December 2022 and be complete in November 2023.

Should construction occur any time after the respective construction dates identified, the impacts presented in this Initial Study relative to air quality and greenhouse gas emission that are based on these construction dates would be reduced. This is because emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.

13. Project Approvals

The proposed light industrial use is not consistent with the City's existing Zoning Map Classification (commercial) or the existing PVCCSP Land Use designation (commercial). The

proposed light industrial use is consistent with the existing General Plan Land Use designation for the Project site (Perris Valley Commerce Center Specific Plan); no General Plan Amendment is required. Therefore, the following approvals and permits are required from the City of Perris to implement the Project:

- Specific Plan Amendment (under Development Plan Review DPR 19-00012);
- Development Plan Review (DPR 19-00012) to allow the development of the 16-acre site with a 347,918 sq. ft. warehouse distribution facility;
- Certification of the Initial Study (IS) with the determination that the IS has been prepared in compliance with the requirements of CEQA; and
- Certification of an Environmental Impact Report (EIR) with the determination that the EIR has been prepared in compliance with the requirements of CEQA.

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

- Review and approval of off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval;
- Review of on-site plans, including grading, on-site and off-site landscaping, and on-site utilities; and
- Approval of the Final Water Quality Management Plan (WQMP) to address 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 Regional Water Quality Control Board (RWQCB); and
- Approval of water and sewer improvement plans by the Eastern Municipal Water District.

14. Required City of Perris approvals, and Other Public Agencies Whose Approval is Required

Required approvals from the City of Perris shall include, but not be limited to:

- Specific Plan Amendment
- Entitlements
- Statewide General Construction Permit
- Grading Permit
- Encroachment Permit
- Building Permits

Other public agencies whose approval may be required:

- South Coast Air Quality Management District
- Riverside County Airport Land Use Commission
- Riverside County Flood Control and Water Conservation District
- Riverside County Transportation Department
- Eastern Municipal Water District
- Riverside County Department of Environmental Health

- Regional Water Quality Control Board, Santa Ana Region
- Caltrans

15. 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. (Available at http://www.cityofperris.org/city-hall/general-plan.html)
- *Perris General Plan 2030 Final Environmental Impact Report*, SCH No. 2004031135, certified April 26, 2005. (Available at http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf)
- *Perris Valley Commerce Center Specific Plan, FINAL ENVIRONMENTAL IMPACT REPORT,* SCH No. 2009081086, prepared by Albert A. Webb Associates, certified January 10, 2012. (Available at https://www.cityofperris.org/Home/ShowDocument?id=2645)
- Perris Valley Commerce Center Amendment No. 9, City of Perris, California, May 2018, prepared by Albert A. Webb Associates. (Available at https://www.cityofperris.org/Home/ShowDocument?id=2647)

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.

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (x) would be potentially affected by this Project, involving at least one impact that is a "**Potentially Significant Impact**" to the issue area as indicated by the checklist on the following pages.

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

III. DETERMINATION

On the basis of this initial evaluation:

☒ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.

Signature

4-27-2021

Date

Chantal Power, AICP, Contract Planner
Printed Name

IV. EVALUATION OF ENVIRONMENTAL IMPACTS

1) The purpose of this Initial Study is to identify all, or portions of, 19 issue areas that will be either be:
   a) Dismissed at the Initial Study stage of analysis; or
   b) Further analyzed is required in an Environmental Impact Report (EIR).

2) Answers in this IS shall take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. For those issues that will be analyzed in the EIR, this analysis will be contained in an EIR.

3) The checklist answers shall indicate whether the impact is potentially significant, less than significant with mitigation, less than significant or have no impact. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion will identify the following:
   a) Earlier Analysis Used: Identify and state where they are available for review.
   b) Impacts Adequately Addressed: Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures: For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

5) The explanation of each issue identifies:
   a) The significance criteria or threshold, if any, used to evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significance.
   c) Whether the issue requires additional information/analysis in an EIR.

V. ENVIRONMENTAL ISSUES ASSESSMENT

1. AESTHETICS.

Source(s): *Map My County,* (**Appendix A**); *Project Plans* (**Appendix H**); City of Perris General Plan 2030 – Draft Environmental Impact Report (GP 2030 - DEIR), October 2004, Chapter 4.2, *Aesthetics;* Perris Valley Commerce Center Specific Plan – Draft Environmental Impact Report (PVCCSP-DEIR), July 2011, Appendix A, Initial Study, Section 13, *Aesthetics*; Perris Valley Commerce Center Specific Plan Amendment No. 9 (PVCC SPA9), May 2018, Section 4.2.4, *Lighting*; County of Riverside General Plan Circulation Element, Revised December 12, 2017, Figure C-8, *Scenic Highways*; **Figure 3, *Existing and Proposed General Plan Land Use Plan Designations***, **Figure 4*, Existing and Proposed Zoning Classifications*,** **Figure 5, *Aerial Photo*,** and **Table 1*, Surrounding Land Uses*** in Section I. of this Initial Study.

Analysis of Project Effect and Determination of Significance:

Except as provided in Public Resources Code Section 21099, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	

Less Than Significant Impact

Aesthetics generally refer to the identification of visual resources, the quality of public views in an area, and/or the overall visual perception of the environment. The issue of light and glare is related to both the creation of daytime glare due to the reflection of the sun (such as from glass surfaces) and/or an increase in nighttime ambient lighting levels (such as from building lights, streetlights, and vehicle headlights).

The Project is not a specified project on an infill site within a transit priority area so Public Resources Code Section 21099 does not apply (i.e., aesthetic impacts must be addressed).

Scenic vistas can be impacted by development in two ways, 1) a structure may be constructed that blocks the view of a vista, and 2) the vista itself may be altered (e.g., development on a scenic hillside).

The natural setting of the City of Perris, the Perris Valley, and the larger northwest Riverside County region is one of rolling hills separated by relatively flat valleys. There are distant mountain and hillside views that are significant to the area's visual character and which provide scenic vistas from various locations within the local community.

The City of Perris encompasses approximately forty (40) square miles within the Perris Valley and is situated midway between the San Jacinto and Santa Ana Mountains. The Perris Valley is a north-northwest trending alluvial basin, and the terrain is generally flat.

Surrounding views from the City include the Lake Perris dam to the northeast, the Bernasconi Hills, and the Lakeview Mountains to the east, Gavilan Hills and the Motte-Rimrock Reserve to the west, and to a lesser extent March Air Reserve Base / Inland Port Airport to the north.

The Project site is located in the central portion of the Perris Valley Commerce Center Specific Plan (PVCCSP), a 3,583-acre master plan approved by the City of Perris on January 10, 2012 (Ordinance No. 1284). There have been nine (9) amendments to date, the most recent being Amendment No. 9 (SPA9), approved on August 28, 2018 (Ordinance No. 1371).

The Project applicant is requesting approval of a Specific Plan Amendment to accommodate the development of a 347,918 square foot light-industrial distribution warehouse building with 8,000 square feet of office area on a 16-acre site.

The Project applicant is requesting approval to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI) as proposed PVCC Specific Plan, Amendment No. 10. Reference **Figure 3, *Existing and Proposed General Plan Land Use Plan Designations***, and **Figure 4*, Existing and Proposed Zoning Classifications*** in Section I. of this Initial Study.

As set forth in the Initial Study (IS) for the PVCCSP:

- The PVCCSP is surrounded by existing development;
- The PVCCSP is not located within a scenic vista, nor will development of the PVCCSP, including the change in land uses, have an adverse effect on a scenic vista;
- The PVCCSP restricts building heights and includes architectural design and landscape guidelines that will meet the City's development standards, further reducing the potential for visual impacts.

At the time the PVCCSP was adopted in 2012 the area was largely undeveloped land used for agricultural purposes (sod farming, other) with smaller elements of development consisting of some warehousing/distribution facilities, neighborhood and community commercial, small scale industrial facilities, a rural residential neighborhood, and a mobile home park.

Over the past nine (9) years since its adoption, a substantial amount of new development activity (primarily logistics/distribution warehouses) and infrastructure (i.e., road improvements, dry and wet utilities, etc.) has been built within the PVCCSP boundary, including the 579,708-square-foot distribution warehouse contiguous south of the Project site (3900 Indian Ave) completed in 2014.

The Project site is located less than 1¼ mile east of I-215 with extensive frontage along three public street rights-of-way situated along the south side of the Ramona Expressway and bounded by Perris Boulevard to the east and Indian Avenue to the west.

The Project site is not located along a Scenic Highway; Ramona Expressway is a designated by the City as an Expressway, while Perris Boulevard is designated as a Primary Arterial and Indian Avenue is designated as a Secondary Arterial.

The closest Scenic Highway located approximately 1¼ mile south of the Project site is identified as the Mid County Parkway project extending east-west along the south boundary of the PVCCSP connecting to I-215 at the new proposed I-215/Placentia Avenue interchange (scheduled construction start Spring 2020).

The Project site is surrounded by lands within the PVCC Specific Plan (PVCCSP) designated for Commercial use to the north and east; and by lands designated for Light Industrial use to the south and west. Reference **Table 1, *Surrounding Land Uses***, and **Figure 5, *Aerial Photo***, in Section I. of this Initial Study.

- There is an existing 579,708-square-foot distribution warehouse contiguous south of the Project site (3900 Indian Ave; built 2014); and the 1.25-million-square-foot Lowe's Regional Distribution Center is located adjacent west of the Project site across Indian Avenue (3984 Indian Ave; built 2000/2001).
- Existing local serving commercial development is located adjacent east across Perris Boulevard and extending east along Ramona Expressway. Gas station/convenience store facilities are located adjacent to the Project site at the northwest and southeast corners of Ramona Expressway and Perris Boulevard. The commercial land adjacent north across Ramona Expressway is currently vacant.

As described above, the Project site is surrounded on three sides by existing light industrial and commercial development within an emerging mixed-use light industrial and commercial district. Due to their location and height, Project buildings will not block views from any roadways accessing residential neighborhoods including the nearby mobile home park, so there will be no impacts in this regard.

The Project site topography is generally flat and at grade with Ramona Expressway, Perris Boulevard, and Indian Avenue, adjacent properties, and the general vicinity. According to *Map My County*, the Project site's average elevation is 1,460 feet above mean sea level (AMSL); the minimum elevation is reported at 1,460 feet AMSL and the maximum elevation is reported at 1,464 feet AMSL.

The proposed Project would change the visual character of the Project site, which is currently vacant and undeveloped, by adding the distribution warehouse building and landscaping. However, the proposed Project will be consistent and compatible with existing and proposed commercial and light industrial development surrounding the Project site in terms of building height, massing, and development intensity. In addition, the proposed Specific Plan Amendment is from commercial to industrial use to the appearance and size of Project buildings will be similar to what was planned under the approved PVCCSP.

Based on the above, the proposed Project will not have a substantial adverse effect on a scenic vista from a public vantage point. Any potential impacts would be less than significant, and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

Except as provided in Public Resources Code Section 21099, would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**

No Impact

Please reference the discussion in Threshold 1.a, as it pertains to Public Resources Code Section 21099(d)(1) and the visual character of the Project site environs.

The bulk of developable land within the City of Perris is located in a flat, broad basin. Rolling foothills lie to the east and west of this basin. Given the flatness of the basin, the view corridors extend for miles along current and planned roadways which helps protect public scenic vistas from the broad basin to the surrounding foothills. The San Jacinto River traverses the area in a northeast-southwest direction. Large rocks scattered among undeveloped, rolling topography in the west-central area of the City of Perris also contribute to the visual landscape. However, no one rock or collection of rocks in this landscape is notable by virtue of their unique formation, size, or character. These landforms represent pleasing features that offer variation to the landscape. The planning area's hillsides and rock outcroppings have been incorporated into the City's development plan. The Project site contains no significant rock or rock outcroppings.

The Project site is not located along a State Scenic Highway; Ramona Expressway is a designated by the City as an Expressway, while Perris Boulevard is designated as a Primary Arterial and Indian Avenue is designated as a Secondary Arterial.

The closest officially designated State Scenic Highway is Highway 243, located over 20 miles east of the Project site. The Mid County Parkway project is a proposed 16-mile transportation corridor that will extend east-west along the south boundary of the PVCCSP connecting to I-215 at the new proposed I-215/Placentia Avenue interchange (scheduled construction start Spring 2020). However, it is unknown if the Mid County Parkway project will be designated as a State Scenic Highway in the future.

Disturbances to the vacant Project site are modest, and represent cumulative impacts resulting from past agricultural activities, weed abatement efforts, and the removal of a rural residence near the northwest corner of the site.

There are no scenic trees, rock outcroppings, or historic buildings on the Project site and the Project site is not located within or adjacent to a state scenic highway corridor. Implementation of the proposed Project will have no impact on scenic resources and no mitigation is required.

Based on the above, no additional analysis will be required in an EIR.

Except as provided in Public Resources Code Section 21099, would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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?			**X**	

Less Than Significant Impact

Please reference the discussion in Threshold 1.a as it pertains to Public Resources Code Section 21099(d)(1) and the visual character of the Project site environs.

The Project site is located in the central portion of the PVCCSP planning area. The PVCCSP is located in what is considered an urban and urbanizing area that is more fully discussed in Threshold 1.a.

As set forth in the Initial Study (IS) for the PVCCSP:

- The PVCCSP is surrounded by existing development;
- The PVCCSP is not located within a scenic vista, nor will development of the PVCCSP, including the change in land uses, have an adverse effect on a scenic vista;
- The PVCCSP restricts building heights and includes architectural design and landscape guidelines that will meet the City's development standards, further reducing the potential for visual impacts.

Construction of the proposed Project would result in modest short-term impacts to the existing visual character and quality of the area. Construction activities will require the use of equipment and storage of materials within the Project site boundaries. Construction activities are temporary and will not result in any permanent visual impact.

Implementation of the proposed Project would permanently change the visual character of the Project site by adding a distribution warehouse building structure, and landscaping, but would not change any scenic vistas or visual corridors.

The proposed Project is located in an urban area and implementation of the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Any potential impacts would be less than significant, and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

Except as provided in Public Resources Code Section 21099, would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		**X**		

Less Than Significant Impact

Please reference the discussion in Threshold 1.a as it pertains to Public Resources Code Section 21099(d)(1) and the Project site environs.

Construction

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 motorists on adjacent roadways, such security lights may result in glare to 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**.

Operations

Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal, glass windows, other) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

There are existing lighting sources adjacent to the Project site including traffic lights, streetlights, exterior mounted building light fixtures, free-standing parking light standards, and vehicle headlights. The proposed Project will include outdoor lighting associated with operation of a distribution warehouse facility.

Implementation of the proposed Project would not introduce a substantial amount of new daytime glare to the area due to the building-type which consists of a concrete tilt-up warehouse building with relatively few windows in the limited office area.

The proposed Project would introduce new sources of nighttime light and glare into the area from additional street lighting, parking lot lighting, and building security lighting at the Project site. However, the design of all lighting at the proposed Project site will be required to comply with Chapter 19.02.110 of the City's Zoning Ordinance, which includes specifications 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 Project site is within the area covered by the Mt. Palomar Dark Sky Ordinance. The proposed Project will also be required to comply with Section 4.2.4 of the PVCC SPA9 which contains lighting standards for general, decorative, and parking lot lighting. Based on Mt. Palomar Observatory's Dark Sky Ordinance, all projects will be conditioned to use low pressure sodium.

Through standard City procedures, compliance with City regulations regarding light, and implementation of **Mitigation Measure MM-AES-1**, impacts with regard to the creation of new light and glare at the Project site will be less than significant.

As a result of this analysis, no additional analysis will be required in an EIR.

Standard Conditions and Requirements

None are required.

Mitigation Measures

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.

2. AGRICULTURE AND FORESTRY RESOURCES.

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

Source(s): *Map My County,* (**Appendix A**); *Project Plans* (**Appendix H**); City of Perris General Plan Draft Environmental Impact Report (GP-DEIR), Appendix A, Initial Study, Section II, *Agricultural Resources*, Appendices; Perris Valley Commerce Center Specific Plan Draft Environmental Impact Report (PVCCSP-DEIR), Appendix A, Initial Study, Section 16, *Agricultural Resources*; State of California Public Resources Code Section 12220(g); City of Perris Municipal Code, Chapter 19.20. - A-1 Zone (Light Agricultural/Interim Designation).

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**

No Impact

The California Department of Conservation's (CDC) Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state's land into eight categories based on soil quality and existing agricultural uses to produce maps and statistical data. These are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland herein. The highest rated Important Farmland is Prime Farmland. Farmland maps are updated and released every two years.

The Project site has the following designations, per *Map My County*:

- Farmland of Local Importance; and
- Urban-Built Up Land.

Based on this information, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use. No impact would occur.

Therefore, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

No Impact

The Project site's existing General Plan land use designation and Zoning classification are both Specific Plan (SP). As set forth on Figure 2.0-1 of the Perris Valley Commerce Center Specific Plan (PVCCSP) - Land Use Plan, the Project site is currently designated Commercial (C).

The PVCCSP Commercial (C) designation allows retail, professional office, and service-oriented business activities which serve the entire City, as well as the surrounding neighborhoods. This zone combines the General Plan Land Use designations of Community Commercial and Commercial Neighborhood.

The Project proposes to amend the existing PVCCSP by changing the existing zoning classification for the Project site from Commercial to Light Industrial:

- Proposed PVCCSP zoning classification for Project Site: Light Industrial (LI)

The PVCCSP Light Industrial (LI) designation provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the 'Light Industrial' General Plan Land Use designation.

The City is focusing on developing land in an economically productive manner that will serve the growing population. Thus, the City of Perris's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable.

As stated in the City of Perris General Plan 2030 DEIR, Appendix A, Initial Study, Section II, Agricultural Resources:

> "The 1991 General Plan Land Use Element eliminated the "agricultural" land use designation. Accordingly, the Environmental Impact Report prepared in conjunction with the 1991 General Plan identified conversion of agricultural land as a significant cumulative impact. The EIR Findings indicated that certain social and economic factors outweighed the cumulative impacts associated with conversion of agricultural land to non-agricultural use and a Statement of Overriding Considerations were thereby adopted. Accordingly, adoption and implementation of the project General Plan will have no impact."

Furthermore, the City's 2030 GP-DEIR states:

> "The 1991 General Plan Land Use Element redesignated all agricultural lands for uses other than agriculture. Remaining land zoned for agricultural use is subject to a Williamson Act contract for which a notice of non-renewal has been filed indicating that the land will

be taken out of agricultural production. Adoption and implementation of the project General Plan will have no impact on the non-renewal."

The Perris Valley Commerce Center Specific Plan is designed to encourage a thoughtful mix of land uses that provide interrelated opportunities. The commerce center land use designations include: General Industrial (GI), Light Industrial (LI), Business/Professional Office (BPO) and Commercial (C). There are two areas of residential designations that are intended to recognize two existing communities: (1) Residential (R) for the community located south of Markham, east of Webster, and north of Ramona Expressway; and (2) Multi-Family Residential (MFR-14) for the mobile home community located north of Dawes and easterly of Perris Boulevard (one block east of the Project site).

The proposed Project's light industrial use will not conflict with existing zoning. For agricultural use and no impact will occur.

The Project site is located in Planning Area 3 (Agriculture Conversion Area) of the City of Perris, General Plan 2030 (GP 2030), Land Use Element. As of the 2005 adoption date of the GP 2030, Planning Area 3 consisted of large tracts of land used for agriculture, much of which has since been converted to urban use in conjunction with the PVCCSP. GP 2030 acknowledges that "proximity to the Interstate 215 corridor suggests conversion of agricultural land, over the long term, to uses that are compatible with surrounding commercial and industrial uses. Conversion could enhance the economy of the City by attracting new uses that complement the existing Lowe's and Ross distribution centers and provide jobs for local residents".

According to Riverside County's *Map My County*, the Project site is located within an Agricultural Preserve identified as Perris Valley No. 1 Map No. 56; however, it is not identified as being subject to an existing Williamson Act contract. In addition, the Project site is vacant land and there have been no recent agricultural activities on site. Therefore, the Project will not conflict with a Williamson Act contract. No impact will occur.

Therefore, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined in Government Code section 51104(g))?				**X**

No Impact

Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The Project site and surrounding properties do not support a significant number of trees and are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g).

Based on these conditions, development of the Project will have no impact to any timberland zoning and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**

No Impact

There is no forest land on the Project site so there will be no loss of forest land or conversion of forest land to non-forest use as a result of the Project. No impacts will occur, and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

No Impact

As discussed in Threshold 2.a, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use.

As shown on **Table 1, *Surrounding Land Uses***, in Section I. of this Initial Study, there are no agricultural uses adjacent to the Project site. Furthermore:

- As shown on **Figure 3, *Existing and Proposed General Plan Land Use Designations***, in Section I. of this Initial Study, there are no agriculturally designated properties in proximity of the Project site.
- As shown on **Figure 4, *Existing and Proposed* Zoning *Classifications***, in Section I. of this Initial Study, the properties abutting the Project site to the northeast are designated Light Agricultural (A-1).

Currently the Project site is vacant land with existing logistics/distribution warehouse development contiguous to the south and west, and in the immediate vicinity north of Ramona Expressway. Additionally, there is a mobile home community zoned Multi-Family Residential (MFR-14) located north of Dawes and easterly of Perris Boulevard (one block east of the Project site). There is no agricultural use adjacent to or in the immediate vicinity of the Project site. The closest agricultural use is located on the north side of Ramona Expressway between E. Oleander Avenue and Evans Road, approximately three-quarters (¾) of a mile east/northeast from the Project site. Given the

distance to this interim dry farming agricultural use, the proposed Project would not involve changes to the environment that would result in the conversion of this property to a non-agricultural use.

No additional analysis will be required in an EIR as it pertains to the conversion of Farmland to a non-agricultural use.

There is no forest land on the Project site. Therefore, the Project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use. No impact will occur, and no mitigation is required.

Therefore, no additional analysis will be required in an EIR as it pertains to forest land.

Standard Conditions and Requirements

None are required.

Mitigation Measures

No mitigation measures are required.

3. AIR QUALITY.

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

Source(s): *Project Plans* (**Appendix H**); City of Perris General Plan - Draft Environmental Impact Report (GP-DEIR), Chapter 4.3, *Air Quality*; Perris Valley Commerce Center Specific Plan - Draft Environmental Impact Report (PVCCSP-DEIR), Section 4.2, *Air Quality*; Final *2016 Air Quality Management Plan*, issued by the South Coast Air Quality Management District, March 2017, Resolution No. 17-2.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			

Potentially Significant Impact

CEQA requires a discussion of any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans (CEQA Guidelines Section 15125, as amended 2019).

The Project site along with the entire City of Perris and much of the County of Riverside is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The regional plan that applies to the City of Peris and the proposed Project is the SCAQMD's Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies between the proposed Project and the referenced AQMP.

The Project applicant proposes a Specific Plan Amendment to accommodate the development of a 347,918-square-foot light-industrial warehouse building with 8,000 square feet of office area on a 16-acre site.

The Project site is located in the ±3,500-acre PVCCSP planning area, in the City of Perris. The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI) as proposed PVCCSP, Amendment No. 10.

The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment (i.e., ozone [O_3], coarse particulate matter [PM_{10}], and fine particulate matter [$PM_{2.5}$]). These are considered criteria pollutants, because they are three of several prevalent air pollutants known to be hazardous to human health (an area designated as nonattainment for an air pollutant is an area that does not achieve national and/or state ambient air quality standards for that pollutant).

The SCAQMD has prepared the AQMP to establish a comprehensive program to lead the Basin into compliance with all federal and state air quality standards. The 2016 Final AQMP issued by

the SCAQMD in March 2017 is the most recent air quality plan released and is the current air quality plan in effect.

The control measures and related emission reduction estimates included in the 2016 AQMP are based upon emissions projections for a future development scenario derived from land use, population, and employment estimates included in the regional transportation plan (RTP), area-wide general plans, and approved specific plans, and 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, and the project would not conflict with implementation of such a plan.

As the proposed Project includes a specific plan amendment to rezone approximately 16 acres from Commercial (C) to Light Industrial (LI), Threshold 3.a will need be analyzed in a forthcoming EIR. The analysis will include, but not be limited to, a review of the Project's consistency with the SCAQMD's 2016 Air Quality Management Plan, and the Southern California Association of Governments pending Connect SoCal 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (2020-2045 RTP/SCS).

It is noted, the Connect SoCal 2020-2045 RTP/SCS Draft PEIR was released December 2019 (adoption is currently pending).

In order to ensure a comprehensive discussion as to whether the Project would conflict with or obstruct implementation of the applicable air quality plan (based on these changes), this issue will be analyzed in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	**X**			

Potentially Significant Impact

The Basin is classified as in attainment for all criteria pollutants except for ozone, PM_{10}, and $PM_{2.5}$. The Basin is designated as a nonattainment area for federal ambient air quality standard (AAQS) for the 8-hour ozone, $PM_{2.5}$ standards and as partial nonattainment for lead (Pb) and is in nonattainment area under state 1- and 8-hour ozone, $PM_{2.5}$, and PM_{10} standards. Ozone is not emitted directly but is a result of atmospheric activity on precursors. NO_X and Reactive Organic Gases (ROG) are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone.

The City evaluates project air quality emissions based on the quantitative emission thresholds originally established in the SCAQMD's CEQA Air Quality Handbook. The SCAQMD's significance thresholds for impacts to regional air quality are shown in **Table 3-1, *SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds***.

Table 3-1
SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds

Pollutant	Emissions (pounds)	
	Construction	Operational
Oxides of Nitrogen (NO_X)	100	55
Volatile Organic Compounds (VOC)	75	55
Coarse Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Oxides of Sulfur (SO_X)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)*	3	3

Source: SCAQMD Air Quality Significance Thresholds (SCAQMD 2015)

The Project has the potential to result in result in emissions of NO_X, VOC, PM_{10}, $PM_{2.5}$, SO_X, and CO, during construction and operations. The Project is required to comply with the PVCCSP EIR mitigation measures that have been adopted to address the construction-related and operational air quality impacts associated with new development projects within the PVCCSP planning area.

In order to ensure a comprehensive discussion as to whether the Project would 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 AAQS (including releasing emissions, which exceed quantitative thresholds for ozone precursors), this issue will be analyzed in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	X			

Potentially Significant Impact

A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities.

The nearest sensitive receptor is the existing multi-family residential mobile home park located approximately 410 feet due east of the Project site at the southeast quadrant of Ramona Expressway and Perris Boulevard (accessed via Dawes Street).

A health risk assessment will be required to evaluate exposure of sensitive receptors to substantial pollutant concentrations resulting from diesel exhaust from trucks serving the proposed Project. Other emissions generated at the Project site will be compared to the SCAQMD's Localized Significance Thresholds (LSTs).

To ensure a comprehensive discussion as to whether the Project would expose sensitive receptors to substantial pollutant concentrations, this issue will be analyzed in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?			X	

Less Than Significant Impact

According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. None of these are associated with the Project site's proposed logistics/distribution-warehouse use.

The potential for an odor impact is dependent on a number of variables including the nature of the odor source, distance between the receptor and odor source, and local meteorological conditions. During construction, potential odor sources associated with the Project include diesel exhaust associated with construction equipment. Diesel exhaust may be noticeable; however, construction activities would be temporary. Heavy-duty equipment in the Project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed.

The Project is required to comply with SCAQMD Rule 402 (Rule 402) during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Rule 402 shall be implemented as **Standard Condition SC-AQ-1**. Compliance with Rule 402 is a standard condition and is not considered unique mitigation under CEQA. Construction odors will be less than significant.

Potential odor sources associated with the operation of the Project are anticipated to be those that would be typical of similar distribution-warehouse development. Light industrial distribution warehouse developments typically do not result in odor impacts. Operational odors will be less than significant.

No additional analysis will be required in an EIR.

Standard Conditions and Requirements

SC-AQ-1 The Project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Mitigation Measures

The proposed Project is required to comply with the following PVCCSP EIR mitigation measures. Additional mitigation to be determined if necessary, in an EIR.

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 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.

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 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 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.

This Initial Study analysis includes early consultation with RTA so the Project has complied with the pre-approval portion of the following applicable PVCCSP EIR mitigation measure (specific input regarding local bus stops from the RTA will be presented in an EIR):

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: Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All reductions will be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

4. BIOLOGICAL RESOURCES.

Source(s): *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis*, prepared by ELMT Consulting, Inc. 3-2020 (*MSHCP Compliance Document*, **Appendix B**); Multiple Species Habitat Conservation Plan (MSHCP) Information Map of the Western Riverside County Regional Conservation Authority; Chapter 19.71 of the Perris Municipal Code, "Urban Forestry Establishment and Care"; and Chapter 19.70.040 of the Perris Municipal Code, "Landscape Design Guidelines and Technical Manual".

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	**X**			

Potentially Significant Impact

According to the *MSHCP Compliance Document*, the Project site is located within the Mead Valley Area Plan of the MSHCP but is not within any Criteria Cells or MSHCP Conservation Areas and does not contain any Core Habitat or Wildlife Movement Corridors under the MSHCP. The Project site contains no Critical Habitat for any listed species but is within the designated survey area for burrowing owl (*Athene cuincularia*). It was determined the Project site had a low potential as suitable habitat for burrowing owl, and no focused surveys were recommended. In addition, the MSHCP Compliance Document indicates the site contains no drainage features that would fall under the jurisdiction of the Regional Water Quality Control Board (RQWCB), U.S Army Corps of Engineers (ACOE), or the California Department of Fish and Wildlife (CDFW). The Project site is located within the Mitigation Fee Area of the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) so the applicant will be required to pay the SKR HCP Mitigation Fee prior to development of the site. Several special-status plant and wildlife species identified by the CDFW's California Natural Diversity Database and other electronic databases as potentially occurring in the vicinity of the Project site. These include the smooth tarplant, California horned lark, several raptors, and possibly local bat species. The Project site consists of vacant, undeveloped land that was historically used for agriculture. It no longer supports agricultural activities but has been subject to on-going weed abatement and disturbance by surrounding development. However, it is possible the Project may have a substantial adverse effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations of the CDFW or the USFWS.

Therefore, potential impacts to these resources will be analyzed in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	**X**			

Potentially Significant Impact

According to the *MSHCP Compliance Document*, the Project site does not appear to contain any drainage features, vernal pools, wetlands, etc. that would fall under the jurisdiction of the RQWCB, ACOE, or the CDFW. The site also does not support any drainage features that would qualify as riparian/riverine habitat under the MSHCP. However, the site does contain drainage features that once served the agricultural uses onsite, so it is possible the Project could have a substantial adverse effect on other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or the United States Fish and Wildlife Service (USFWS).

Therefore, potential impacts to these resources will be analyzed in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**

No Impact

According to the *MSHCP Compliance Document*, no Vernal Pool and/or Fairy Shrimp habitat was detected at the Project site and the property did not support depression areas, and no evidence of long-lasting ponds (i.e., cracked mud, crusty soil, etc.) was detected. Saline-alkali or clay soils, a common component of vernal pools, were also absent. Plants typically associated with vernal pools, or remnants thereof, such as alkaline popcorn flower (*Plagiobothrys leptocladus*), western marsh cudweed (*Gnaphalium palustre*), Parish's glasswort (*Arthrocnemum subterminale*), and swamp pickle grass (*Crypsis schoenoides*) were also not detected on the Project site, and no suitable habitat for fairy shrimp was detected at the Project site.

Similar to the vernal pool assessment, no areas that would be classified as federally protected wetlands were detected at the Project site that contained evidence of supporting long-lasting pools, and depression areas were absent from the Project site. Lastly, road ruts that contained evidence of ponding, and stock ponds were also not detected at the Project site.

Therefore, the Project will not have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impacts will occur.

No additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	**X**			

Potentially Significant Impact

According to the *MSHCP Compliance Document*, the Project site does not contain any Criteria Cells, Conservation Areas, or Wildlife Movement Corridors under the MSHCP. In addition, it does not contain any drainage features which could contribute to wildlife movement through the area. The site does contain bushes and trees which may provide potential roosting, foraging, and nesting habitat for migratory birds and raptors, such as hawks and owls. Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the MBTA of 1918 (16 USC 703-711), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. Impacts to nesting bird species must be avoided at all times. The period from approximately 1 February to 31 August is the expected breeding season for bird and raptor species occurring in the Project area. If Project activity or vegetation removal must be initiated during the breeding season, a qualified biologist should check for nesting birds within three days prior to such activity. If active bird nests are found, avoidance buffers of 1,000 feet for large birds of prey, 500 feet for small birds of prey, and 250 feet for songbirds, decided by CDFW on a case-by-case basis, will need to be observed and implemented.

Due to potential impacts to these resources, this issue will be examined in detail in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**

No Impact

The Project site currently contains bushes and trees that may be regulated by local policies and ordinances. The proposed Project will install landscaping including trees on the site. The Project, through the City's development review process, will be required to comply with two local

ordinances regarding biological resources, namely the planting and maintenance of trees within the City.

First, Chapter 19.71 of the Perris Municipal Code, Urban Forestry Establishment and Care, outlines how the City will require and maintain the planting of trees throughout the City to establish Perris as a local "urban forest". Section 19.71.010 of the Code states the following purpose of the Urban Forest Ordinance…

"An urban forest is the assemblage of trees in a community that line streets, enhance parks, public spaces and grow wild or are planted in open spaces that this ordinance seeks to protect and enhance. The urban forest includes trees in commercial centers, schools, industrial parks and residential areas, for which property owners provide care and protection. As a City grows, a well-maintained urban forest grows with it providing a sense of permanence, a source of civic pride, and enhancing the quality of life for its citizens and visitors. Urban forests are also a cost effective means of addressing critical community and regional issues ranging from improving local air quality to combating global climate change."

In addition, the "Landscape Design Guidelines and Technical Manual" is Section 19.70.040 of the Perris Municipal Code, which describes landscaping requirements by development type and location. The separate Technical Manual is an appendix that includes irrigation, landscape and planting detail sheets, Water Use Classifications of Landscape Species, and the Approved Tree List as adopted by the City. The Project will be required to comply with this ordinance as a standard condition of approval through the City's development review process.

The City requires new development to comply with these ordinances, so the proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impacts will occur.

No additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	**X**			

Potentially Significant Impact

The proposed Project site is located within the Mead Valley Area Plan of the MSHCP for western Riverside County. It is not located within a Criteria Area or adjacent to a Criteria Area or Conservation Area of the MSHCP. As discussed in 4.a, above, it is possible the Project may have an adverse effect on one or more resources protected under or covered by the County's MSHCP.

Therefore, potential impacts to these resources will be analyzed in an EIR.

Standard Conditions and Requirements

To be determined if necessary in an EIR.

Mitigation Measures

The proposed Project is required to comply with the following PVCCSP EIR mitigation measures. Additional mitigation to be determined if necessary, in an EIR.

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.

5. CULTURAL RESOURCES.

Source(s): *Map My County,* (**Appendix A**); Assembly Bill 52 (AB 52); and Senate Bill 18 (SB 18); and California Health and Safety Code Section 7050.5; Public Resources Code (PRC) Section 5020.1(j); California Code of Regulations (CCR) Section 15064.5(a)(1)-(3).

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?	**X**			

Potentially Significant Impact

According to Public Resources Code (PRC) Section 5020.1(j), "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 California Code of Regulations (CCR) Section 15064.5(a)(1)-(3)). Regarding the proper criteria for the evaluation of historical significance, CEQA guidelines mandate that "generally a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

The Project site has not been surveyed for historical resources. To further assess the potential for impacts to cultural resources, a Phase I Cultural Resources Assessment of the site will be prepared as part of the EIR documentation. Without more information, impacts to historical resources are considered potentially significant.

Therefore, this issue will be studied in more detail in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	X			

Potentially Significant Impact

The Perris Valley is considered sensitive for archaeological prehistoric (Native American) resources and artifacts. Although much of the Project area has been disturbed by past agriculture and other human activity, grading could lead to the discovery of buried cultural resources. Several local Native American Tribes have also expressed concern and interest in development activities in the Perris Valley pursuant to SB 18 and AB 52. These tribes regularly consult with local governments on impacts to tribal resources. To further assess the potential for impacts to cultural resources, a Phase I Cultural Resources Assessment of the site will be prepared, and Native American Consultation will be conducted as part of the EIR documentation. Without more information, impacts to archaeological resources are considered potentially significant.

Therefore, this issue will be studied in more detail in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of formal cemeteries?	X			

Potentially Significant Impact

Because the Project site has been previously disturbed by agricultural uses, no human remains, or cemeteries, are anticipated to be disturbed by the proposed Project. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface which may be encountered during construction excavations associated with the proposed Project. It is also possible to encounter buried human remains during construction given the proven prehistoric occupation of the region, the presence of surface and subsurface archaeological resources throughout the Perris Valley, and the favorable natural conditions that would have attracted prehistoric inhabitants to the area.

Several local Native American Tribes have expressed concern and interest in development activities in the Perris Valley pursuant to SB 18 and AB 52. These tribes regularly consult with local governments on impacts to tribal resources, including the discovery of human remains that may be related to their tribes.

California Health and Safety Code Section 7050.5 requires that, in the event that human remains are uncovered, work must be halted in the immediate area of the find and the County Coroner must be notified. If the remains are determined to be of Native American origin, the appropriate tribal representatives are contacted.

To further assess the potential for impacts to cultural resources, including human remains, a Phase I Cultural Resources Assessment of the site will be prepared, and Native American Consultation will be conducted as part of the EIR documentation. Without more information, impacts to potential discovery of human remains are considered potentially significant.

Therefore, this issue will be studied in more detail in an EIR.

Standard Conditions and Requirements

To be determined if necessary, in an EIR.

Mitigation Measures

The proposed Project is required to comply with the following PVCCSP EIR mitigation measure:

PVCCSP MM Cultural 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.

In addition, the Project is required to comply with the following mitigation measure that replaces PVCCSP EIR mitigation measures MM Cultural 2, MM Cultural 3, and MM Cultural 4:

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

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

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

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the Project proponent and Project archaeologist shall notify the City of Perris Planning Division and the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the

Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

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

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

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

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

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

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

In addition, the Project is required to comply with the following mitigation measure that replaces PVCCSP EIR mitigation measure MM Cultural 6:

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

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

Additional mitigation to be determined if necessary, in an EIR.

6. ENERGY.

Source(s): *Project Plans* (**Appendix H**); City of Perris General Plan - Draft Environmental Impact Report (GP-DEIR), Chapter 4.10.4, *Energy*; Perris Valley Commerce Center Specific Plan - Draft Environmental Impact Report (PVCCSP-DEIR), Section 4.11, *Utilities and Service Systems*, and Section 5.0, Other CEQA Topics, *Irreversible Commitment of Resources*; and Title 24 Building Efficiency Standards.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	**X**			

Potentially Significant Impact

The Project applicant proposes a Specific Plan Amendment to accommodate the development of a 347,918-square-foot light-industrial warehouse building with 8,000 square feet of office area on a 16-acre site.

The Project site is located in the ±3,500-acre PVCCSP planning area, in the City of Perris. The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI) as proposed PVCC Specific Plan, Amendment No. 10.

Reference **Figure 4, *Existing and Proposed Zoning Classifications***, provided in Section I. of this Initial Study.

A Project-specific Energy Study for the proposed Project (logistics/distribution warehouse) has not been conducted to date; however, an Energy Study for the Project will be required prior to the issuance of the pending Project EIR.

Implementation of the proposed Project would commit approximately 16 acres to development of a logistics/distribution-warehouse use. In addition to a commitment of land to this light industrial use, the Project would result in a long-term change in the visual character of the Project site. The change in the visual environment would be consistent with existing light industrial distribution warehouse use development contiguous south and west of the Project site, and existing development within the PVCCSP boundary. Construction and operation of the proposed Project would contribute to the incremental depletion of renewable and non-renewable resources.

Electricity consumption during construction and operation phases would incrementally increase the consumption of coal, and natural gas used at power plants located outside the City of Perris. Accordingly, this represents a long-term commitment to the continued consumption of these resources.

To ensure a comprehensive discussion as to whether the Project would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, this issue will be analyzed in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	X			

Potentially Significant Impact

The Project would increase the site's demand for energy compared to its existing undeveloped state. Specifically, the proposed Project would increase consumption of energy for space and water heating, air conditioning, lighting, and operation of miscellaneous equipment and appliances.

Pursuant to PVCCSP EIR mitigation measure MM Air 20, the Project will be required to exceed Title 24 energy conservation requirements by at least 15 percent. The Title 24 Building Energy Efficiency Standards were developed by the California Energy Commission and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings.

Adherence to these efficiency standards would result in a "maximum feasible" reduction in unnecessary energy consumption.

It is not anticipated that the Project would conflict with any adopted energy conservation plans. However, in order to provide a comprehensive discussion as to whether the Project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency, this issue will be analyzed in an EIR.

Standard Conditions and Requirements

To be determined if necessary in an EIR.

Mitigation Measures

The proposed Project is required to comply with the following PVCCSP EIR mitigation measures. Additional mitigation to be determined if necessary, in an EIR.

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: Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All reductions will be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

7. GEOLOGY AND SOILS.

Source(s): *Map My County* (**Appendix A**); *Geotechnical Update and Percolation Test Report,* prepared by Geocon West 4-28-2020 (*Geo Update*, **Appendix C1**); *Geotechnical Investigation*, prepared by Geocon Inland Empire, Inc., 8-30-2006 (*Geo Investigation*, **Appendix C2**); *Paleontological Resources Assessment Report, Assessor's Parcel Number 303-060-020*, prepared by Harry M. Quinn, Geologist/Paleontologist, 4-1-2020 (*PRAP*, **Appendix D**); Perris Valley Commerce Center Specific Plan - Draft Environmental Impact Report (PVCCSP-DEIR), July 2011, Section 3.0, *Project Description*, and Section 4.5 *Geology and Soils*; **Figure 7-1, *Surrounding Topography***; and Google Earth.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.i) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			**X**	

Less Than Significant Impact

Although the Project site is located in the seismically active region of Southern California, it is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, there are no known active or potentially active faults trending towards or through the Project site.

According to the *Geo Investigation*, the closest known active fault is the San Jacinto Valley segment of the San Jacinto Fault located approximately eight (8) miles northeast of the Project site.

Based on the above, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Therefore, impacts associated with rupture of a fault are considered less than significant and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.ii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?		-	X	

Less Than Significant Impact

The Project site is subject to strong seismic ground shaking as are virtually all properties in the Southern California region. As such, the proposed Project would be subject to ground shaking impacts if a major earthquake were to occur in the area. Potential impacts include injury or loss of life, and property damage.

A list of the closest known active and potentially active faults to the Project site is included below in **Table 7-1, *Closest Known Active/Potentially Active Faults to the Project Site***.

Table 7-1
Closest Known Active/Potentially Active Faults to the Project Site

Fault Name	Approximate Distance From Project Site	Est. Maximum Earthquake Magnitude (M_w)	Est. Peak Site Acceleration (g)
San Jacinto – San Jacinto Valley	8	6.9	0.27
San Jacinto – San Bernardino	12	6.7	0.18
Elsinore – Glen Ivy	15	6.8	0.16
Elsinore – Temecula	16	6.8	0.15
San Jacinto – Anza	19	7.2	0.16
Chino – Central Avenue (Elsinore)	20	6.7	0.15
San Andreas – Southern	20	7.4	0.17
San Andreas – San Bernardino	20	7.3	0.16
Whittier	24	6.8	0.10

Source: *Geo Investigation*

As shown in **Table 7-1,** the closest active/potentially active fault to the Project site is the San Jacinto Valley Section of the San Jacinto Fault located approximately eight (8) miles northeast of the site.

According to the *Geo Investigation*, the Project site could be subjected to moderate to severe ground shaking in the event of an earthquake on any of the above-referenced faults or other faults within the Southern California and northern Baja California regions.

The Probabilistic Seismic Hazards Analysis set forth in the *Geo Investigation* indicates that there is a ten percent (10%) probability of exceeding a mean site acceleration rate of 0.34g within 50 years (475-year return period) and a ten percent (10%) probability of exceeding a mean site acceleration of 0.40 within 100 years (949-year return period).

The 2019 California Building Code (CBC; California Code of Regulations, Title 24, Volume 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake.

A design earthquake is one with a two percent (2%) chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements would reduce the potential of the structure from collapsing during an earthquake, thereby minimizing injury and loss of life.

The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements would minimize damage to property within the structure because the structure is designed not to collapse.

Table 6.3, Section 6.3 of the *Geo Investigation* identifies relevant CBC seismic design parameters for the Project site.

Standard Condition SC-GEO-1 is required to reduce potentially significant impacts that could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking during Project implementation to a less than significant level.

Standard Condition SC-GEO-2 requires the Project to comply with recommendations listed in the *Geo Investigation* to address strong seismic ground shaking and how it will reduce exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

The proposed Project's adherence to **SC-GEO-1** and **SC-GEO-2** would reduce the impacts related to strong ground shaking, including the risk of loss, injury, and death, to a level that is less than significant, and no mitigation is required.

Based on this analysis, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.iii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			**X**	

Less Than Significant Impact

As described in the *Geo Investigation*, liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, subsurface soil characteristics, and depth to groundwater.

The Project site is located in the Perris Valley which is bounded by the Box Springs Mountains on the north, a relatively undefined area of the Menifee Valley on the south, several granitic hills and mountains (including the Lakeview Mountains) on the east, and the Perris Erosion Surface on the west. The Perris Valley is a north-northwest trending alluvial basin which has been filled with sediments that have eroded out of the surrounding bedrock highlands. Drainage in the valley is to the south and west.

The Geocon field investigation was performed in August of 2006 and included site reconnaissance and excavating eighteen (18) exploratory hallow-stem auger borings. Surficial soil encountered during the field investigation consists of very old alluvium:

- **Alluvium.** Pleistocene-age alluvium underlies the entire Project site to depths in excess of fifty feet (50'). The alluvium generally consists of moist, brown, loose to dense sand, with varying amounts of silt and clay. Discontinuous layers of silt and clay were also encountered. The upper portion of the alluvium is not considered suitable for the support of site improvements and/or structural fill and will require remedial grading.
- **Groundwater.** Groundwater was not encountered in the geotechnical borings extended to a maximum depth of fifty-one feet (51'). Groundwater in the vicinity of the Project site has historically been in excess of one-hundred feet (100') below surface.

Due to the depth of groundwater (over 50'), the liquefaction potential at the site is considered very low.

The findings set forth in the *Geo Investigation* are consistent with *Map My County* which states that the Project site's liquefaction potential is "low."

In conclusion, potential liquefaction impacts at the Project site are considered less than significant and no mitigation is required.

As a result of the above analysis, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.iv) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				**X**

No Impact

The Project site topography is generally flat and at grade with Ramona Expressway, Perris Boulevard, and Indian Avenue, adjacent properties, and the general vicinity.

Furthermore, the Project site's location in the central portion of the ±3,500-acre Perris Valley Commerce Center Specific Plan (PVCCSP) is surrounded by similar relatively flat lands. The terrain within the PVCCSP is relatively level with elevations ranging from a low point of 1,435 feet above mean sea level (AMSL) at the southeast corner near the Perris Valley Storm Channel (PVSC) to a high point of 1,522 feet AMSL at the northwest corner adjacent to the March Air Reserve Base / Inland Port Airport (an 87-foot difference in elevation over a distance of 3½ miles; or an approx. 0.5% average gradient).

According to *Map My County*, the Project site's average elevation is 1,460 feet above mean sea level (AMSL); the minimum elevation is reported at 1,460' AMSL and the maximum elevation is reported at 1,464' AMSL. This is consistent with the *Geo Investigation* which reports an approximate elevation between 1,450' and 1,460' AMSL.

As shown on the following page, **Figure 7-1, *Surrounding Topography***, there are no steep slopes within a one-quarter mile radius of the Project site:

- The closest steep slope is located over 1¼ mile southwest of the Project site at the northeast extent of the Gavilan Hills, southwest of Interstate 215 and Rider Street;
- The Project site is roughly two (2) miles from an outcropping of basement rocks that form part of Mount Russell near the Perris Reservoir to the northeast.

There are no upsloping hill sides proximate to the Project site. Consequently, potential for seismically-induced landslides or debris flows does not exist for the Project site.

Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impacts will occur.

As a result of this analysis, no additional analysis will be required in an EIR.

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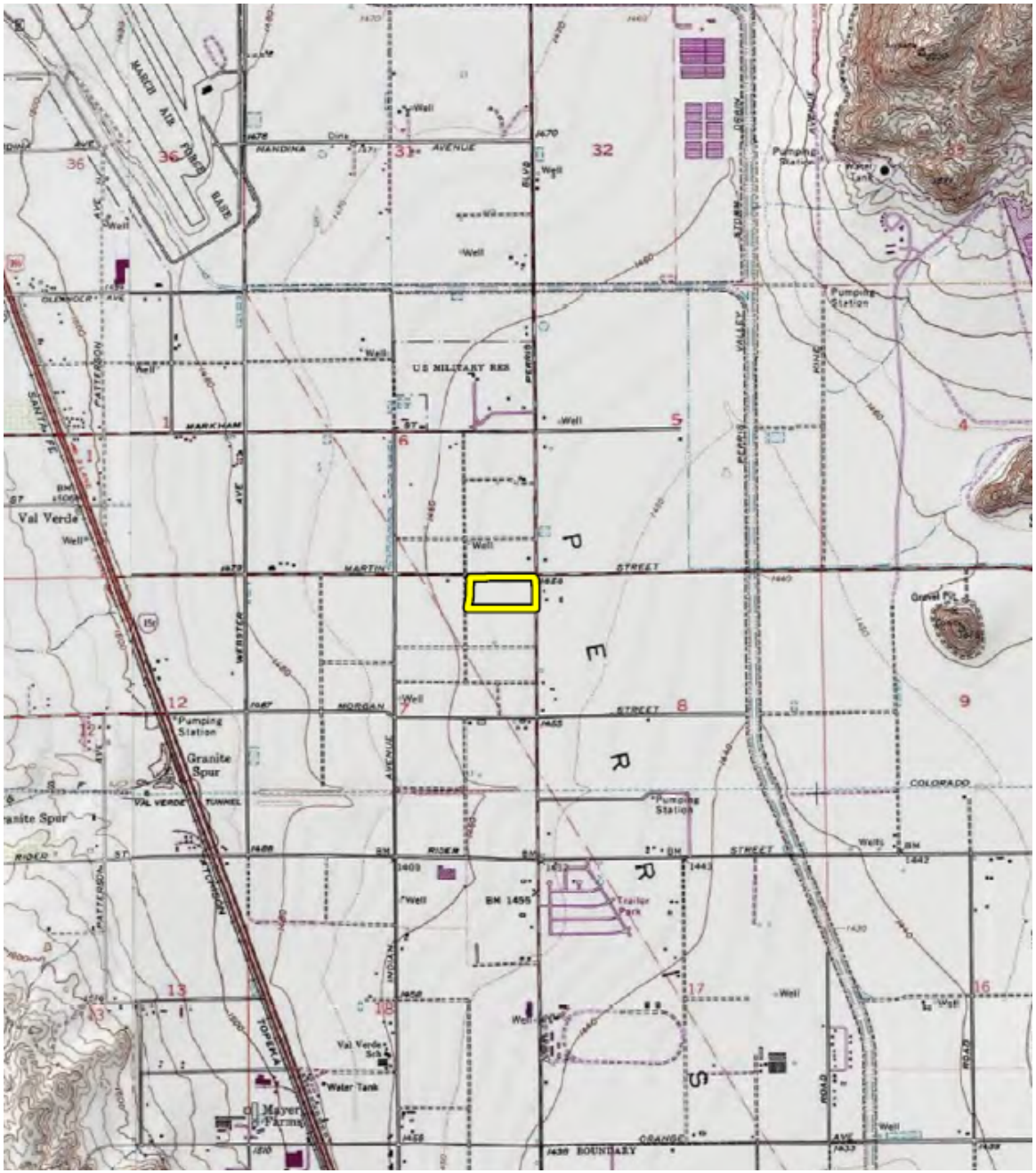
Figure 7-1
Surrounding Topography



Source: MSHCP Report (Appendix B)

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Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?			X	

Less Than Significant Impact

Based on historical aerial photographs, it is evident the Project site was used for agricultural purposes in conjunction with acreage to the south. Aerial photographs dated between June 2002 and June 2008 clearly show the south half of the Project site being used as part of the larger agricultural field believed to be under cultivation as a sod farm. This is consistent with information included in the PVCCSP-EIR, which states, in mid-2011 a large portion of the PVCC area was undeveloped land used for agricultural purposes.

A review of the available historical aerial photographs dating back to 1994 indicate that the Project site was consistently used for agricultural purposes in the first half of the 2000's, and intermittently in the 1990's. Data prior to 1994 was not available in conjunction with this Initial Study (IS) analysis.

Agricultural activities at the Project site appear to have ceased in 2007/2008 and the site has been fallow since that time. The surface soils have been tractor bladed in recent years for weed abatement purposes.

Implementation of the proposed Project has the potential to expose surficial soils to wind and water erosion during site grading and construction activities:

- Wind erosion would be minimized through mandated soil stabilization measures by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering (see **PVCCSP MM Air 3**).
- Water erosion would be prevented through the City's standard, mandated, erosion control practices required pursuant to the California Building Code (CBC) (see **Standard Condition SC-GEO-1**) and the National Pollution Discharge Elimination System (NPDES), such as silt fencing, fiber rolls, or sandbags (see **Standard Condition SC-HYD-1**).
- Following construction of the proposed Project, the site would be covered completely by paving, structures, and landscaping (see **Standard Condition SC-HYD-2**).

With the incorporation of **PVCCSP MM Air 3**, **SC-GEO-1**, **SC-HYD-1** and **SC-HYD-2**, any potential impacts related to substantial soil erosion or the loss of topsoil associated with implementation of the proposed Project would be reduced to a less than significant level and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	

Less Than Significant Impact

Impacts related to liquefaction and landslides are discussed in Thresholds 7.a.iii, and 7.a.iv.

Seismically induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking. It differs from slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface.

Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. In soils, this movement is generally due to failure along a weak plane and may often be associated with liquefaction. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

The topography of the Project site and surroundings is fairly flat and subsurface geologic profile is not susceptible to liquefaction. Under these circumstances, the potential for lateral spreading at the subject site is considered very low.

As discussed in Threshold 6.a.ii, the proposed Project will be required to comply with **SC-GEO-1** and **SC-GEO-2**. These are standard conditions and are not considered unique mitigation under CEQA.

Therefore, the implementation of the proposed Project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant.

Adherence to **SC-GEO-1** and **SC-GEO-2** would reduce any potential impact from lateral spreading, subsidence, liquefaction or collapse to a less than significant level and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial direct or indirect risks to life or property?			X	

Less Than Significant Impact

The Project site is not located in an area underlain by expansive soils. The Project site and surrounding Perris Valley Commerce Center Specific Plan (PVCCSP) is situated in the western portion of the Perris Valley, a north-northwest trending alluvial basin which has been filled with sediments that have eroded out of the surrounding bedrock highlands.

The near-surface on-site soil at the Project site consists predominantly of sand with varying amounts of clay and silt and sandy clay which generally possess a *very low* expansion potential (EI<20) as defined by the Uniform Building Code (UBC) Table No. 18-I-B and exhibit moderate shear strength characteristics.

As set forth in Appendix B, Table B-II (Summary of Laboratory Expansion Index Test Results, ASTM D4829-03), of the *Geo Investigation*, Boring B1-1 and Boring B8-1 had expansion Indexes of 18 and 3:

- Boring B1-1 Expansion Index: 18
- Boring B8-1 Expansion Index: 3

The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20.

As discussed in Threshold 7.a.ii, the proposed Project will be required to comply with **SC-GEO-1** and **SC-GEO-2**. These are standard conditions and are not considered unique mitigation under CEQA.

In conclusion, the proposed Project will not be located on expansive soil creating substantial risks to life or property. Any direct or indirect impacts related to expansive soils would be less than significant and no mitigation is required.

Based on the above, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

No Impact

The Project proposes to connect to the existing Eastern Municipal Water District sewer system and will not require the use of septic tanks. This threshold is not applicable to the proposed Project; therefore, no impact will occur.

Based on the above, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Less Than Significant with Mitigation Incorporated

According to *Map My County*, the Project site is mapped within a "High B" sensitivity area, denoting a high sensitivity for paleontological resources.

This is consistent with the *PRAP*, which states: "The results of these research procedures indicate that the proposed Project's potential to impact significant non-renewable paleontological resources appears to be high, especially in the early Holocene to Pleistocene soils present subsurface at varying depths."

Areas classified as high sensitivity may contain buried paleontological deposits at or below 4 feet of depth and may be impacted during construction. It is possible that potentially significant prehistoric remains could be found, since buried fossils often go undetected during a walkover survey. Prehistoric remains may have been buried by erosional sediments accumulating in this area and masked by existing pavement.

Since the Project site is mapped in the County's General Plan as having a high potential for paleontological resources (fossils), the proposed Project site grading/earthmoving activities should be monitored for potential impacts to this resource and, therefore, the Project is required to comply with the City's standard mitigation measure to prepare a Paleontological Resource Impact Mitigation Program (PRIMP) prior to grading permit issuance and a monitoring program prior to issuance of the final grading permit.

Mitigation Measure MM-GEO-1 is required to reduce potentially significant impacts to previously undiscovered paleontological resources and/or unique geological features that may be accidentally encountered during Project implementation to a less than significant level.

With implementation of **MM-GEO-1**, impacts to paleontological resources will be less than significant. Upon implementation of **MM-GEO-1**, the likelihood that the Project will directly or indirectly destroy unique paleontological resources on site, or a unique geologic feature will be less than significant, and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

Standard Conditions and Requirements

SC-GEO-1 Project design shall be subject to the seismic design criteria of the 2019 edition of the California Building Code (CBC), adopted December 10, 2019 by the City of Perris as Ordinance No. 1387.

SC-GEO-2 The Project shall comply with the recommendations listed in the *Geo Investigation* as it pertains to impacts arising from unstable soils (seismic ground shaking, on-

or off-site landslide, lateral spreading, subsidence, liquefaction or collapse), and/or expansive soils.

SC-HYD-1 During all phases of construction, the Project shall control stormwater runoff so as to prevent any deterioration of water quality that will impair subsequent or competing uses of the water. The Director of Public Works will review and approve Best Management Practices (BMPs) contained in the Project applicants submitted Stormwater Pollution Prevention Plan (SWPPP) to be implemented to reduce the discharge of pollutants during construction. The Project applicant's SWPPP shall identify erosion control BMPs to minimize pollutant discharges during construction activities. These identified BMPs will include stabilized construction entrances, sand bagging, designated concrete washout, tire wash racks, silt fencing, and curb cut/inlet protection.

SC-HYD-2 The Project proponent shall submit a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

Mitigation Measures

By preparing this Initial Study analysis, which includes the Geotechnical Investigation and the Geotechnical Update and Percolation Test Report, 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.

The proposed Project is required to comply with the following PVCCSP EIR mitigation measure:

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.

In addition, the Project is required to comply with the following mitigation measure that replaces PVCCSP EIR mitigation measure MM Cultural 5:

MM-GEO-1 Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any Project-related excavations that exceed three (3) feet below the pre-grade surface. 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 Project site or within the off-site Project improvement areas until the paleontologist has been approved by the City.

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

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

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

8. GREENHOUSE GAS EMISSIONS.

Source(s): *Project Plans* (**Appendix H**); City of Perris General Plan - Draft Environmental Impact Report (GP-DEIR), Chapter 4.3, *Air Quality*; Perris Valley Commerce Center Specific Plan - Draft Environmental Impact Report (PVCCSP-DEIR), Section 4.2, *Air Quality*; City of Perris *Climate Action Plan*, City Council, February 23, 2016.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			

Potentially Significant Impact

The Project applicant proposes a Specific Plan Amendment to accommodate the development of a 347,918-square-foot light-industrial warehouse building with 8,000 square feet of office area on a 16-acre site.

The Project site is located in the ±3,500-acre PVCCSP planning area, in the City of Perris. The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI) as proposed PVCC Specific Plan, Amendment No. 10.

A project-specific Air Quality and Greenhouse Gas (AQ/GHG) Report for the proposed Project (logistics/distribution warehouse) has not been conducted to date; however, an AQ/GHG Report for the Project will be required prior to the issuance of the pending Project EIR.

The proposed Project's greenhouse gas emissions will be quantified in the pending AQ/GHG Report. Furthermore, the results of this study will be discussed and analyzed in the forthcoming EIR. It is noted, given the Project site's proposed logistics/distribution-warehouse use, the potential to generate a substantial amount of greenhouse gas emissions is recognized.

GHG emissions for the Project will be analyzed in the AQ/GHG Report to determine if the project could have a cumulatively considerable impact related to greenhouse gas emissions. Operational emissions associated with the proposed Project would include GHG emissions from mobile sources (transportation), energy, water use and treatment, waste disposal, and area sources. GHG emissions from electricity use are indirect GHG emissions from the energy (purchased energy) that is produced off-site. Area sources are owned or controlled by the Project (e.g., natural gas combustion, boilers, and furnaces) and produced on-site. Construction activities are short term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, the SCAQMD recommends amortizing construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions to generate a precise Project-based GHG inventory.

Upon Project completion, the proposed Project will result in operational GHG emissions of greenhouse gases.

To ensure a comprehensive discussion as to whether the Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Therefore, this issue will be analyzed in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	X			

Potentially Significant Impact

Significance under this threshold can be determined by showing compliance with applicable air quality plans.

As discussed in this Initial Study Threshold 3.a, Air Quality, the proposed Project includes an amendment to the PVCCSP. The City of Perris 2016 Climate Action Plan (CAP) utilizes Western Riverside County Council of Government's (WRCOG's) analysis of existing greenhouse gas reduction programs and policies that have already been implemented in the sub-region and of applicable best practices from other regions to assist in meeting the 2020 subregional reduction target.

Project compliance with the GHG reduction strategies contained in the City's CAP as well as mitigation measures to mitigate potentially significant impacts will be discussed in the forthcoming EIR.

The City of Perris is cognizant of its ability as a local government to contribute to the achievement of subregional, regional, and state greenhouse gas reduction targets. The City's CAP has been developed to address global climate change through the reduction of harmful GHG emissions at the community level, and as part of California's mandated statewide GHG emissions reduction goals (AB 32) and Executive Order S-03-05.

Furthermore, the City has adopted the 2019 edition of the California Building Code (Title 24), including the California Green Building Standards Code (pursuant to Perris Municipal Code Sec. 16.08.050). The Project will be subject to the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials.

Upon Project completion, the proposed Project will result in operational GHG emissions of greenhouse gasses.

CEQA requires a comprehensive discussion as to whether the Project would conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Therefore, this issue will be analyzed in an EIR.

Standard Conditions and Requirements

To be determined if necessary in an EIR.

Mitigation Measures

The proposed Project is required to comply with the following PVCCSP EIR mitigation measures. Additional mitigation to be determined if necessary, in an EIR.

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 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 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 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: Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All reductions will be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

9. HAZARDS AND HAZARDOUS MATERIALS.

Source(s): *Map My County* (**Appendix A**); *Project Plans* (**Appendix H**); *Phase I Environmental Site Assessment*, prepared by Krazan & Associates, Inc., 3-26-2020 (*Phase I ESA* **Appendix E**); *Airport Land Use Commission (ALUC) Development Review - ZAP1390MA19*, prepared by Riverside County Airport Land Use Commission, 7-16-2020 (**Appendix F**); City of Perris General Plan 2030 – Draft Environmental Impact Report (GP - DEIR), July 2004, Appendix A, Initial Study, Section VII, *Hazards and Hazardous Materials*; Perris Valley Commerce Center Specific Plan, Amendment No. 9, May 2018, Chapter 2, Land Use Plan, Section 2.2, Summary of Perris Valley Commerce Center Land Use Comparison, Table 2.0-1, Land Use Comparison; Perris Valley Commerce Center Specific Plan – Draft Environmental Impact Report (PVCCSP-DEIR), July, 2011, Section 4.6, *Hazards and Hazardous Materials*; Val Verde Union School District website; 2014 March Air Reserve Base Land Use Compatibility Plan; **Figure 9-1, Geotracker** and **Figure 9-2, Envirostor**; and Google Earth.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	

Less Than Significant Impact

The proposed Project could result in a significant hazard to the public if it includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials.

The Project site is located in the central portion of the PVCCSP planning area, a 3,583-acre masterplan approved by the City of Perris on January 10, 2012 (Ordinance No. 1284). There have been nine (9) amendments to date, the most recent being Amendment No. 9 (SPA9), approved on August 28, 2018 (Ordinance No. 1371).

Situated adjacent south of the March Air Reserve Base/Inland Port Airport (MARB/IPA) and the City of Moreno Valley, and located contiguous east of Interstate 215 (I-215), the PVCC SPA9 land use plan is dominated by lands designated Light Industrial (2,033 acres; 56.7%) and General Industrial (392 acres; 10.9%), followed by Business Park/Professional Office (272 acres; 7.6%), Commercial (269 acres; 7.5%), and Public land use designations (194 acres; 5.4%). The specific plan also includes areas with a residential designation to recognize existing neighborhoods (no new residential use is proposed).

The limited residential component within the PVCC SPA9 consists of 82 acres (2.3%) comprised of two separate areas including 1) an existing mobile home park, and 2) a rural-residential neighborhood of single-family residences on half-acre lots:

- Multi-Family Residential (MFR-14) – The MFR-14 land use designation applies to the existing 22-acre mobile home park at the southeast quadrant of Ramona Expressway and Perris Boulevard (accessed via Dawes Ave), located one block east of the Project site, separated by strip retail development fronting along Indian Avenue.
- Residential/Single Family (R-20,000) - The R-20,000 designation applies to the 60-acre rural residential neighborhood (20,000 SF Min. Lot Size) located on the east side of Webster Avenue, extending from Markham Street south approaching Ramona Expressway. It is noted, the north half of this neighborhood lies within the Accident Potential Zone 1 of the March Air Reserve Base, and the entire neighborhood is surrounded by Light Industrial (east and west), General Industrial (north), and Commercial (south) designated land. It is further noted, the neighborhood is now bounded by newer high-cube logistics/distribution warehouses on the east (4120 Indian Ave; built 2015) and west (4160 Webster Ave; built 2018).

The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI) to accommodate the development of a 347,918-square-foot light-industrial distribution warehouse building including 8,000 square feet of office area., via Specific Plan Amendment No. 10.

- The Project site is surrounded by lands within the PVCCSP designated for Commercial use to the north and east; and by lands designated for Light Industrial use to the south and west. There is an existing 579,708-square foot distribution warehouse contiguous south of the Project site (3900 Indian Ave; built 2014); and the 1.25-million square foot Lowe's Regional Distribution Center is located adjacent west of the Project site across Indian Avenue (3984 Indian Ave; built 2000/2001). Existing local serving commercial development is located adjacent east across Perris Boulevard and extending east along Ramona Expressway. Gas station/convenience store facilities are located adjacent to the Project site at the northwest and southeast corners of Ramona Expressway and Perris Boulevard. The commercial land adjacent north across Ramona Expressway is currently vacant.

As described above, the Project site is surrounded on three sides by existing light industrial and commercial development within an emerging mixed-use light industrial and commercial district. The Project site development plan does not include a residential component and it does not place housing near any hazardous materials facilities.

The closest residential use to the proposed Project is the existing 22-acre mobile home park located approximately 410 feet due east of the Project site at the southeast corner of Ramona Expressway and Perris Boulevard (accessed via Dawes Street).

The routine use, transport, or disposal of hazardous materials is primarily associated with general industrial land uses that require hazardous materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed Project's light-industrial logistics/distribution warehouse use does not include or facilitate any activity involving the significant use, routine transport, or disposal of hazardous substances.

Construction Impacts

During construction, there would be a minor amount of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste

disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level.

Operational Impacts

Hazardous materials commonly used in conjunction with light-industrial logistics/distribution warehouse operations include relatively limited amounts of cleaners, lubricants, and pesticides. The remnants of these items and other similar products would be disposed of as household hazardous wastes that are prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the proposed light-industrial facility would not result in significant impacts involving the use, storage, transport or disposal of hazardous wastes and substances. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport and use of hazardous materials or wastes would be less than significant and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		

Less Than Significant with Mitigation Incorporated

The Project site is not included on the state's Cortese List, a compilation of various sites throughout California that have been compromised due to soil or groundwater contamination from past uses.

The Project site is vacant, undeveloped land; therefore, potential impacts related to the demolition of structures with asbestos containing materials or lead-based paint are not applicable.

Based on the above, the potential for the proposed Project to 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 is considered relatively low.

A Phase I Environmental Site Assessment (*Phase 1 ESA*) for the Project site was prepared that concluded there were no recognized environmental conditions (RECs) but one Potential Area of Concern (PAOC) – there may be fuel storage tanks due to the site's historical agricultural farm setting.

The following information is from the City of Perris General Plan 2030 – Draft Environmental Impact Report (GP-DEIR; October 2004), and the Perris Valley Commerce Center - Draft Environmental Impact Report (PVCCSP-DEIR, July 2011), and a review of historical aerial photographs published by Google Earth as appropriate.

Based on historical aerial photographs, the Project site appears to have been used in conjunction

with acreage to the south for agricultural purposes. Aerial photographs dated between June 2002 and June 2008 clearly show the south half of the Project site being used as part of the larger agricultural field believed to be under cultivation as a sod farm. This is consistent with information included in the PVCCSP-DEIR, which states, in mid-2011 a large portion of the PVCC area was undeveloped land used for agricultural purposes.

A review of the available historical aerial photographs dating back to 1994 indicate that the Project site was consistently used for agricultural purposes in the first half of the 2000's, and intermittently in the 1990's. Data prior to 1994 was not available in conjunction with this Initial Study (IS) analysis.

Agricultural activities at the Project site appear to have ceased in 2007/2008 and the site has been fallow since that time. The surface soils have been tractor bladed in recent years for weed abatement purposes. Although environmentally persistent pesticides commonly applied prior to the 1980s can linger in the soil for many years, the *Phase I ESA* evaluated the potential and did not recommend any subsequent sampling or testing. Based on the length of time that has elapsed since the agricultural usage occurred (approx. 12 years), it is unlikely the potential former usage of pesticides has significantly impaired the Project site or would require remedial actions.

Out of an abundance of caution, **Mitigation Measures MM-HAZ-1** and **MM-HAZ-2** are incorporated herein. **MM-HAZ-1** requires monitoring during ground disturbance activities and remediation if pesticides are present. **MM-HAZ-2** outlines procedures to follow should fuel tanks or other potentially hazardous materials be found during grading.

With implementation of **MM-HAZ-1** and **MM-HAZ-2**, potential impacts related to creating hazards to the public or the environment through upset and accident conditions of hazardous materials will be reduced to less than significant levels and no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**

No Impact

The Project site, along with the entire PVCCSP, is located within the Val Verde Unified School District (VVUSD). The VVUSD consists of twenty-two (22) schools serving 20,141 students from preschool through high school. There are 4 high schools, 4 middle schools, 12 elementary schools, 1 preschool, 1 virtual/SSA, and 1 adult school. The district boundary is bisected by Interstate-215 and generally extends from Van Buren Boulevard on the north to Orange Avenue on the south, and Gavilan Road on the west to Lake Perris on the east. The district serves students from the Cities of Perris and Moreno Valley, as well as the unincorporated area of Mead Valley.

The closest existing schools to the Project site are shown in **Table 9-1**, ***Existing Schools Closest to Project Site***.

Table 9-1
Existing Schools Closest to Project Site

School Facility	District	Proximity to Project Site
Val Verde High School	VVUSD	±1.0 mile west/southwest
May Ranch Elementary School	VVUSD	±1¼ miles east/southeast
Val Verde Elementary School	VVUSD	±1½ miles south/southwest
Rancho Verde High School	VVUSD	±1½ miles northeast
Triple Crown Elementary School	VVUSD	±2.0 miles south/southeast
Mary McLeod Bethune Elementary School	VVUSD	±2½ miles north/northeast
Orange Vista High School	VVUSD	±2½ miles southeast
Thomas Rivera Middle School	VVUSD	±3.0 miles west
Lakeside Middle School	VVUSD	±3.0 miles east/southeast
Vista Verde Middle School	VVUSD	±2½ miles north/northeast
March Middle School	VVUSD	±3.0 miles north

Source: Google Earth

As shown above, VVUSD's Val Verde High School, located approximately 1 mile west/southwest of the Project site, is the closest existing public school facility to the Project site, followed by VVUSD's May Ranch Elementary School located approximately 1¼ miles to the east/southeast, Val Verde Elementary School located approximately 1½ miles to the south/southwest, and Rancho Verde High School approximately 1½ miles to the northeast.

VVUSD's newest school is Orange Vista High School (opened 2016) located approximately 2½ miles southeast of the Project site. Rancho Verde High School (1½ mi NE of Project site) is currently being renovated and modernized; however, VVUSD does not have any new schools under construction or planned at this time.

No charter or private schools were found within the PVCC boundary. The closest charter school found is located at 1461 N. A Street (SWQ I-215 & Nuevo Rd) approximately 3.0 miles south of the Project site.

Based on the above, there are no existing or proposed schools within a one-quarter mile distance of the Project site.

The proposed Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. There would be no impact and no mitigation is needed.

As a result of this analysis, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

No Impact

Pursuant to Government Code Section 65962.5, the State of California Department of Toxic Substances Control is required to maintain a list of hazardous materials sites (Cortese List).

- EnviroStor is the Department of Toxic Substances Control's data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further.
- GeoTracker is the Water Boards' data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tank (LUST) Sites, Department of Defense Sites, and Cleanup Program Sites. GeoTracker also contains records for various unregulated projects as well as permitted facilities including: Irrigated Lands, Oil and Gas production, operating Permitted USTs, and Land Disposal Sites.

The Project site is not included on the state's Cortese List, a compilation of various sites throughout California that have been compromised due to soil or groundwater contamination from past uses.

The Project site is not:

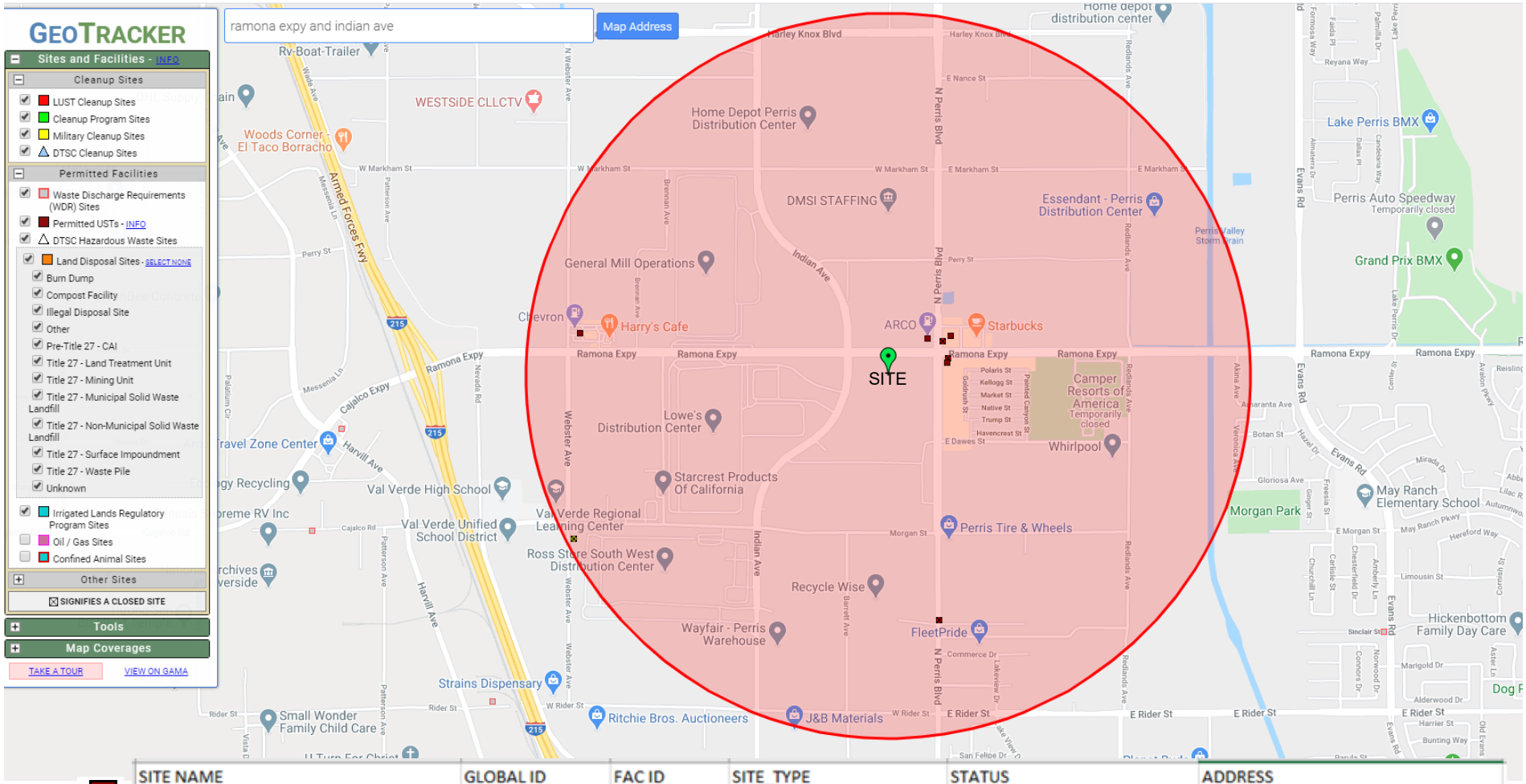
- Listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC);
- Listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB);
- Listed as a hazardous solid waste disposal site by the SWRCB;
- Currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB; or
- Developed with a hazardous waste facility subject to corrective action by the DTSC.

Reference **Figure 9-1, *GeoTracker*** and **Figure 9-2, *EnviroStor***, included on the following pages.

Based on the above, the proposed Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; as such, the proposed Project would not create a significant hazard to the public or the environment. There would be no impact and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

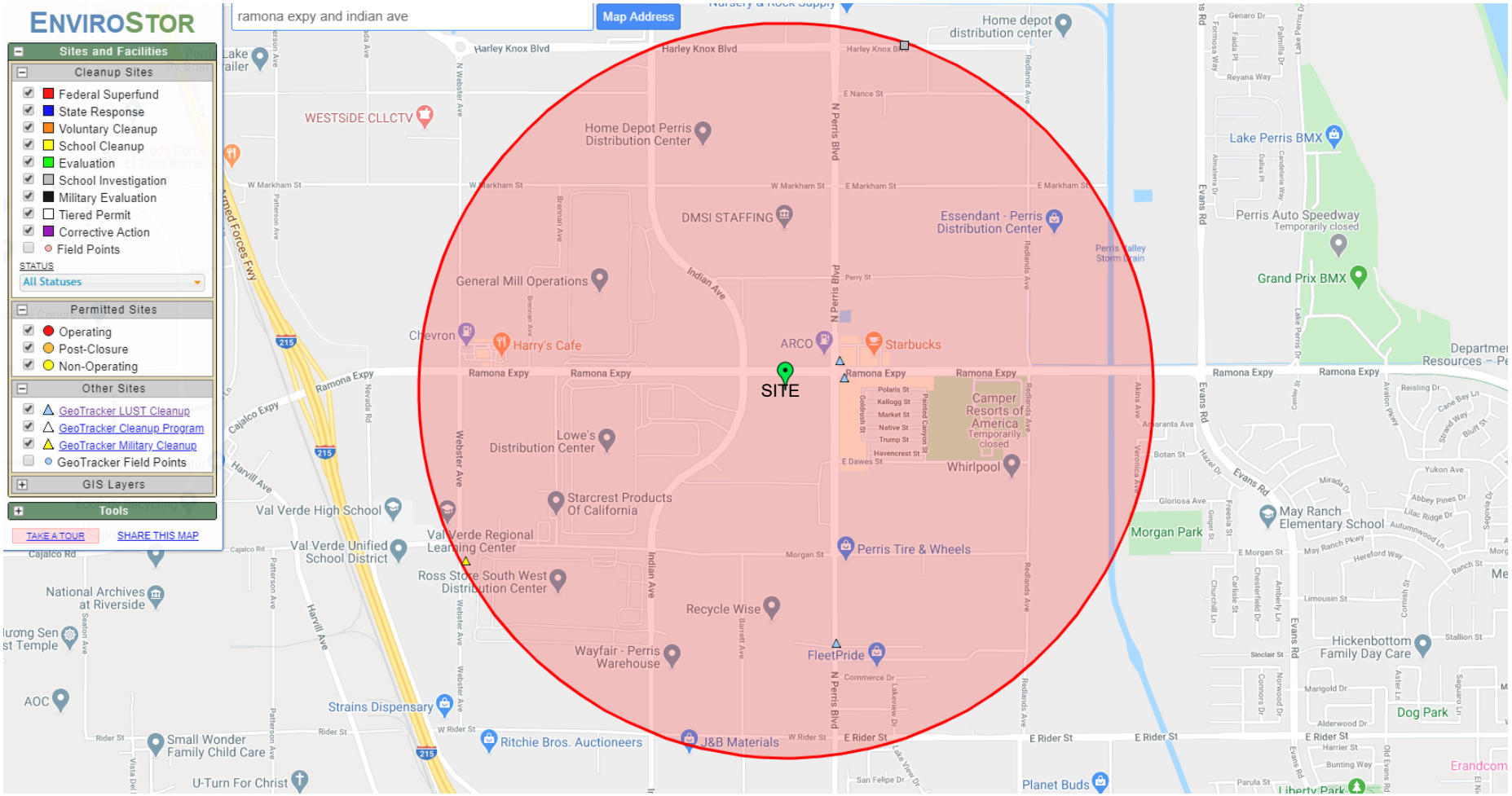
Figure 9-1
GEOTRACKER Site



SITE NAME	GLOBAL ID	FAC ID	SITE_TYPE	STATUS	ADDRESS
CIRCLE K STORES INC. SITE #2709429		FA0036723			3995 N PERRIS BLVD
LAKE CHEVRON		FA0025793			796 W RAMONA EXPRESSWY
MARCH AIR FORCE BASE - US AIR FORCE, FORMER MARCH AFB - OU-4 - SITE 21 CONDURE'S EFFLUENT POND	DOD100280300		MILITARY CLEANUP SITE	COMPLETED - CASE CLOSED	WEBSTER AVENUE AND MORGAN ST.
MOBIL #18-BLN	T0606505176		LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3995 N PERRIS BLVD.
NATIONAL RV	T0606592251		LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3411 PERRIS BLVD.
SAFAR & SAFAR BROTHERS', INC					4040 N PERRIS BLVD
SHELL PERRIS #121222	T0606524504		LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4039 N PERRIS BLVD
TESORO (SHELL) 68585 (WRR 6367)		FA0019645			4039 N PERRIS BLVD

Source: GEOTRACKER https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=ramona+expy+and+indian+ave

Figure 9-2
ENVIROSTOR Site



PROJECT NAME	STATUS	PROJECT TYPE	ADDRESS
MEADE VALLEY ELEMENTARY SCHOOL ADDITION	NO ACTION REQUIRED	SCHOOL INVESTIGATION	21-100 OLEANDER AVENUE
NATIONAL RV	CASE CLOSED	LUST CLEAN UP	3411 PERRIS BLVD.
MOBIL #18-BLN	CASE CLOSED	LUST CLEAN UP	3995 N PERRIS BLVD.
SHELL PERRIS #121222	CASE CLOSED	LUST CLEAN UP	4039 N PERRIS BLVD.
MARCH AIR FORCE BASE - US AIR FORCE, FORMER MARCH AFB - OU-4 - SITE 21 CONDURE'S EFFLUENT POND	CASE CLOSED	MILITARY CLEAN UP SITE	WEBSTER AVENUE AND MORGAN ST.

Source: ENVIROSTOR https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=ramona+expy+and+indian+ave

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?		X		

Less Than Significant with Mitigation Incorporated

March Air Reserve Base / Inland Port Airport

The PVCCSP planning area (Project site is a part) is located adjacent south of the March Air Reserve Base / Inland Port Airport (MARB/IPA). The closest runway at the MARB/IPA (Runway 14-32) is located approximately 1¾ miles to the north/northwest of the Project site.

The City of Perris has amended the City's GP, Municipal Code, and the PVCCSP to include an Airport Overlay Zone (AOZ), consistent with the land uses and densities outlined in the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP).

Most of the Project site (11.60 acres) is located in compatibility Zone B1 (Inner Approach/Departure Zone) of the MARB/IPA LUCP. A relatively small portion (3.90 acres), at the northeast corner of the Project site, is located in compatibility Zone C1 (Primary Approach/Departure Zone). Reference **Figure 6, *March Air Reserve Base / Inland Port Airport Influence Area***, in Section I. of this Initial Study.

The MARB/IPA LUCP identifies prohibited and discouraged uses within each land use compatibility zone as well as density/intensity standards, and open land requirements as summarized in **Table 9-2, *MARB / IPA Basic Compatibility Criteria***, included on the following page. Consistency with the LUCP is determined by compliance with each criterion of the applicable compatibility zone.

Table 9-2
MARB / IPA Basic Compatibility Criteria

Zone	Locations	Density/Intensity Standards			Required Open Land	Additional Criteria	
		Residential (du/ac)[1]	Other Uses (people/ac)[2]				
			Avg[5]	Single[6]		Prohibited Uses[3]	Other Development Conditions[4]
B1	Inner Approach/DepartureZone	No new dwellings allowed	25 (APZ I)[10] 50 (APZ II And Outside APZs)[11]	100 100	Max. 50% lot cover-age within APZs[12]	• Children's schools, day care centers, libraries • Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly • Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs[13] • Hazardous materials manufact-ure/storage[14] • Noise sensitive outdoor nonresidential uses[15] • Critical community infrastructure facilities[16] • Hazards to flight[8] • Uses listed in AICUZ as not compatible in APZ I or APZ II[17]	• Locate structures maximum distance from extended runway centerline • Sound attenuation as necessary to meet interior noise level criteria[18] • Zoned fire sprinkler systems required • = Airspace review req'd for objects >35 ft. tall[19] • Electromagnetic radiation notification[9] • Avigation easement dedication and disclosure[4]
C1	Primary Approach/Departure Zone	≤3.0	100	250	No Requirement	• Children's schools, day care centers, libraries • Hospitals, congregate care facilities, places of assembly • Noise-sensitive outdoor nonresidential uses[15] • Hazards to flight[8]	• Critical community infrastructure facilities discouraged[16] [20] • Aboveground bulk storage of hazardous materials discouraged[14] [20] • Sound attenuation as necessary to meet interior noise level criteria[18] • Airspace review req'd for objects >70 ft. tall[19] • Electromagnetic radiation notification[9] • Deed notice and disclosure[4]

Notes:

1. Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
2. Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
3. The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See Riverside County Airport Land Use Compatibility Plan, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
4. As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), avigation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in www.marchjpa.com/docs_forms/avigationeasement.pdf. Any avigation easements required within Zone A shall be dedicated to the United States of America.
5. The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
6. Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
7. Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for avigation easement dedication requirements in this zone.
8. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
9. March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
10. Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and avigation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
11. Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity

limits are 100 people/acre throughout Zone B1.
12. In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the extended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.
13. Within APZ II and outside APZs, two-story buildings are allowed.
14. Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.
15. Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
16. Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
17. For properties in either APZ I or II, any use listed as "N – not compatible" for that particular APZ in Table 3-1 of the 2005 Air Installation Compatible Use Zone Study for March Air Reserve Base. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
18. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
19. This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.
20. Discouraged uses should generally not be permitted unless no feasible alternative is available.
21. Although no explicit upper limit on usage intensity is defined for Zone D and E, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

Given the proposed Project's location within compatibility Zone B1, it is required to be reviewed by the Riverside County Airport Land Use Commission (ALUC) before being considered for approval by the City. If the ALUC determines that a development plan is inconsistent with the Airport Land Use Plan, ALUC requires the local agency to reconsider its approval regarding land use compatibility.

The Project proponent submitted a formal application to the ALUC for review and, at its July 9, 2020 meeting, the ALUC determined that the Project was consistent with the MARB / IPA (Case ZAP1390MA19) with a series of conditions that are incorporated into **Mitigation Measure MM-HAZ-3**. With implementation of **MM-HAZ-3**, potential impacts related to safety hazards or excessive noise for people residing or working in the project area (relative to the MARB / IPA) will be reduced to less than significant levels and no additional analysis will be required in an EIR.

Perris Valley Airport

The Perris Valley Airport is a privately-owned public use airport within the City. The Perris Valley Airport only has an Influence Area 1, which limits residential uses in the flight path. The proposed Project site is located approximately 4¾ miles north of the Perris Valley Airport Influence Area. Therefore, implementation of the proposed Project would not result in a safety hazard from operations at the Perris Valley Airport and no impacts would occur.

As a result of this analysis, no additional analysis with respect to the Perris Valley Airport will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	

Less Than Significant Impact

The proposed Project will replace vacant land with light-industrial development (logistics/distribution warehouse). Access to the Project site would be provided via Indian Avenue with a full turning movement location near the southern edge of the Project and aligning with the existing Lowe's property access point west of Indian Avenue. An additional right in right out access will also be located on Indian Avenue closer to Ramona Expressway. Two right in right out access points will be placed along Perris Boulevard. No access from Ramona is proposed.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project would be limited to street frontage improvements and lateral utility connections (i.e., water, sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (**PVCCSP EIR mitigation measure MM Air 2**).

The traffic control plan (TCP) is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

All Project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed Project is required to comply with the California Fire Code as adopted by the Perris Municipal Code.

The Project will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed.

Based on the above, and with the incorporation of **PVCCSP EIR mitigation measure MM Air 2**, any related impacts associated with implementation of the proposed Project would be reduced to a less than significant level.

As a result of this analysis, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Less Than Significant Impact

The City of Perris is located within and largely constitutes the eastern half of the Mead Valley Area Plan (MVAP) of the Riverside County General Plan. In general, the west half of the Mead Valley land use plan, west/southwest of Interstate 215 (I-215), provides for a predominantly rural community with an equestrian focus.

As set forth in *Map My County*, the Project site is not located within a County Fire Hazard Zone, nor is it located in a state identified Fire Responsibility Area.

Furthermore, the Project site is not located within a Wildfire Constraint Area, as depicted on Exhibit S-16, *Wildlife Constraint Areas,* of the City of Perris General Plan.

The Project site is located in a relatively wide north-south urbanizing corridor within the City's PVCCSP. There are no wildland conditions in the immediate vicinity of the Project site. The closest Wildfire Constraint Area is located approximately 1¼ miles southwest of the Project site, consisting of the rural Gavilan Hills community portion of the MVAP southwest of I-215 and Rider Way.

The California Department of Forestry and Fire Protection, under contract with the County of Riverside and operating as the Riverside County Fire Department (RCFD), provides fire prevention, suppression, and paramedic services to the City of Perris. Station No. 1 serves the City of Perris and serves as the Riverside County Fire Department Headquarters. Station No. 1 is located at 210 W. San Jacinto Avenue.

The City of Perris participates in the Riverside County Multi-Agency Multi-Hazard Functional Plan (MHFP) which outlines requirements for emergency access and standards for emergency responses. The PVCCSP Initial Study (IS; PVCCSP DEIR, Appendix A) determined that because emergency access will be maintained and improved throughout the Specific Plan area in accordance with the MHFP, development within the PVCCSP will not interfere with adopted emergency response plans.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., sewer) that will be limited to nominal potential traffic diversion.

Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). Reference **PVCCSP EIR mitigation measure MM Air 2**. The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

Once the Project is constructed, emergency access to the Project site will be maintained via driveway curb cut aprons along both Perris Boulevard and Indian Avenue, consistent with requirements outlined in the MHFP. Additionally, the proposed Project is consistent with the industrial land use requirements outlined in the PVCCSP; therefore, the proposed Project will have a less than significant impact on implementation of the adopted emergency response plan.

All Project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed Project is required to comply with the California Fire Code as adopted by the City of Perris Municipal Code.

The Project will comply with all applicable state, regional, and local wildfire safety regulations inclusive of the California Fire Code, the City of Perris Municipal Code, and the PVCCSP, and will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed.

In conclusion, with the incorporation of **PVCCSP EIR mitigation measure MM Air 2**, implementation of the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Any potential impacts would be reduced to a less than significant level.

As a result of this analysis, no additional analysis will be required in an EIR.

Standard Conditions and Requirements

None are required.

Mitigation Measures

MM-HAZ-1 **Pesticide Presence.** Prior to any ground disturbance activities, the Project applicant shall coordinate the sampling and laboratory testing of onsite soils for contamination by past agricultural chemicals (e.g., pesticides, herbicides, rodenticides, heavy metals, etc.) with the County Department of Environmental Health Services (DEH). If requested, the applicant shall submit a workplan to DEH for review and approval prior to the completion of grading. If any past agricultural chemicals are found in levels that exceed applicable health standards, a qualified contractor shall be retained to remove and properly dispose of such materials. Any work conducted shall be in compliance with DEH guidelines as the appropriate oversight agency. If sampling and laboratory testing are performed, a final report shall be prepared and submitted to DEH for review and approval prior to issuance of a certificate of occupancy.

MM-HAZ-2 **Buried Hazards.** If any former fuel tanks or other potentially hazardous materials are found during grading or any ground disturbing activities, work in that area shall be halted within 100 feet of the find and a qualified environmental contractor shall be retained. The contractor shall assess the risk or hazard level of the material(s) and identify the most appropriate method of remediation. This work shall occur in coordination with and to the satisfaction of the County Department of Environmental Health Services (DEH).

MM-HAZ-3 **ALUC Consistency.** Prior to issuance of a certificate of occupancy, the applicant shall demonstrate the Project has complied with the following conditions issued by the Riverside County Airport Land Use Commission (ALUC) at its July 9, 2020 meeting relative to the March Air Reserve Base / Inland Port Airport (MARB/IPA):

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

   (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. Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recyding enters containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
   (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
   (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, restaurants, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
   (f) Any other uses not permitted in Accident Potential Zone II pursuant to DoDI 4165.57.

3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice [from the July 9, 2020 ALUC Staff Report] shall be given to all prospective purchasers of the property and tenants of the buildings.

5. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm and remain totally dry between rainfalls. Vegetation in and around the

detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

9. This project has been evaluated as a proposal for 260,076 square feet of e-commerce area, 79,843 square feet of warehouse area, and 8,000 square feet of office floor area. Any increase in building area or change in use will require review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.
   Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas, 07-09-20 Agenda, Bookmark Agenda Item No. 3.1.

Written proof of compliance shall be provided to County Planning and ALUC prior to issuance of the certificate of occupancy.

For this proposed Project, Mitigation Measure MM-HAZ-3 replaces PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 6.

In addition, the proposed Project is required to comply with the following PVCCSP EIR mitigation measure.

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.

10. HYDROLOGY AND WATER QUALITY.

Source(s): *Map My County*, **(Appendix A)**; *Project Plans* (**Appendix H**); *Geotechnical Update and Percolation Test Report,* prepared by Geocon West, 4-28-2020 (*Geo Update*, **Appendix C1**)*; Geotechnical Investigation,* prepared by Geocon West, 8-30-2006 (*Geo Investigation,* **Appendix C2**)*;* City of Perris General Plan 2030 – Draft Environmental Impact Report (GP - DEIR), July 2004, Chapter 4.5, *Hydrology and Water Quality, Exhibit 4.5-12, Dam Inundation Map;* Perris Valley Commerce Center Specific Plan – Draft Environmental Impact Report (PVCCSP-DEIR), July 2011, Chapter 4.7, *Hydrology and Water Quality*; Google Earth; and **Figure 10-1, *FEMA FIRM Map***.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	**X**			

Potentially Significant Impact

A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for a receiving water body.

For the purpose of this specific issue, a significant impact could occur if the Project would discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into stormwater drainage systems.

Significant impacts could also occur if the Project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Storm Water Pollution Prevention Plan (SWPPP) to reduce potential construction-related water quality impacts and a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts. Reference **Standard Condition SC-HYD-1** (SWPPP), and **Standard Condition SC-HYD-2** (WQMP).

It is noted, the Project is in the initial preliminary planning stages at present. Project plans and project-specific studies are limited to the Site Plan, as of the date this Initial Study.

A Project-specific Water Quality Management Plan (WQMP) and a Preliminary Hydrology Report for the Project site are pending.

Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

Operational Impacts

Construction of the proposed Project (distribution warehouse) would increase the impervious area at the Project site by replacing vacant property with associated paving and the rooftop. Landscaping is proposed as part of Project design in the form of landscaped planters containing various trees, shrubs, and ground covers. The Project proponent is required to submit a WQMP to the City for review and approval. The pending WQMP will identify post-construction Best Management Practices (BMPs) in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant. Reference **Standard Condition SC-USS-1** (Sewer Connection Fees) and **Standard Condition SC-HYD-3** (Wastewater).

In order to ensure a comprehensive discussion as to whether the Project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, this issue will be analyzed in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	**X**			

Potentially Significant Impact

A potentially significant impact could occur if a project removes an existing groundwater recharge area or substantially alters drainage that results in a reduction in groundwater recharge such that existing wells in the vicinity would no longer be able to operate.

As set forth in the *Geo Investigation*, 1) groundwater was not encountered at the Project site in the geotechnical borings extended to a maximum depth of fifty-one feet (51'), and 2) groundwater in the vicinity of the Project site has historically been in excess of one-hundred feet (100') below surface. Project-related grading will not reach these depths and no direct disturbance of groundwater is anticipated.

The Project site's proposed industrial/distribution-warehouse building footprint, access drives, parking areas, and other hardscape improvements would significantly increase the on-site impervious surface area thereby reducing the total amount of on-site infiltration. With the incorporation of the Project's pending WQMP and implementation of project-specific BMP's, these Project impacts are expected to be reduced to a level that would be less than significant.

However, in order to ensure a comprehensive discussion as to whether the Project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin, this issue will be analyzed further in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.i) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site**?**	**X**			

Potentially Significant Impact

Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the Project results in substantial on- or off-site erosion or siltation.

A site drainage plan is required by the City of Perris and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.

Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction.

At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

Reference **Standard Conditions SC-HYD-1** (SWPPP), **SC-HYD-2** (WQMP), **SC-HYD-4** (Site Drainage Plan), and **SC-HYD-5** (Storm Drainage Facilities).

In order to ensure a comprehensive discussion as to whether the Project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would result in substantial erosion or siltation on- or off-site, this issue will be analyzed in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.ii) 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	X			

Potentially Significant Impact

Consistent with the discussion in Threshold 10.a, potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the Project would also result in an increase in the rate or amount of surface runoff.

In order to ensure a comprehensive discussion as to whether the Project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial increase in the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, this issue will be analyzed in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.iii) 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 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?	X			

Potentially Significant Impact

Consistent with the discussion in Threshold 10.a, potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the Project would also result in an increase in the rate or amount of surface runoff.

In order to ensure a comprehensive discussion as to whether the Project would 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 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, this issue will be analyzed in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.iv) 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 impede or redirect flood flows?	**X**			

Potentially Significant Impact

Consistent with the discussion in Threshold 10.a, potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the Project would also result in an increase in the rate or amount of surface runoff.

In order to ensure a comprehensive discussion as to whether the Project would 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 impede or redirect flood flows, this issue will be analyzed in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?				**X**

No Impact

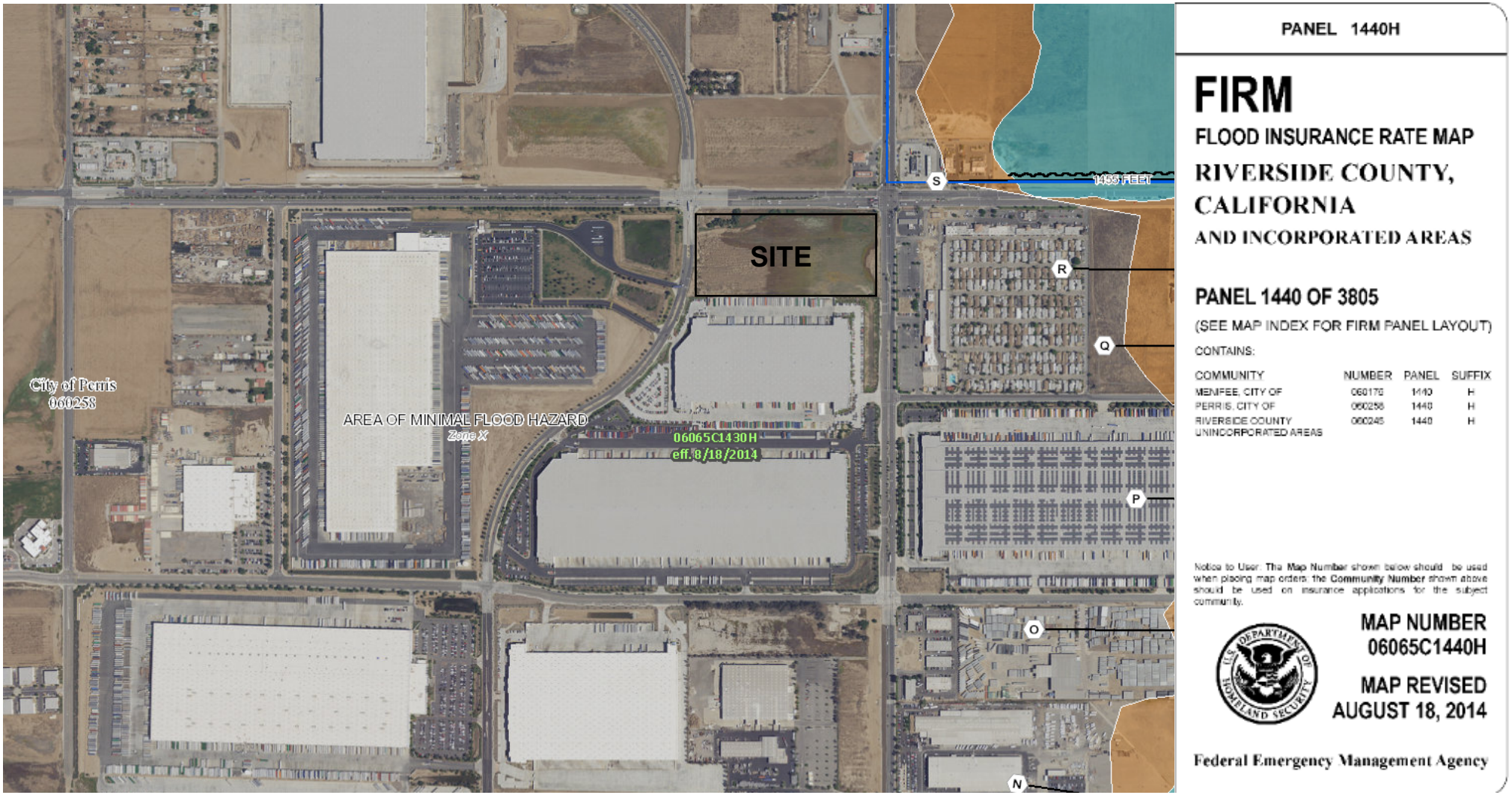
According to **Figure 10-1, *FEMA FIRM Map***, the Project site is proximate to, but is not located within a FEMA designated flood hazard area. The referenced FEMA Map indicates the entire Project site is located in Zone X which corresponds to areas outside the 100-year floodplain (FEMA Flood Hazard Areas are shown on the referenced FEMA Map extending south and west to a point approximately one-quarter mile northeast of the Project site). This is consistent with the *Map My County* which states the Project site is located outside of the floodplain and floodplain review is not required.

The Project site is located approximately two (2) miles southwest of Lake Perris (Perris Reservoir). Based on a review of Exhibit 4.5-12, Dam Inundation Map, City of Perris General Plan, with the exception of a small area at the very northeast corner of the Project site, the east boundary of the Project site along N. Perris Boulevard coincides with western extent of the maximum Dam Inundation Area. Therefore, there is no risk associated with seiche or inundation.

The Project site is located approximately 37 miles from the nearest coastline; therefore, there is no risk associated with tsunamis.

As a result of this analysis, no additional analysis will be required in an EIR.

Figure 10-1
FEMA FIRM Map



Source: FEMA https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-117.39449821289038,33.71106270929909,-117.06216178710959,33.85373990254864

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Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	X			

Potentially Significant Impact

Please reference the discussion previously set forth in Thresholds 10.a and 10.b.

In order to ensure a comprehensive discussion as to whether the Project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, this issue will be analyzed in an EIR.

Standard Conditions and Requirements

SC-HYD-1 SWPPP. Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-2 WQMP. The Project proponent is required to submit a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

SC-HYD-3 Wastewater. All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant.

SC-HYD-4 Site Drainage Plan. A site drainage plan is required by the City of Perris and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.

SC-HYD-5 Storm Drainage Facilities. The Project applicant shall pay Development Impact Fees (DIF) for nonresidential development prior to the issuance of a building permit.

SC-USS-1 Sewer Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable sewer connection fees to EMWD.

Mitigation Measures

To be determined if necessary, in an EIR.

11. LAND USE AND PLANNING.

Source(s): *Map My County*, (**Appendix A**); **Figure 3, *Existing and Proposed General Plan Land Use Designations*** and **Figure 4, *Existing and Proposed* Zoning *Classifications***, in Section I. of this Initial Study; City of Perris General Plan 2030, Circulation Element, adopted June 14, 2005, as amended August 26, 2008, Exhibit CE-9, *Existing Designated Truck Routes*.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?			X	

Less Than Significant Impact

The Project site is located in the City of Perris, County of Riverside, State of California. Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map*** in Section I. of this Initial Study.

The Project applicant proposes a Specific Plan Amendment to accommodate the development of a 347,918-square-foot light-industrial distribution warehouse building with 8,000 square feet of office area on a 16-acre site.

The Project site is located in the ±3,500-acre Perris Valley Commerce Center Specific Plan (PVCCSP), in the City of Perris. The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI) as proposed PVCC Specific Plan, Amendment No. 10.

The ±3,500-acre PVCCSP was originally approved by the Perris City Council on January 10, 2012, as Ordinance No. 1284. There have been nine (9) amendments to date, the most recent being Amendment No. 9, approved on August 28, 2018 as Ordinance No. 1371.

The PVCCSP planning area is located in the North Perris area of western Riverside County, generally bordered by Interstate-215 (I-215) to the west, March Air Reserve Base and Oleander Avenue to the north, the Perris Valley Storm Channel (PVSC) to the east, and Placentia Avenue to the south.

The PVCCSP location contiguous to the I-215 freeway is key to the rapidly expanding distribution warehouse development taking place within the specific plan boundaries.

At the time the PVCCSP was adopted in 2012 the area was largely undeveloped land used for agricultural purposes (sod farming, other) with smaller elements of development consisting of some warehousing/distribution facilities, neighborhood and community commercial, small scale industrial facilities, a rural residential neighborhood and a mobile home park.

Over the past nine (9) years since its adoption, a substantial amount of new development activity (primarily logistics/distribution warehouses) and infrastructure (i.e., road improvements, dry and wet utilities, other) has been built within the PVCCSP boundary, including the 579,708-square-

foot distribution warehouse contiguous south of the Project site (3900 Indian Avenue) completed in 2014.

The Project site is located less than 1¼ mile east of I-215 with extensive frontage along Ramona Expressway, a six-lane "expressway" (184' ultimate design width) with a raised center median as it extends east/west through the PVCCSP planning area and continuing as a divided four-lane arterial east past Lake Perris (Perris Reservoir) towards the unincorporated agricultural community of Lakeview, then onto the City of Hemet and the City of San Jacinto. The Project site's Ramona Expressway frontage extends from Indian Avenue on the west to Perris Boulevard on the east; both are full service signalized intersections with pocket turn lanes.

Based on a review of **Figure 3, *Existing and Proposed General Plan Land Use Designations*** and **Figure 4, *Existing and Proposed* Zoning *Classifications***, in Section I. of this Initial Study, the Project site is surrounded by lands within the PVCCSP designated for Commercial use to the north and east; and by lands designated for Light Industrial use to the south and west:

Commercial

North (across Ramona Expressway): Most of the acreage on the north side of Ramona Expressway, with the exception of the northwest corner (NWC) of the Ramona Expressway and Perris Boulevard, is vacant, unimproved land with an underlying PVCCSP land use designation of Commercial (APN 302-060-041; 17.71 acres). The NWC of Ramona Expressway and Perris Boulevard is improved with an Arco gas station and convenience store (APN 302-060-39).

East (across Perris Boulevard): Improved local serving commercial retail development with an underlying PVCCSP land use designation of Commercial (multiple APNs including 303-100-017, 021, 032, 033 & 037). The southeast corner of Ramona Expressway and Perris Boulevard is improved with a Mobil gas station and Circle K convenience store (APN 303-100-017).

Light Industrial

South: Improved 579,708-square foot distribution warehouse on a 28.80-acre site, completed in 2014 (3900 Indian Avenue; APNs 303-060-021 &022).

West: (across Indian Avenue) Improved 1.25-million square foot Lowe's Regional Distribution Center on an approximate 100-acre site at 3984 Indian Avenue (APNs 303-030-019+).

The Project site is located along the Ramona Expressway corridor, a primary east-west arterial and designated truck route extending through the light industrial and commercial dominated PVCC Specific Plan in North Perris.

The proposed Project will be consistent and compatible with existing and proposed commercial and light industrial development surrounding the Project site in terms of building height, massing, and development intensity.

Based on the above, the proposed Project will not divide an established community. Any related impacts will be less than significant, and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect?	**X**			

Potentially Significant Impact

The Project site is located in the ±3,500-acre PVCCSP planning area, in the City of Perris. The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI) as proposed PVCC Specific Plan, Amendment No. 10.

To ensure a comprehensive discussion as to whether the Project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect, this issue will be analyzed in an EIR.

Standard Conditions and Requirements

To be determined if necessary, in an EIR.

Mitigation Measures

To be determined if necessary, in an EIR.

12. MINERAL RESOURCES.

Source(s): *Map My County*, (**Appendix A**); City of Perris General Plan Draft Environmental Impact Report (GP-DEIR), Appendix A, Initial Study, Section X, *Mineral Resources*, Appendices; Perris Valley Commerce Center Specific Plan Draft Environmental Impact Report (PVCCSP-DEIR), Appendix A, Initial Study, Section 8, *Mineral Resources*; mindat.org website; and Project Site Visit – April 13, 2020 by Matthew Fagan.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**

No Impact

The California Geological Survey Mineral Resources Project provides information about California's non-fuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources, as mandated by the Surface Mining and Reclamation Act (SMARA) of 1975. Non-fuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone, and construction aggregate, including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption of prime deposits and conflicts between mining and other uses throughout California led to passage of the SMARA, which requires all cities and counties to incorporate in their general plans the mapped designations approved by the State Mining and Geology Board.

The classification process involves the determination of Production-Consumption (P-C) Region boundaries, based on identification of active aggregate operations (Production) and the market area served (Consumption). The P-C regional boundaries are modified to include only those portions of the region that are urbanized or urbanizing and are classified for their aggregate content. An aggregate appraisal further evaluates the presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate. The classification of these mineral resources is a joint effort of the state and the local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four Mineral Resource Zones (MRZs), Scientific Resource Zones (SRZ), or Identified Resource Areas (IRAs), described below:

- **MRZ-1:** A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2:** A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- **MRZ-3:** A Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.

- **MRZ-4:** A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.
- **SZ Areas:** Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone.
- **IRA Areas:** County or State Division of Mines and Geology Identified Areas where adequate production and information indicates that significant minerals are present.

As part of the classification process, an analysis of site-specific conditions is utilized to calculate the total volume of aggregates within individually identified Resource Sectors. Resource Sectors are those MRZ-2 areas identified as having regional or statewide significance. Anticipated aggregate demand in the P-C Regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified within the P-C Region.

The City of Perris is located within the San Bernardino P-C Region.

As set forth in the City of Perris GPDEIR IS (Section X, Mineral Resources), the California Department of Conservation is primarily interested in preservation of access to significant resources areas included in MRZ-2. Lands within the City of Perris and its Sphere of Influence are designated MRZ-3 and MRZ-4 which are not defined as significant resource areas.

The Project site is located within the MRZ-3 zone boundaries and no known significant mineral resources have been identified in the vicinity of the Project site by the city or the state.

It is further noted that the Project site is located within the PVCCSP planning area with existing logistics/distribution warehouse development contiguous to the south and west, and in the immediate vicinity north of Ramona Expressway. There are no standards and guidelines, or mitigation measures related to mineral resources included in the PVCCSP or associated PVCCSP EIR.

In conclusion, there are no mineral extraction or process facilities on or near the Project site, and no mineral resources are known to exist in the vicinity. Therefore, the Project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impacts will occur, and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**

No Impact

Please reference the discussion in Threshold 12.a.

There are no mineral extraction or process facilities on or near the Project site. Furthermore, no mineral resources are known to exist within the vicinity.

Therefore, the proposed development of the Project site will not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impacts will occur, and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

Standard Conditions and Requirements

None are required.

Mitigation Measures

No mitigation measures are required.

13. NOISE.

Source(s): *Map My County*, (**Appendix A**); **Table 1** ***Surrounding Land Uses***, **Figure 5,** ***Aerial Photo***, and **Figure 6,** ***March Air Reserve Base / Inland Port Airport Influence Area*** in Section I. of this Initial Study; City of Perris General Plan - Draft Environmental Impact Report (GP-DEIR), Section 4.7, *Noise*; Perris Valley Commerce Center Specific Plan Draft Environmental Impact Report (PVCCSP-DEIR), Section 4.9, *Noise*; City of Perris – Municipal Code, Title 7, Health and Welfare, Chapter 7.34, *Noise Control*, and Title 16, Buildings and Construction, Chapter 16.22, *Construction Located Near Arterials, Railroads and Airports*; Map MA-1, *Compatibility Map* and Table MA-1, *Compatibility Zone Factors*, March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB Comp. Plan), adopted November 13, 2014; Perris Valley Airport Land Use Compatibility Plan, Map PV-1, Compatibility Map – Perris Valley Airport and Map PV-3, Ultimate Noise Impacts – Perris Valley Airport; and Google Earth.

City of Perris - Municipal Code

According to Section 7.34.010 of the Perris Municipal Code (PMC), excessive noise levels are detrimental to the health and safety of individuals. Noise is considered a public nuisance, and the City discourages unnecessary, excessive or annoying noises from all sources.

Chapter 16.22 of the PMC regulates new development including “sensitive receptors” located near arterials, railroads and the airport. “Sensitive receptors” refers to types of land uses that are adversely affected by various noise sources. Such land uses are defined in Section 16.22.020 of the Municipal Code to include: residences, schools, libraries, hospitals, churches, offices, hotels, motels, and outdoor recreational areas. Factors used to define sensitive receptors include the potential for interference with speech communication, the need for freedom from noise intrusion, the potential for sleep interference, and subjective judgment.

“Noise impacted projects” are defined as residential projects, or portions thereof, which are exposed to an exterior noise level of 60 dBA CNEL or greater. Such projects must include noise insulation design and construction assemblies that achieve an exterior-to-interior noise reduction sufficient to keep interior noise levels to a maximum of 45 dBA CNEL. This standard applies to any habitable room furnished for normal use with doors and windows closed. Specific construction techniques and materials that will achieve various levels of noise reduction are defined. Specifications for preparation of an acceptable acoustical report are also defined.

Section 7.34.060 of the PMC provides that “It is unlawful for any person between the hours of seven p.m. of any day and seven a.m. of the following day, or a legal holiday, with the exception of Columbus Day and Washington’s birthday, or on Sundays, to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed eighty dBA L_{max} in residential zones in the city."

Fundamentals of Sound and Environmental Noise

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called bels.

In order to provide a finer description of sound, a bel is subdivided into ten decibels, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA).

Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA.

This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a barely perceptible change in sound and a 5 dBA change is generally readily perceptible.

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise have been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:

- **L_{eq} (Equivalent Energy Noise Level):** The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. LEQ is typically computed over 1-, 8-, and 24-hour sample periods.

- **L_{mx} (Maximum Noise Level):** The maximum sound level over given sample period.

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

- **L_{DN} (Day-Night Average Level):** The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00 a.m.

CNEL and L_{DN} are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. L_{eq} is better utilized for describing specific and consistent sources because of the shorter reference period. L_{max} noise levels are used for the evaluation of compliance with the PMC.

Thresholds of Significance:

According to the PVCCSP EIR, the City of Perris has not established local CEQA significance thresholds and instead, defers to the thresholds of significance identified in Appendix G to the State *CEQA Guidelines*. Based on Appendix G to the State *CEQA Guidelines*, impacts related to noise may be considered potentially significant if the project would result in:

- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

- Exposure of persons to or generation of excessive groundborne vibration of groundborne noise levels; for a project located within an airport land use plan or, where such a plan has not been adapted, 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; or
- Exposure of people to severe noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

There is no official "industry standard" of determining significance for noise impacts. However, a jurisdiction will typically identify either a 3 dBA or 5dBA increase as being the threshold because these levels represent varying levels of perceived noise increases. The City of Perris Noise Element of the General Plan states that a change in 5 dBA is "readily discernable to most people in an exterior environment." Accordingly, an increase in 5 dBA is considered significant for all sensitive receptors along road segments that do not exceed 60 dBA. Additionally, per the City of Perris, for sensitive receptors, if the noise increase would meet or exceed the City's 60 dBA CNEL standard, then an increase of 3 dBA would also be considered significant.

Analysis of Project Effect and Determination of Significance:

Would the Project result in?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**X**			

Potentially Significant Impact

The City of Perris General Plan – Draft Environmental Impact Report (GP-DEIR) states that a variety of noise sources exist in the City of Perris. Mobile noise sources produce a major effect on the ambient noise environnent. These sources include automobile traffic, aircraft overflights, and train movements. The primary noise source is automotive traffic along the streets and highway network.

Traffic noise is generated by the friction of tires on pavement, together with the sounds of engines and exhausts. Generally, higher traffic volumes and speeds equal higher noise levels along the roadway. Accordingly, the highest traffic noise levels are typically found along freeway and highway corridors.

The mix of vehicles also directly affects noise levels e.g., noise along a truck route would typically be higher than noise levels along a comparable route that did not allow trucks. Street grades can also make a difference since vehicles, and trucks in particular, make more noise when climbing grades, compared to travel along a relatively flat road surface, as the engines work harder (and louder) to propel the vehicle uphill.

A number of stationary sources also generate noise on a regular basis. Much of this noise occurs at industrial sites that are generally located away from sensitive land uses. Other notable stationary sources include auto racing events at the Perris Auto Speedway located adjacent to

the City at the Lake Perris State Recreational Area, and motorcycle racing events at the Starwest Motocross Park, just south of the Speedway.

Figure 4.9-2, *Land Use Compatibility for Community Noise Exposure*, of the PVCC-DEIR references Exhibit N-1 of the City's General Plan, which describes the nature of the noise environment broken down into four (4) categories where the CNEL or Ldn level is:

- Below 55 dB — Relatively quiet suburban or urban areas, no arterial streets within 1 block, no freeways within one-quarter (¼) mile;
- 55-65 dB — Most somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic;
- 65-75 dB — Very noisy urban areas near arterials, freeways or airports;
- 75+ dB — Extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure outdoors.

Furthermore, Figure 4.9-2 indicates normally acceptable, conditionally acceptable, and normally unacceptable exterior noise levels for various uses including the following:

- Residential — (SFR, MFR, Mobile Homes) exterior noise levels *normally acceptable* up to 60 dBA CNEL, *conditionally acceptable* up to 65 dBA CNEL, and *normally unacceptable* between 65 and 75 dBA CNEL;
- Commercial 1 — (Motels/Hotels, Transient Lodging) exterior noise levels *normally acceptable* up to 60 dBA CNEL, *conditionally acceptable* up to 70 dBA CNEL, and *normally unacceptable* between 70 and 80 dBA CNEL;
- Commercial 2 — (Office/Business, Commercial, Professional & Mixed Use) exterior noise levels normally acceptable up to 65 dBA CNEL, conditionally acceptable up to 75 dBA CNEL, and normally unacceptable over 75 dBA CNEL;
- Institutional — (Schools, Libraries, Churches, Hospitals, Nursing Homes) exterior noise levels *normally acceptable* up to 60 dBA CNEL, *conditionally acceptable* up to 70 dBA CNEL, and *normally unacceptable* between 70 and 80 dBA CNEL;
- Industrial/other — (Industrial, Manufacturing, Utilities, Agriculture) exterior noise levels *normally acceptable* up to 70 dBA CNEL, *conditionally acceptable* up to 80 dBA CNEL, and *normally unacceptable* over 80 dBA CNEL.

Noise levels from various sources include 1) Construction Noise, 2) On-Site Operational Noise, 3) Exterior Noise, and 4) Interior Noise. The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that for new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

A project-specific Noise Study for the proposed Project (logistics/distribution warehouse) has not been conducted to date; however, a Noise Study for the Project will be required prior to the issuance of the pending Project EIR.

To ensure a comprehensive discussion as to whether the Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project

in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, this issue will be analyzed in an EIR.

Would the Project result in?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	X			

Potentially Significant Impact

Vibration is the movement of mass over time. It is described in terms of frequency and amplitude, and unlike sound there is no standard way of measuring and reporting amplitude.

Groundborne vibration can be described in terms of displacement, velocity, or acceleration. Each of these measures can be further described in terms of frequency and amplitude. Displacement is the easiest descriptor to understand; it is simply the distance that a vibrating point moves from its static position. The velocity describes the instantaneous speed of the movement and acceleration is the instantaneous rate of change of the speed.

Common sources of vibration within communities include construction activities and railroads. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments such as electron microscopes. Vibration with high enough amplitudes can also damage structures (such as crack plaster or destroy windows). Structural damage is generally only of concern where large construction equipment is necessary to complete a development project (e.g., large bulldozers, vibratory pile drivers), where blasting is required, or where very old buildings are involved (e.g., ancient ruins). Groundborne vibration generated by construction projects is generally highest during pile driving or rock blasting. Next to pile driving, grading activity has some potential for structural vibration impacts if large bulldozers, large trucks, or other heavy equipment are used where very old structures are present.

A project-specific Noise Study for the proposed Project (logistics/distribution warehouse), which would include an analysis of potential vibration impacts, has not been conducted to date; however, a Noise Study for the Project will be required prior to the issuance of the pending Project EIR. Potential vibration impacts will be analyzed in the pending Noise Study with respect to both construction and operational activities at the proposed Project.

To ensure a comprehensive discussion as to whether the Project would result in generation of excessive groundborne vibration or groundborne noise levels during construction, this issue will be analyzed in an EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	**X**			

Potentially Significant Impact

March Air Reserve Base (MARB)

The Project site is located in Compatibility Zone B1 (Inner Approach/ Departure Zone) and Compatibility Zone C1 (Primary Approach/ Departure Zone) of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Reference **Figure 6, *March Air Reserve Base / Inland Port Airport Influence Area*** in Section I. of this Initial Study.

The runway for March Air Reserve Base/Inland Port Airport (MARB/IPA) is located approximately 9,170 feet (1¾ miles) to the northwest of the Project site (Google Earth).

As set forth in Table MA-1, Compatibility Zone Factors of the *MARB Comp. Plan*, the noise impact to properties within Zone B1 is "High" and the noise impact to properties within Zone is "Moderate to High." Furthermore, properties within Zone B1 are within or near the 65-CNEL contour and single-event noise sufficient to disrupt many land use activities including indoors if windows are open; and properties within Zone C1 are within or near the 60-CNEL contour and single-event noise mat be disruptive to noise-sensitive land use activities (aircraft, 2,000 feet above runway elevation on arrival and generally <3,000 feet above runway elevation on departure).

The Project site is located within an area that is exposed to elevated levels of noise from aircraft flying operations at MARB/IPA. Given the Project site's proximity to MARB, employees of the proposed Project would be subject to noise occurrences that may impact their work environment. Additionally, hearing protection for employees may be required by Occupational Safety and Health Administration (OSHA) or other agencies as it relates to safety and health in a high noise level work environment.

As the proposed Project will have a potentially significant impact, a pending EIR will address the Project's consistency with noise regulations related to MARB.

Perris Valley Airport

The Perris Valley Airport and Skydiving Center is a privately owned and operated airport within the City located approximately 5¼ miles south of the Project site (Google Earth).

As shown on Map PV-1, Compatibility Map – Perris Valley Airport, the Project site is not located within any Compatibility Zones of the Perris Valley Airport. Also, as shown on Map PV-3, Ultimate Noise Impacts – Perris Valley Airport, the Project site is located beyond the 55-CNEL contour. No impacts are anticipated with respect to the privately owned Perris Valley Airport and Skydiving Center.

Private Airstrips

There are no private airstrips in the Project site vicinity; there will be no impacts related to excessive noise near a private airstrip. No impacts related to excessive noise from private airstrips would occur. No additional analysis with respect to private airstrips will be required in an EIR.

Standard Conditions and Requirements

To be determined if necessary, in an EIR.

Mitigation Measures

The proposed Project is required to comply with the following PVCCSP EIR mitigation measures. Additional mitigation to be determined if necessary, in an EIR.

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.

14. POPULATION AND HOUSING.

Source(s): *Map My County*, (**Appendix A**); City of Perris General Plan Draft Environmental Impact Report (GP-DEIR), Appendix A, Initial Study, Section XII, *Population and Housing*, Appendices; Perris Valley Commerce Center Specific Plan Draft Environmental Impact Report (PVCCSP-DEIR), Section 5, Other CEQA Topics, *Growth Inducing Impacts*; Perris Valley Commerce Center Specific Plan Draft Environmental Impact Report (PVCCSP-DEIR), Appendix A, Initial Study, Section 2, *Population and Housing*; **Figure 5, *Aerial Photo*** in Section I. of this Initial Study; Project Site Visit – April 13, 2020 by Matthew Fagan.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			**X**	

Less Than Significant Impact

The Project applicant proposes the development of a 347,918-square-foot light-industrial warehouse building with 8,000 square feet of office area on a 16-acre site.

In order to accomplish the proposed development plan, the Project also proposes to modify the current Perris Valley Commerce Center Specific Plan (PVCCSP) land use designation for the Project site from Commercial (C) to Light Industrial (proposed PVCC Specific Plan, Amendment No. 10).

As set forth in the existing PVCCSP DEIR/Initial Study, the PVCCSP included land use changes that may induce population growth relative the City's GP 2030. This conversion of land uses is reflected in the land use designations found in the Specific Plan. The PVCCSP acknowledged that it may induce population growth by providing employment opportunities, but it also noted that an overall reduction in designated residential land uses will occur as part of the PVCCSP in comparison with the GP 2030.

The PVCCSP was originally approved by the Perris City Council on January 10, 2012, as Ordinance No. 1284. There have been nine (9) amendments to date, the most recent being Amendment No. 9, approved on August 28, 2018 as Ordinance No. 1371. There are no standards and guidelines, or mitigation measures related to population and housing resources included in the PVCCSP or associated PVCCSP DEIR.

According to the US Census Bureau, the City's population as of July 2015 was 74,971 (US Census Bureau 2016). The Southern California Association of Governments (SCAG) estimates that the population of Perris is expected to increase to about 116,700 by the year 2020 although this figure is significantly above current City development conditions.

While the proposed Project will include some expansion of infrastructure, this new limited infrastructure will serve the proposed Project's specific requirements and is not anticipated to contribute to additional growth as existing development contiguous to the Project site and consistent with the PVCCSP is in place. The additional employment and infrastructure requirements to support development of the overall PVCCSP were previously addressed and analyzed in the PVCCSP EIR.

Furthermore, although the proposed Project includes a specific plan amendment to change the PVCCSP land use designation of the Project site from Commercial (C) to Light Industrial (LI), this is not considered a substantial change and the new LI designation, which is considered a less intensive land use in comparison with the existing C designation, would not attract a substantial number of people to the area.

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 additional employment 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 number of new residents to the City.

Based on the above data and analysis, the Project will not induce substantial unplanned population growth in the area, either directly or indirectly. Project impacts to population growth will be less than significant and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				**X**

No Impact

The Project site is vacant undeveloped land and there are no building structures or site improvements. Therefore, the Project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts will occur, and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

Standard Conditions and Requirements

None are required.

Mitigation Measures

No mitigation measures are required.

15. PUBLIC SERVICES.

Source(s): *Map My County* (**Appendix A**); City of Perris General Plan 2030 - Draft Environmental Impact Report (GP-2030 DEIR), October, 2004, Section 4.6, *Public Services*, Chapter 4.6.1, *Police Protection*, Chapter 4.6.2, *Fire Protection/Emergency Rescue,* Chapter 4.6.3, *Health Services*, Chapter 4.6.4, *Schools*, Chapter 4.6.5 *Libraries*; Perris Valley Commerce Center Specific Plan Amendment No. 9, (PVCC-SPA9), Section 13.0, Implementation and Administrative Process, Chapter 13.4, *Financing and Maintenance Mechanisms*; Perris Valley Commerce Center Specific Plan - Draft Environmental Impact Report (PVCCSP-DEIR), July, 2011, Appendix A, Initial Study, Section 11, *Public Services*; City of Perris, Departments, Fire and Police websites; Val Verde School District, Home & Info-graphic; and City of Perris, Ordinance No. 1182, *An Ordinance of The City Council of The City of Perris, California, Amending Municipal Code Chapter 19.68, Regarding the Development Impact Fees Applicable to New Development*.

Analysis of Project Effect and Determination of Significance:

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Fire protection?			**X**	

Less Than Significant Impact

The City of Perris contracts with the Riverside County Fire Department (RCFD) for fire prevention, suppression, and paramedic services. RCFD, in turn, operates under contract with the California Department of Forestry and Fire Protection (Cal Fire).

According to the City of Perris website (accessed March 2020), the City began contracting with the Riverside County Fire Department for fire and emergency services in 1983. The City of Perris has fourteen firefighters assigned to two fire stations.

There are two fire stations within the City boundary:

- City of Perris, Fire Station #1, 210 W. San Jacinto Avenue; and
- City of Perris, Fire Station #2, 333 Placentia Avenue.

The City of Perris, Fire Station #1 (210 W. San Jacinto Avenue; aka RCFD Perris Station #1) is located approximately four (4) miles south of the Project site at the northwest corner of W. San Jacinto Avenue and C Street. Operated by Battalion 1, Perris Fire Station #1 is also the Riverside County Fire Department Headquarters (aka Truman Holland Administrative Headquarters) and houses the Emergency Command Center (ECC). The ECC is one of the largest regional fire

service organizations in California and is dedicated to Integrated, Cooperative, Regional Fire Protection and Emergency Services.

The City of Perris, Fire Station #2 (333 Placentia Avenue; aka RCFD North Perris Station #90) is located approximately one and one-half (1½) miles south/southeast of the Project site on the south side of Placentia Street, west of Redlands Avenue. Completed in late 2005 and operated by Battalion 1 to serve North Perris, the site is located within a leased area of Paragon Park, which fronts Placentia Avenue.

Fire services were analyzed in conjunction with the Perris Valley Commerce Center Specific Plan (PVCCSP), originally approved on January 10, 2012, as Ordinance No. 1284, and amended nine times since, most recently as Amendment No. 9, approved on August 28, 2018, as Ordinance No. 1371.

The Initial Study (IS), dated August 2009, prepared in conjunction with the PVCCSP and included as Appendix A of the PVCCSP EIR, concluded that potential impacts to Fire Protection services related to the PVCCSP are Less Than Significant (no further discussion in DEIR).

As identified in the IS, Fire Station #2 (333 Placentia Ave) is expected to provide first response to the PVCCSP project area (including the Project site), and Fire Station #1 (210 W. San Jacinto Ave) is expected to also serve the PVCC.

The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI). The proposed change in land use will not have a substantial change in the level of fire protection services needed for this property beyond those previously identified in the PVCCSP EIR.

Implementing development projects within the PVCCSP planning area will be required to annex to the North Perris Public Safety Community Facilities District (CFD) and pay a special tax for the provision of public safety (i.e. police and fire) services. These special tax proceeds help finance public safety services, including police and fire protection.

In addition, the Project site is subject to City of Perris Ordinance No. 1182 which establishes a Developer Impact Fee (DIF) to mitigate the cost of public facilities that serve new development. The Fire Department will receive a portion of the DIF to offset the impact of developing new facilities to support fire services.

It is noted that payment of DIF is a standard condition of approval by the City and is not considered mitigation under CEQA. Reference **Standard Condition SC-PS-1**.

An additional performance objective with respect to fire services is the provision for adequate fire flow to provide water pressures strong enough to serve the given type of construction. Without adequate fire hydrant spacing and fire flow, structures could be at undue risk and performance objectives are not met. However, the City requires new projects provide or demonstrate provision of adequate fire flow as a standard condition of approval. Therefore, impacts related to fire flow would be less than significant and no mitigation would be required under CEQA. Reference **Standard Condition SC-PS-2** (Municipal Code Section 20.01.010 (Fire Code) requires adequate hydrants (number and spacing), adequate fire flows (volume of flow per minute) and sprinklers for new structures.

With implementation of standard conditions of approval, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, any impacts related to fire protection will be less than significant and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) Police protection?			**X**	

Less Than Significant Impact

The City of Perris contracts with the Riverside County Sheriff's Department (RCSD) to provide police service for the City. The Riverside County Sheriff's Department – Perris Station is located at 137 N. Perris Boulevard in the City of Perris approximately 3.75 miles south of the Project site.

The RCSD Perris Station, located directly east across Perris Boulevard from the Perris City Hall, is RCSD's newest station and serves three incorporated cities including the City of Perris, the City of Canyon Lake, and the City of Menifee, in addition to serving adjacent unincorporated communities of Glen Valley, Mead Valley, Woodcrest, Romoland, and Sun City.

The RCSD provides a crime prevention program to the City of Perris, consisting of support to the Neighborhood Watch program in the City and officer visits to schools and churches with presentations on topics including drug education and personal safety.

As set forth on the City of Perris website (accessed March 2020), the RCSD Perris Station features the following statistics for its service area:

- Sworn officers: 175
- Non-sworn personnel: 25
- Volunteers: 200
- Service Area (Sq. Mi.): 250
- Population: 270,000
- Annual incidents of police service: 125,000
- Specialized units: Regional gang and narcotics task forces, forensics, coroner's bureau, mounted posse, dive team
- Station commander: Capt. Brandon Ford

The Perris Station serves as the headquarters for regional drug and gang task forces. Police divisions include narcotics, gang-suppression, homicide and internal affairs, among others. The Riverside County Coroner's Department and forensics bureau operate out of Perris, as does a troop of Mounted Posse. Furthermore, the sheriff's dive team is based out of the Perris Station and the station's helipad serves as a backup landing and take-off spot for law-enforcement helicopters.

Police services were analyzed in conjunction with the PVCCSP, originally approved on January 10, 2012, as Ordinance No. 1284, and amended nine times since, most recently as Amendment No. 9, approved on August 28, 2018, as Ordinance No. 1371.

The Initial Study (IS), dated August 2009, prepared in conjunction with the PVCCSP and included as Appendix A of the PVCCSP EIR, concluded that potential impacts to Police Protection services related to the PVCCSP are Less Than Significant (no further discussion in EIR).

The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI). The proposed change in land use will not have a substantial effect on anticipated police services previously identified in the PVCCSP-DEIR.

Implementing development projects within PVCCSP planning area will be required to annex to the North Perris Public Safety CFD and pay a special tax for the provision of public Safety (i.e., police and fire) services. These special tax proceeds help finance public safety services, including police protection.

In addition, the Project site is subject to City of Perris, Ordinance No. 1182. Ordinance No. 1182 establishes DIF to mitigate the cost of public facilities needed to serve new development. The Police Department will receive a portion of the DIF to offset the impact of developing new facilities to support police services.

It is noted that payment of DIF is required and is not considered unique mitigation under CEQA. Reference **Standard Condition SC-PS-1**.

With implementation of the standard condition of approval, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, any impacts related to police protection will be less than significant and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Schools?			X	

Less Than Significant Impact

The Project site along with the entire PVCCSP planning area is located within the boundaries of the Val Verde Unified School District (VVUSD).

The VVUSD consists of twenty-two (22) schools serving 20,141 students from preschool through high school. There are 4 high schools, 4 middle schools, 12 elementary schools, 1 preschool, 1 virtual/SSA, and 1 adult school with 1,967 employees and annual revenue of $290,792,794. The district boundary is bisected by Interstate-215 and generally extends from Van Buren Boulevard on the north to Orange Avenue on the south, and Gavilan Road on the west to Lake Perris on the east. The district serves students from the Cities of Perris and Moreno Valley, as well as the unincorporated area of Mead Valley.

The proposed Project will not directly create a source of school-aged children because the Project (logistics/distribution warehouse) does not include a residential component. 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.

School services were analyzed in conjunction with the PVCCSP, originally approved on January 10, 2012, as Ordinance No. 1284, and amended nine times since, most recently as Amendment No. 9, approved on August 28, 2018, as Ordinance No. 1371.

The Initial Study (IS), dated August 2009, prepared in conjunction with the PVCCSP and included as Appendix A of the PVCCSP EIR, concluded that potential impacts to School services related to the PVCCSP are Less Than Significant (no further discussion in EIR).

The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI). The proposed change in land use will not have a substantial impact on school services beyond that identified in the PVCCSP-DEIR.

Impacts to VVUSD facilities will be offset through the payment of impact fees to the VVUSD, prior to the issuance of a building permit. This fee is subject to change, and the applicable fees, at time of building permit issuance, shall apply.

Payment of these fees (**Standard Condition SC-PS-3**) is a standard condition of approval and is not considered unique mitigation pursuant to CEQA.

With the payment of these fees, the impacts to schools would be mitigated to a level that is considered less than significant.

With implementation of the standard condition of approval, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. Therefore, any impacts related to schools will be less than significant and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d) Parks?			**X**	

Less Than Significant Impact

Demand for parks and recreational facilities are generally the direct result of residential development.

The proposed Project (logistics/distribution warehouse) will not directly require the construction or expansion of parks or recreational facilities as it does not include a residential component. It may indirectly affect parks by providing a source of employment that may draw new residents into the area; however, appropriate developer impact fees, as required by Ordinance No. 1182, shall be assessed and paid to the City for parks.

Potential impacts to parks were analyzed in conjunction with the PVCCSP, originally approved on January 10, 2012, as Ordinance No. 1284, and amended nine times since, most recently as Amendment No. 9, approved on August 28, 2018, as Ordinance No. 1371.

The Initial Study (IS), dated August 2009, prepared in conjunction with the PVCCSP and included as Appendix A of the PVCCSP EIR, concluded that potential impacts to parks related to the PVCCSP are Less Than Significant (no further discussion in EIR).

The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI). The proposed change in land use will not have a substantial effect on anticipated parks and recreation facilities previously identified in the PVCCSP-DEIR.

The Project is subject to City of Perris Ordinance No. 1182 which establishes DIF to mitigate the cost of public facilities needed to serve new development. The City's Community Services Department will receive a portion of the DIF to offset the impact of developing new facilities to

support parks and recreation services. Credits may be afforded to the applicant if improvements are made to these facilities as part of the Project development.

Payment of DIF is required and is not considered unique mitigation under CEQA. Reference **Standard Condition SC-PS-1**.

With implementation of the standard condition of approval, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks and recreation facilities. Therefore, any impacts related to parks will be less than significant and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
e) Other public facilities?			**X**	

Less Than Significant Impact

A discussion of the impacts the proposed Project would potentially have on other public facilities including libraries and hospitals is included below. The proposed Project (logistics/distribution warehouse) would not result in a significant increase in the demand for these public facilities and services.

Library Facilities

The City of Perris contracts with the Riverside County Public Library System and provides library services at the Cesar E. Chavez Library located approximately four (4) miles south of the Project site at 163 E. San Jacinto Boulevard. Impacts to library services are typically attributed to residential development.

The proposed Project would not directly increase the demand for library services as it does not include a residential component. It may indirectly affect library services by providing a source of employment that may draw new residents into the area; however, appropriate developer impact fees, as required by Ordinance No. 1182, will be assessed and paid to the City for libraries.

Potential library impacts were analyzed in conjunction with the Perris Valley Commerce Center Specific Plan (PVCCSP), originally approved on January 10, 2012, as Ordinance No. 1284, and amended nine times since, most recently as Amendment No. 9, approved on August 28, 2018, as Ordinance No. 1371.

The Initial Study (IS), dated August 2009, prepared in conjunction with the PVCCSP and included as Appendix A of the PVCCSP EIR, concluded that potential library impacts related to the PVCCSP are Less Than Significant (no further discussion in EIR).

The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI). The proposed change in land use will not have a substantial effect on anticipated library facilities previously identified in the PVCCSP-DEIR.

The Project site is subject to City of Perris Ordinance No. 1182 which establishes DIF to mitigate the cost of public facilities needed to serve new development. The City will receive and allocate a portion of the DIF to offset the impact of developing new facilities to support community library services.

Payment of DIF is required and is not considered unique mitigation under CEQA. Reference **Standard Condition SC-PS-1**.

With implementation of the standard condition of approval, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for community library facilities. Therefore, any impacts related to library facilities will be less than significant and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

Hospital/Emergency Medical Facilities

The nearest emergency medical service available to the proposed Project is the Riverside County Regional Medical Facility in Moreno Valley, approximately 4½ miles northeast of the Project site (Google Earth). 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 IS determined that any substantial adverse physical impacts associated with the provisions of new or physically altered medical facilities associated with development within the PVCC is considered to be less than significant. Therefore, impacts are considered less than significant.

Based on the above, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities (i.e., libraries, hospitals). Therefore, any impacts related to other public facilities will be less than significant and no mitigation is required.

As a result of this analysis, no additional analysis will be required in an EIR.

Standard Conditions and Requirements

SC-PS-1 Development Impact Fee (DIF). The Project applicant shall pay Development Impact Fees; DIF for nonresidential development shall be paid prior to the issuance of a building permit.

SC-PS-2 Municipal Code Section 20.01.010 (Fire Code). The Project shall comply with applicable version of Section 20.01.010 of the Municipal Code at the time of permit issuance.

SC-PS-3 Prior to the issuance of a building permit for nonresidential development, the Project applicant shall pay the most recent developer fee to the Val Verde Unified School District applicable at the time of building permit issuance.

Mitigation Measures

No mitigation measures are required.

Monitoring:

No mitigation monitoring is required.

16. RECREATION.

Source(s): City of Perris General Plan Draft Environmental Impact Report (GP-DEIR), Chapter 4.8, *Parks and Recreation*; Perris Valley Commerce Center Specific Plan, Section 8, *Industrial Design Standards and Guidelines*; Perris Valley Commerce Center Specific Plan - Draft Environmental Impact Report (PVCCSP-DEIR), Appendix A, Initial Study, Section 15, *Recreation*; Municipal Code Section 18.32.050; Ordinance No. 1182 (*An Ordinance of the City Council of the City of Perris, California, Amending Municipal Code Chapter 19.68 Regarding the Development Impact Fees Applicable to New Development*); and *Park and Recreation Facilities Development Impact Fee Justification Study, City of Perris*, prepared by David Taussig & Associates, June 29, 2017 (*DIF Study*).

Analysis of Project Effect and Determination of Significance:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			**X**	

Less Than Significant Impact

Demand for park and recreational facilities are generally the direct result of residential development while the proposed Project is an industrial project that does not generate new residents.

The Project proposes the development of a 347,918 square foot light-industrial warehouse building with 8,000 square feet of office area on a 16-acre site. The proposed Project does not include a housing component.

The Project site's existing General Plan land use designation and Zoning classification are both Specific Plan (SP). The existing PVCCSP zoning classification for the Project site is Commercial (C), and the Project proposes to amend the existing PVCCSP by changing the existing zoning classification for the Project site from Commercial (C) to Light Industrial (LI).

- Existing PVCCSP zoning classification for the Project Site: Commercial (C)
- Proposed PVCCSP zoning classification for Project Site: Light Industrial (LI)

As set forth in the PVCCSP DEIR/Initial Study, the City requires that large projects provide an on-site recreational amenity, but it is noted the proposed Project's logistics/distribution warehouse use, absent a housing component, would not directly impact and will not require the construction or expansion of off-site recreational facilities or result in or accelerate the physical deterioration of existing neighborhood and regional parks or recreational facilities.

There are no PVCCSP EIR mitigation measures related to recreation. The PVCCSP Standards and Guidelines for light industrial development relevant to recreation are summarized below:

Industrial Development Standards and Guidelines, Employee 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.

The City of Perris Ordinance No. 1182 incorporates park dedication procedures consistent with California Government Code Section 66477 (Quimby Act) thereby establishing a requirement for dedication of 3 acres of parkland per 1,000 population, or payment of a fee in lieu of such dedication.

The proposed Project would indirectly affect recreational facilities by providing a source of employment that may draw a limited number of new residents into the area. Appropriate developer impact fees (DIF), as required by Ordinance No. 1182, shall be assessed and paid toward parks and recreation facilities. With the payment of these fees, the indirect impacts to parks and other recreational facilities caused by the proposed Project are considered reduced to a level that is considered less than significant.

It is noted, DIF for nonresidential development shall be paid prior to the issuance of a building permit.

Indirect impacts to park facilities will be offset through payment of the applicable Park and Recreation Facilities developer impact fees. With payment of these fees, impacts to parks and other public recreational facilities will be less than significant.

Reference **Standard Condition SC-REC-1**. It should be noted that payment of DIF's is required and is not considered unique mitigation under CEQA.

Based on this information, no additional analysis will be required in an EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			**X**	

Less Than Significant Impact

Please reference the discussion in Threshold 16.a. Demand for park and recreational facilities are generally the direct result of additional residents generated by residential development. Incremental indirect impacts to park facilities will be offset via payment of applicable Park and Recreation Facilities development impact fees; therefore, impacts will be less than significant.

Based on this information, no additional analysis will be required in an EIR.

Standard Conditions and Requirements

SC-REC-1 The Project applicant shall pay Development Impact Fees (DIF) for nonresidential development prior to the issuance of a building permit.

Mitigation Measures

No mitigation measures are required.

17. TRANSPORTATION.

Source(s): *Project Plans* (**Appendix H**); **Table 1, *Surrounding Land Uses***, **Figure 3, *Existing and Proposed General Plan Land Use*** Designations, and **Figure 4, *Existing and Proposed* Zoning *Classifications*** in Section I. of this Initial Study; City of Perris General Plan 2030, Circulation Element; City of Perris General Plan - Draft Environmental Impact Report (GP-DEIR), Chapter 4.9, *Transportation/Circulation*; Perris Valley Commerce Center Specific Plan (PVCCSP), Amendment No.9, May 2018, Chapter 3, *Infrastructure Plan*; Perris Valley Commerce Center Specific Plan - Draft Environmental Impact Report (PVCCSP-DEIR), July 2011, Section 4.10, *Transportation and Traffic*; City of Perris – Municipal Code, Title 19, Zoning, Chapter 19.68, Fees, Section 19.68.020 *Development Impact Fees*; City of Perris Ordinance No. 1352 "Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2017"; North Perris Road and Bridge Benefit District Analysis Report, Albert A. Webb and Associates, June 2008; City of Perris, *Perris Trail Master Plan*, adopted February 26, 2013 as Resolution No. 4562; and State of California Code of Regulations § 15064.3.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**X**			

Potentially Significant Impact

The Project applicant proposes a Specific Plan Amendment to accommodate the development of a 347,918 square foot light-industrial warehouse building with 8,000 square feet of office area on a 16-acre site.

The Project site is located in the ±3,500-acre PVCCSP planning area, in the City of Perris. The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI) as proposed PVCC Specific Plan Amendment No. 10.

It is noted, a Project-specific Traffic Impact Study (TIS) for the proposed Project (logistics/distribution warehouse) has not been conducted to date; however, a TIS for the Project will be required prior to the issuance of the pending Project EIR.

The ±3,500-acre PVCCSP was originally approved by the Perris City Council on January 10, 2012, as Ordinance No. 1284. There have been nine (9) amendments to date, the most recent being Amendment No. 9, approved on August 28, 2018 as Ordinance No. 1371.

The PVCCSP planning area is located in the North Perris area of western Riverside County, generally bordered by Interstate-215 (I-215) to the west, March Air Reserve Base and Oleander

Avenue to the north, the Perris Valley Storm Channel (PVSC) to the east, and Placentia Avenue to the south.

The PVCCSP location contiguous to the I-215 freeway is key to the rapidly expanding distribution warehouse development taking place within the specific plan boundaries.

At the time the PVCCSP was adopted in 2012 the area was largely undeveloped land used for agricultural purposes (sod farming, other) with smaller elements of development consisting of some warehousing/distribution facilities, neighborhood and community commercial, small scale industrial facilities, a rural residential neighborhood and a mobile home park.

Over the past nine (9) years since its adoption, a substantial amount of new development activity (primarily warehouses) and infrastructure (i.e., road improvements, dry and wet utilities, other) has been built within the PVCCSP boundary, including a 579,708-square-foot distribution warehouse contiguous south of the Project site (3900 Indian Avenue) completed in 2014.

The Project site is located less than 1¼ mile east of I-215 with extensive frontage along three public street rights-of-way situated along the south side of Ramona Expressway and bounded by Perris Boulevard to the east and Indian Avenue to the west.

- Interstate-215 runs along the western boundary of the PVCCSP. Existing freeway on and off-ramps are located at Harley Know Boulevard and Ramona Expressway. A future interchange is planned at Placentia Avenue.
- Ramona Expressway is the principal east/west travel route through the center portion of the specific plan. It is classified as an “Expressway” in Figure 3.0-1, Circulation Plan of the PVCC Specific Plan (revised July 12, 2017) which is consistent with the Circulation Element of the City of Perris General Plan 2030 (adopted June 14, 2005; amended August 26, 2008 as GPA 08-07-0010). An expressway is a limited access divided highway built to accommodate high-speed travel by automobiles within a 184-foot right-of-way. At least two traffic lanes in each direction are physically separated within a 134-foot curb-to-curb width. Ramona Expressway provides direct access to Interstate-215. The cross-section for Ramona Expressway was modified for the City’s General Plan to provide non-curb adjacent sidewalks and provide for the future regional trail. Existing conditions along the Project site’s Ramona Expressway frontage consist of a fully dedicated six-lane public right-of-way. Project site development will require street frontage improvements (6-lane asphalt paving with a dedicated right-turn lane onto Perris Boulevard is in place).
- Perris Boulevard is identified as an “Arterial” roadway in both the City of Perris General Plan (PGP) and the PVCCSP. An arterial serves major traffic movements or major traffic corridors within 128-foot right-of-way. While they may provide access to abutting land, their primary function is to serve traffic moving through the area. Arterial streets generally have a curb-to-curb width of 94-feet. Perris Boulevard provides direct access to Moreno Valley and the 60 Freeway to the north and is a designated Truck Route. Existing conditions along the Project site’s Perris Boulevard frontage consist of a fully dedicated asphalt paved 6-lane public right-of-way with concrete curb. A sidewalk extends along a portion of the Project site from Ramona Expressway to the existing bus stop.
- Indian Avenue is identified as a “Secondary Arterial” in both the PGP and PVCCSP. A secondary arterial is designed to carry local traffic between the local street system and the primary arterial system. Secondary arterial streets generally vary from a curb-to-curb width of 64-feet to 70-feet and may have one or two lanes in each direction. Indian Avenue runs north/south extending the entire length of the PVCCSP and points beyond. Like Perris

Boulevard and Redlands Avenue to the east it is one of three designated north/south Truck Routes serving the PVCCSP.
Existing conditions along the Project site's Indian Avenue frontage consist of a fully dedicated asphalt paved 4-lane public right-of-way with concrete curb (no sidewalk in place).

Regional east-west access to the PVCCSP planning area is provided by through points of entry along Interstate-215 from Ramona Expressway/Cajalco Road, Harley Knox Boulevard, Rider Street and future Placentia Avenue along the southern boundary. Ramona Expressway and Harley Knox Boulevard also provide direct and indirect regional access to Interstate-15, State Route-60, and Interstate-10. Points of entry from the San Jacinto region to the east include Ramona Expressway/Cajalco Road, future Rider Street and future Placentia. Regional north-south access to the PVCCSP planning area is provided via Interstate-215, Perris Boulevard and Indian Avenue. The vehicular circulation plan for the PVCCSP is illustrated in Figure 3.0-1, Circulation Plan, of the PVCCSP and is consistent with the City of Perris Circulation roadway designations unless otherwise noted.

The PVCCSP planning area is primarily intended to accommodate commercial and industrial uses and as such, requires a greater need for established truck routes to serve existing and future businesses. The City has adopted specific truck routes throughout the PVCC area in an effort to separate passenger and truck traffic and move truck traffic efficiently through the project area while avoiding residential communities as much as possible. As discussed above, both Perris Boulevard and Indian Avenue adjacent to the Project site are identified as designated Truck Routes.

As part of the Project, six-foot sidewalks would be constructed along the Project frontages (Ramona Expressway, Perris Boulevard, and Indian Avenue). In addition, bicycle lanes will be added on Ramona Expressway (Class IV), Perris Boulevard (Class IID), and Indian Avenue (Class II).

Employers, employees, and vendors utilizing the proposed Project will have the opportunity to use a variety of transportation modes including automobile, mass transit and non-vehicular travel. As set forth in the PVCCSP, the City of Perris encourages the use of mass transit whenever possible. Bus transit is available and the extension of Metrolink facilities along the west side of the I-215 corridor with a station at I-215/Ramona Expressway/Cajalco Road has recently been completed several years ago (see Section 3.2.3, Mass Transit Circulation, PVCCSP). With respect to non-vehicular circulation, the City of Perris has designated a community trail system of existing and proposed pedestrian trails and bike paths depicted on Figure 3.0-5 (Trails System) of the PVCCSP, which is generally consistent with the City's Park and Trails with the exception of expansions to some of the bike trails. Pedestrian and bike trails are also components of the PVCCSP. The reader is referred to the PVCCSP for additional information.

The proposed Project, like all Projects in the City, will be subject to Transportation Uniform Mitigation Fee (TUMF) and the Development Impact Fee (DIF) programs. In addition, all new development within the PVCCSP boundary is subject to the North Perris Road and Bridge Benefit District (NPRBBD). The TUMF, DIF and NPRBBD programs are briefly summarized below.

- **TUMF.** The County of Riverside Board of Supervisors and the Councils of the Cities of Western Riverside County enacted the TUMF to fund the mitigation of cumulative regional transportation impacts resulting from new development (Riverside County Ordinance No. 2009-62). The mitigation fees collected through the TUMF program are utilized to complete capital improvements to the regional transportation system necessary to meet the increased

travel demand and to sustain appropriate levels of service (LOS).

- **DIF.** The Project site is subject to City of Perris – Municipal Code, Section 19.68.020 Development Impact Fees (DIF). Payment of the DIF is required and is not considered unique mitigation under CEQA. DIF is used to pay for the following traffic improvements: transportation – roads, bridges, major improvements; and transportation signals. Credits may be afforded to the applicant if improvements are made to these facilities as part of the Project development.
- **NPRBBD.** The North Perris Road and Bridge Benefit District (NPRBBD) encompasses approximately 3,500 acres (five square-miles) of land in north Perris. The NPRBBD boundary is the same as the PVCCSP boundary. The purpose of the NPRBBD is to streamline the financing of specific regional road and bridge improvements determined to provide benefit to the developing properties within the boundaries of the NPRBBD. The road and bridge improvement fee for the NPRBBD is a one-time fee paid to the City prior to recordation of a final tract map or parcel map, or prior to issuance of a building permit.

The Project will be required to pay TUMF, DIF, and NPRBBD fees. These are reflected in **PVCCSP EIR mitigation measure MM Trans 3**.

To ensure a comprehensive discussion as to whether the Project would conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, this issue will be analyzed in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	**X**			

Potentially Significant Impact

State CEQA Guidelines Section 15064.3 reads as follows:

"*Section 15064.3. Determining the Significance of Transportation Impacts*

(a) Purpose.

This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay does not constitute a significant environmental impact.

(b) Criteria for Analyzing Transportation Impacts.

(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact.

Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.

(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

(c) Applicability.

The provisions of this section shall apply prospectively as described in Section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on January 1, 2020, the provisions of this section shall apply statewide."

To ensure a comprehensive discussion as to whether the Project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), this issue will be analyzed in a qualitative manner in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	

Less Than Significant Impact

The Project applicant proposes direct access to two (2) arterial roadways (Perris Boulevard and Indian Avenue) and indirect access to one (1) expressway (Ramona Expressway). All three of these roadways are public rights-of-way under the jurisdiction of the City of Perris. Final Project

site plans will be subject to City review and approval which will ensure that Project driveway intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site. This will eliminate any Project impacts due to a geometric design feature. Any potential impacts will be less than significant, and no mitigation is required.

No additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?			X	

Less Than Significant Impact

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the project will generally be limited to street frontage improvements and lateral utility connections (i.e., water, sewer) that will be limited to nominal potential traffic diversion.

Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). Reference **PVCCSP EIR mitigation measure MM Air 2**.

The TCP is designed to mitigate any construction circulation impacts.

Following construction, emergency access to the Project site and area will remain as it was prior to the proposed Project. Any potential impacts during construction are considered less than significant.

The proposed Project is required to comply with Fire Department requirements for adequate access. Project site access and circulation will provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements. Any impacts during construction are considered less than significant and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

Standard Conditions and Requirements

To be determined if necessary, in an EIR.

Mitigation Measures

The proposed Project is required to comply with the following PVCCSP EIR mitigation measures. Additional mitigation to be determined if necessary, in an EIR.

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 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 2: Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

PVCCSP MM Trans 3: Each implementing development project 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.

This Initial Study analysis includes early consultation with RTA so the Project has complied with the pre-approval portion of the following applicable PVCCSP EIR mitigation measure (specific input regarding local bus stops from the RTA will be presented in an EIR):

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.

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.

18. TRIBAL CULTURAL RESOURCES.

Source(s): Assembly Bill 52 (AB 52); and Senate Bill 18 (SB 18).

Analysis of Project Effect and Determination of Significance:

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.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)	X			

Potentially Significant Impact

Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

Because the Project includes a Specific Plan Amendment, the Project is also subject to the requirements of Senate Bill (SB) 18. SB 18 requires a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant Traditional Tribal Cultural Places (TTCP) prior to the adoption, revision, amendment, or update of a city's or county's general plan, specific plan, or designating land as open space. SB 18 provides a new definition of TTCP, which requires that the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. In addition, SB 18 law also adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

The City of Perris will use their experience and input from the Native American Heritage Commission (NAHC) to send AB 52 and SB 18 Notices to the appropriate Tribes.

To ensure a comprehensive discussion as to whether the Project would 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 Cultural Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), and to provide a detailed discussion of the consultation with the Tribes, this issue will be analyzed in an EIR.

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a.ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	**X**			

Potentially Significant Impact

Please reference the discussion in Threshold 18.a.i.

To ensure a comprehensive discussion as to whether the Project would 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 Cultural Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe, this issue will be analyzed in an EIR.

Standard Conditions and Requirements

To be determined if necessary in an EIR.

Mitigation Measures

Mitigation Measures MM-CR-1 and **MM-CR-2** are applicable to this topic. Additional mitigation to be determined if necessary, in an EIR.

19. UTILITIES AND SERVICE SYSTEMS.

Source(s): *Map My County* **(Appendix A)**; *Project Plans* (**Appendix H**); *SAN 53 – Will Serve – APN: 303-060-020*, prepared by Eastern Municipal Water District, 8-26-2020 (**Appendix G**); Eastern Municipal Water District website, Development Services Information; City of Perris General Plan 2030 - Draft Environmental Impact Report (GP-2030 DEIR), October, 2004, Chapter 4.10, *Utilities and Service Systems*; Perris Valley Commerce Center Specific Plan - Draft Environmental Impact Report (PVCCSP-DEIR), July, 2011, Section 4.11, *Utilities and Service Systems*; Eastern Municipal Water District *2015 Urban Water Management Plan*, June 2016 (*EMWD 2015 UWMP*); Metropolitan Water District *2015 Urban Water Management Plan* (*2015 RUWMP*); *Perris Valley Regional Water Reclamation Facility (PVRWRF) – Fact Sheet*, issued by EMWD, October 2016; Southern California Edison website; CalRecycle, SWIS Facility Detail, El Sobrante Landfill (33-AA-0217), El Sobrante Landfill Fact Sheet, issued by Waste Management of California, El Sobrante Landfill Annual Monitoring Report, Jan 1, 2017 through Dec 31, 2017, by USA Waste of CA, Inc., August, 2018 (Final).

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	**X**			

Potentially Significant Impact

The Project applicant proposes a Specific Plan Amendment to accommodate the development of a 347,918-square-foot light-industrial warehouse building with 8,000 square feet of office area on a 16-acre site.

The Project site is located in the ±3,500-acre PVCCSP planning area within the City of Perris. The Project applicant proposes to change the existing specific plan land use designation for the Project site from Commercial (C) to Light Industrial (LI) as proposed PVCC Specific Plan Amendment No. 10.

It is noted the Project is in the initial preliminary planning stages at present. Project plans and project-specific studies are limited to the Overall Site Plan prepared by HPA Architecture, Inc., August 19, 2019, as of the date this Initial Study. Therefore, much of the data and analysis included in Section 19, Utilities and Service Systems, including Threshold 19.a, is based on information included in the City of Perris General Plan 2030 – Draft Environmental Impact Report (GP – DEIR; October 2004), the Perris Valley Commerce Center - Draft Environmental Impact Report (PVCCSP-DEIR, July 2011), and published reports available on-line by the various utility providers.

Water

The Project site, along with the PVCCSP planning area and the entire City of Perris, is located within the water service boundary of the Eastern Municipal Water District (EMWD).

The Project site is not currently connected to the EMWD water supply system given its vacant undeveloped condition. The EMWD has provided a Will Serve letter indicating that they will provide water service for the Project.

As set forth in the *EMWD 2015 UWMP*, the EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County from Moreno Valley southward along the I-215 corridor to Temecula. The EMWD is both a retail and wholesale agency, serving a retail population (2015) of 546,146 people and a wholesale population of 215,075 people (761,221 total retail & wholesale). The agency was initially formed in 1950 to bring imported water to the area and in 1951 was annexed into the Metropolitan Water District of Southern California (MWD). The EMWD is currently one of the MWD's 26 member agencies.

The EMWD has four sources of water supply including: 1) imported water purchased from the MWD; 2) local groundwater; 3) desalinated groundwater; and 4) recycled water. Delivery points for each source of water are located throughout the EMWD service area.

The majority of the EMWD's supplies are imported water purchased through the MWD from the State Water Project (SWP) and the Colorado River Aqueduct (CRA). Imported water is delivered to the EMWD either as potable water treated by the MWD, or as raw water that the EMWD can either treat at one of its two local filtration plants or deliver as raw water for non-potable uses.

The EMWD depends on the MWD for approximately half of its retail water supply. For the past five years (2010 – 2015), the EMWD has been able to maintain a balance of local and imported water even as new connections were added. This was accomplished through the implementation of local supply projects and increased water use efficiency. In 2015, the EMWD's reliance on the MWD was lower than average due to mandatory restrictions put in place by the State Water Resources Control Board (SWRCB), which required EMWD customers to reduce their demands. This demand reduction resulted in reduced imported water purchases by the EMWD in 2015.

- The EMWD relies on the MWD for the majority of its potable water supply.
- Over the past five years (2010 - 2015), deliveries from the MWD to the EMWD's retail service area ranged between 56,397 and 75,294 acre-feet (AF).
- In 2015, approximately 40 percent of the EMWD's total retail supply was imported water delivered through the MWD.
- Reduced imported water use in 2015 was a direct result of the the SWRCB's mandatory restrictions put in place to meet a statewide reduction of 25 percent (25%).
- In 2015, retail water supply comprised approximately 84% of the EMWD's total water supply; conversely, in 2015, wholesale water supply comprised approximately 16% of the EMWD's water supply.
- The MWD stated in its Regional Urban Water Management Plan (RUWMP) that, with the addition of all water supplies, existing and planned, the MWD would have the ability to meet all of its member agencies projected supplemental demand through 2035 even under a repeat of historic multi year drought scenarios. Based on present information and the assurance that the MWD is engaged in planning processes that will identify solutions that, when combined

with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies, the EMWD has determined that it will be able to provide adequate water supply to meet the potable demand for the PVCCSP as a part of its existing and future demands.

Detailed information regarding the EMWD's historical and current (2010 – 2015) water supplies for retail and wholesale service customers (included in Table 6-1 and Table 6-2 of the *EMWD 2015 UWMP)* is summarized below:

Imported Water

- In 2015, the EMWD's imported retail water supply from the MWD consisted of 36,828 AF of treated water, 18,628 AF locally treated water, and 941 AF of raw (untreated) water. This equates to a total imported retail supply of 56,397 AF or 46% of the total 2015 retail supply from all sources;
- In 2015, the EMWD's imported wholesale water supply from the MWD consisted of 6,532 AF of treated water, and 15,236 AF of raw (untreated) water. This equates to a total imported wholesale supply of 21,768 AF;
- In 2015, the EMWD's total imported water supply (retail & wholesale) from the MWD consisted of 43,360 AF of treated water, 18,628 AF of locally treated water, and 16,177 AF of raw (untreated) water;
- In 2015, the total imported water supply (retail & wholesale; treated, locally treated & raw) from the MWD was 78,165 AF or 54% of total supply from all sources.
  In comparison, total imported water supply (retail & wholesale; treated locally treated & raw) from the MWD varied from 88,778 AF in 2010 to 107,129 AF in 2014;
- The EMWD procures water from the MWD that has been treated at one of two MWD facilities. Treated potable water is available in the north potion of the service district from the Mills Water Treatment Plant in Riverside, and in the south portion of the service district through the Skinner Water Treatment Plant in Winchester.
- The EMWD also owns and operates two water filtration plants that treat raw imported water: Perris Water Treatment Plant and Hemet Water Treatment Plant. Raw imported water is also used for recharge purposes and to meet agricultural demands.

Groundwater

- The EMWD produces potable groundwater from two management plan areas within the San Jacinto Groundwater Basin. These two areas are identified as the West San Jacinto Groundwater Basin Management Plan area (West San Jacinto Basin) and the Hemet/San Jacinto Water Management Plan area (Hemet/San Jacinto Basin). The EMWD also owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water.
- Approximately twenty-five percent (25%) of the EMWD's potable retail water supply is derived from EMWD groundwater wells in the Hemet/San Jacinto and West San Jacinto Basins. The EMWD's potable groundwater supply varied from 12,037 to 15,748 AF between 2010 and 2015; the 2015 figure was 15,252 AF.
- The desalinated water supply originating from the EMWD's two desalination plants in the West San Jacinto Basin varied from 4,800 to 7,288 AF between 2010 and 2015, with the 7,288 AF figure logged in 2015. The 2015 desalinated water supply figure represents 13% of the potable retail water supply.

Recycled Water

- The EMWD provides wastewater collection, treatment, and recycled water services throughout its service area. Recycled water is extensively used in the EMWD's service area to meet non-potable water demands.
- In 2015, the EMWD's recycled water production was 45,385 AF including a retail supply of 44,150 AF and a wholesale supply of 1,235 AF. This represents 31% of the total 2015 water supply. In comparison recycled water production varied between 45,385 and 48,877 AF between 2010 and 2015.

As set forth in the PVCCSP EIR, in 2010, the EMWD's potable water system consisted of 2,421 miles of transmission and distribution pipeline, 77 water storage tanks, and a maximum storage capacity of 193 million gallons with 133,810 active domestic accounts and 146 active agriculture and irrigations accounts. In addition, the EMWD operates 84 pumping plants, 18 active domestic wells with a production capacity of 32,843 acre-feet per year (AFY), 7 active desalter wells, 2 desalter treatment plants with a combined capacity of 8 million gallons per day (MGD), and 2 filtration treatment plants with a combined capacity of 32 million gallons per day.

He EMWD currently provides service to the PVCCSP planning area through its system of existing pipelines ranging from 8" to 42" diameter within the 1627 and 1705 pressure zones. Although the EMWD has no conceptual plans for expansion of these waterlines, they will assess demand as growth occurs and upgrades are designed by the development community to meet the future demands of the Project area.

Based on a review of PVCCSP-DEIR, Table 4.11-B, Existing Waterlines, and Figure 4.11-1 Existing EMWD Water, there is a 39" water transmission line extending along the Project site's Perris Boulevard frontage, and a distribution line (size not specified) serving the existing commercial development and mobile home park adjacent east of the Project site at the southeast quadrant of Ramona Expressway and Perris Boulevard extending south to Dawes Street. There are additional water transmission and distribution pipelines shown in the general proximity of the Project site with a block or two.

It is further noted, EMWD water service is currently in place serving the 579,708-square-foot distribution warehouse contiguous south of the Project site (3900 Indian Ave) completed in 2014, and to the existing 1.25-million-square-foot Lowe's Distribution Center adjacent west of the Project site at the southwest corner of Ramona Expressway and Indian Avenue (3984 Indian Avenue) completed in 2001.

According to the PVCCSP EIR, the overall water supply available to the EMWD in 2010 totaled 154,700 acre-feet per year (AFY); in 2035 the water supply and demand is anticipated to total between 302,200 AFY to 315,300 AFY depending on hydrologic conditions. According to the Water Supply Assessment (WSA) prepared by the EMWD for the PVCC project (Appendix G, PVCCSP-DEIR):

- The PVCC's water demand at full build-out is estimated at 2,671.5 AFY. This represents 1.73% of the EMWD's total 2010 water supply (2,671.5 AFY ÷ 154,700 AFY = 1.73%) and between 0.8% and 0.9% of the EMWD's projected 2035 water supply and demand depending on hydrologic conditions (2,671.5 AFY ÷ 302,200 AFY = 0.9%; 2,571.5 AFY ÷ 315,300 AFY = 0.8%).

- As documented in the PVCC WSA, the EMWD UWMP, and the MWD's RUMWP, the EMWD has adequate capacity to serve the PVCC's water demand and will not require facilities to be expanded.

The Project's proposed specific plan land use designation change from Commercial (C) to Light Industrial (LI) for the 16-acre Project site is anticipated to have a nominal impact on the overall PVCC water supply/demand. Moreover, the water supply/demand associated with Project's proposed Light Industrial use is anticipated to be less than the water supply/demand associated with the existing Commercial land use reflected in the above PVCC water supply/demand analysis. This conclusion is supported by data from the EMWD website which indicates the water consumption rate for light industrial/manufacturing uses is 120 gallons per thousand square feet compared to the rate for commercial uses at 150 gallons per thousand square feet.

Connections to the local EMWD water system will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site Project improvements. Furthermore, operational impacts related to the proposed Project are considered incremental and less than significant and no mitigation is required. Reference **Standard Condition SC-USS-2** (EMWD Water Efficient Guidelines), and **Standard Condition SC-USS-3** (Water Connection Fees).

Wastewater

The Project site, along with the PVCCSP planning area and the entire City of Perris, is located within the wastewater (sewer) service boundary of the EMWD.

The Project site is not currently connected to the EMWD wastewater/sewer system given its vacant, undeveloped condition. The EMWD has provided a Will Serve letter indicating that they will provide sewer service for the Project.

The EMWD owns and maintains the sanitary sewer system within the PVCC project area. Wastewater generated by the implementing development projects within the PVCC, inclusive of the proposed Project (logistics/distribution warehouse), will be treated at the Perris Valley Regional Water Reclamation Facility (PVRWRF).

The EMWD wastewater collection systems include 1,534 miles of gravity sewer, 53 lift stations, and five regional water reclamation facilities (RWRF) (four operating RWRFs and one planned RWRF), with interconnections between local collection systems serving each treatment plant.

The Perris Valley Regional Water Reclamation Facility (PVRWRF) provides wastewater treatment for a 120-square-mile area surrounding Perris (inclusive of the Project site), Menifee, Homeland, Winchester, and beyond. Wastewater from the Project site would be delivered through EMWD sewers to the PVRWRF.

The PVRWRF is the EMWD's largest RWRF located on approximately 300 acres just west of Interstate-215 (I-215) and south of Case Road (±6½ miles south/southeast of the Project site). In March 2014, the EMWD completed the seven-year $180 million expansion of the PVRWRF, the largest capital improvement project in the EMWD's 64-year history. The PVRWRF expansion project increased the previous capacity of the facility from 14 million gallons a day (14 mgd) to a current capacity of 22 mgd, with an ultimate capacity of 100 mgd. The expansion allows the EMWD to not only meet the projected demands of anticipated development in the region, but also

to meet more stringent environmental requirements for wastewater treatment and recycled water quality. Typical daily flows as of 2016 are reported at 13.8 mgd.

As depicted on PVCCSP-DEIR, Figure 4.11-2, Existing EMWD Sewer, the sewer system's primary trunk line within the PVCC project area is located within Redlands Avenue (varies from 16" to 24" in diameter), with secondary trunk lines varying from 15" to 24" in diameter located within Harley Knox Boulevard and Morgan Street. Collection lines varying from 8"" to 10" are shown in-place in Dawes Street and Ramona Expressway serving the existing commercial development and mobile home park adjacent east of the Project site at the southeast quadrant of the Ramona Expressway and Perris Boulevard.

The EMWD currently provides sewer service to the 579,708-square-foot distribution warehouse just south of the Project site (3900 Indian Ave) which was completed in 2014, as well as to the existing 1.25-million-square-foot Lowe's Distribution Center just west of the Project site at the southwest corner of Ramona Expressway and Indian Avenue (3984 Indian Avenue) which was completed in 2001.

As set forth in the PVCCSP EIR, the EMWD has sufficient capacity to provide wastewater services to the PVCC project area and its implementing development projects would be subject to conditions imposed by the City and the EMWD associated with the installation of additional pipelines within the specific plan area to serve individual implementing projects within the PVCC.

Similar to the previous discussion of water supply/demand, the Project's proposed specific plan land use designation change from Commercial (C) to Light Industrial (LI) for the 16-acre Project site is anticipated to have a nominal impact on the larger PVCC wastewater supply/demand. Moreover, the wastewater supply/demand associated with Project's proposed Light Industrial use is anticipated to be less than the water supply/demand associated with the existing Commercial land use reflected in the PVCCSP EIR wastewater supply/demand analysis. This conclusion is supported by data from the EMWD website which indicates the wastewater generation rate for light industrial/manufacturing uses is 80 gallons per thousand square feet compared to the rate for commercial uses at 100 gallons per thousand square feet.

Implementation of the proposed Project will not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Reference **Standard Condition SC-USS-1** (Sewer Connection Fees), and **Standard Condition SC-HYD-3** (Wastewater). Any impacts will be less than significant, and no mitigation is required.

Stormwater/Drainage

Potentially significant impacts could occur as a result of the proposed Project if storm water runoff was increased to a level that would require construction of new storm drainage facilities.

All new development in the City of Perris is required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements (WDR), and the 2010 Santa Ana Municipal Separate Sewer Permit (MS4) Permit, as enforced by the Santa Ana Regional Water Quality Board (SARWQCB).

At present, the Project site is vacant, undeveloped land with a 100 percent pervious earthen surface. The Project site is relatively flat with an existing slope gradient estimated at less than 2%. According to Map My County, the Project site's average elevation is 1,460 feet above mean

sea level (AMSL); the minimum elevation is 1,460 AMSL and the maximum elevation is 1,464 AMSL. There are no on-site drainage improvements.

In the existing undeveloped condition, on-site stormwater runoff generally sheet flows toward Ramona Expressway, Indian Street, and Perris Boulevard.

The Project applicant would construct a single 347,918-square-foot light-industrial distribution-warehouse building, access drives, walkways, parking lot, utility infrastructure, and landscaping.

The ±3,500-acre PVCCSP planning area is relatively flat and generally slopes in a southeasterly direction towards the Perris Valley Storm Channel (PVSC) which forms the PVCCSP east boundary. The PVSC conveys flow in a southerly direction to the San Jacinto River. The San Jacinto River is the main drainage feature in the San Jacinto watershed and drains southwesterly from its headwaters in the San Jacinto Mountains towards Canyon Lake and ultimately to Lake Elsinore.

The existing drainage system in the City of Perris is owned and operated by both the City of Perris and Riverside County.

The PVCCSP planning area is located within the Riverside County Flood Control and Water Conservation District's (RCFC's), Perris Valley Master Drainage Plan (PVMDP) and the Perris Valley Area Drainage Plan (PVADP). The PVMDP and PVADP were adopted in July 1987 and revised in Summer 1991 and as such reflect conditions no longer consistent with the City's General Plan 2030 (adopted October 2004) or the PVCCSP (Amendment No. 9, approved August 2018).

The PVMDP identifies a series of open concrete lined trapezoidal channels to convey runoff from the area to the Perris Valley Storm Channel (PVSC), then discharging into the San Jacinto River. At the time the PVMDP was adopted, the drainage concept contained therein was deemed feasible as most of the area's land use was agricultural and the land was relatively inexpensive. Due to development in the area and an increase in land values, open channels are no longer the best option, and it has become economically feasible to place backbone drainage facilities underground in the existing roadways.

A major obstacle identified in the PVCCSP EIR involves the ultimate design and construction of the PVSC. The PVMDP is dependent on the ultimate build-out of the PVSC to include deepening and widening of the channel. However, two large diameter Colorado River Aqueduct lines, owned by MWD, cross the PVSC prohibiting the construction of the PVSC to its ultimate depth. Relocation of these two MWD facilities is estimated to cost between $25-35 million.

Therefore, an updated master drainage plan was prepared for the PVCC in order to meet the development goals of the specific plan. The drainage systems that will be developed in conjunction with the PVCC will consist of two basic components: storm drains and detention basins. The drainage system will capture surface runoff from implementing projects in the area and convey it to proposed storm drains and detention basins before continuing to the PVSC. These facilities, as shown in Figure 4.7-3 of the PVCCSP-DEIR (Project-Related Modifications to Existing Perris Valley MDP) are modifications to the existing Perris Valley MDP. The Project site is located between proposed Line E and the existing Line G storm drains as depicted on Figure 4.7-3.

Build-out of the PVCCSP will require significant area wide drainage infrastructure improvements, including interim and long-term improvements discussed in detail in the PVCCSP-DEIR, Section 4.7 Hydrology and Water Quality. The Project site along with the entire PVCCSP is located within the within the Perris Valley ADP. Accordingly, implementing development projects (inclusive of the proposed Project) will be subject to applicable ADP fees.

Consistent with the City of Perris General Plan 2030, Implementation Measures, new development will be accompanied by construction of both on-site storm detention basins and related structures in the near-term and construction of storm water master plan facilities in the City that will accompany longer term improvements to the PVSC and the San Jacinto River Channel.

Project-specific drainage design will be addressed in the pending Water Quality Management Plan and Drainage Plan for the proposed Project.

Pursuant to the City's GP 2030, the PVCCSP, and Municipal Code, Chapter 14.22. - Stormwater/Urban Runoff Management and Discharge Control (Sec. 14.22.080. - Reduction of pollutants contacting or entering stormwater required) all construction projects shall apply Best Management Practices (BMPs) to be contained in the Project applicants submitted Stormwater Pollution Prevention Plan (SWPPP).

The Project applicant will also be required to submit a Water Quality Management Plan (WQMP) in identifying post-construction BMPs that include drainage controls such as infiltration pits, detention ponds, bioswales, berms, rain gardens, and pervious pavement. Reference **Standard Condition SC-HYD-1** (SWPPP), and **Standard Condition SC-HYD-2** (WQMP).

Also, the Project applicant will be required to submit a drainage study to ensure onsite and offsite drainage is accurately assessed and sufficient infrastructure is required for construction of the Project. Reference **Standard Condition SC-HYD-4** (Site Drainage Plan).

Electricity

There is no electricity connection currently serving the Project site in its vacant and undeveloped condition. The Project site development plan which proposes construction of a light-industrial logistics/distribution warehouse will require electrical service.

The electrical service provider for the Project site, the PVCCSP planning area, and the greater City of Perris is Southern California Edison (SCE). Based on a review of the PVCCSP, Figure 3.0-13 (Existing Electric), Google Earth aerial photographs, and a site inspection, undergrounded electrical service lines are currently in place within the public street right-of-way contiguous to the Project site (Ramona Expressway, Perris Boulevard & Indian Avenue) serving existing commercial and light industrial uses adjacent south, east and west of the Project site.

SCE is responsible for providing power supply to the City of Perris and the greater Riverside County area while complying with county, state, and federal regulations. According to their website, SCE maintains 12,635 miles of transmission lines, 91,375 miles of distribution lines, 1,433,336 electric poles, 720,800 distribution transformers, and 2,959 substation transformers.

Operation of the proposed Project would consume electricity for building power, lighting, and water conveyance, among other operational requirements. Pursuant to PVCCSP EIR mitigation

measure MM Air 20, the Project will be required to exceed Title 24 energy conservation requirements by at least 15 percent.

Because the proposed Project design is required to exceed all applicable local, state, and federal requirements and represents an incremental and relatively modest increase in area wide electrical consumption, the Project would not result in potentially significant environmental effects from wasteful, inefficient, or unnecessary consumption of energy.

Adequate commercial electricity supplies are presently available in Southern California to meet the incremental increase in demand attributed to the proposed Project. The proposed Project will not require new or expanded electric power facilities, the construction or relocation of which could cause significant environmental effects. Impacts will be less than significant, and no mitigation is required.

Natural Gas

There is no natural gas connection currently in place serving the Project site in its vacant and undeveloped condition. The natural gas provider for the Project site and the greater City of Perris is the Southern California Gas Company (SoCal Gas), also known as The Gas Company.

The proposed Project will be connected to The Gas Company's natural gas distribution system. Based on a review of PVCCSP, Figure 3.0-12 (Existing Natural Gas), natural gas lines are in place contiguous to the Project site within the Ramona Expressway and Perris Boulevard public right-of-way.

Adequate natural gas supplies are available to meet the incremental increase in demand attributed to the Project. The proposed Project will not require new or expanded natural gas facilities, the construction or relocation of which could cause significant environmental effects. Potential impacts in this regard will be less than significant, and no mitigation is required.

Telecommunications

Telephone service to the Project site and the greater City of Perris is provided by Verizon. Verizon is a private company that provides connection to the communication system on an as needed basis. No expansion of facilities will be necessary to connect the Project to the communication system located adjacent to the Project site. The proposed Project will not require new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Any impacts will be less than significant, and no mitigation is required.

Based on the above data and analysis, implementation of the proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Based on the preceding analysis, potential utility system impacts would be less than significant, and no mitigation is required.

In a memo dated April 5, 2021, the City Engineer stated that a study analyzing the downstream 54-inch storm drain in Perris Boulevard was needed to determine if the Project will have sufficient storm drain service. Therefore, Threshold a. will be analyzed further in an EIR in order to address stormwater/drainage concerns.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	

Less Than Significant Impact

As previously discussed under Threshold 19.a, the Project site is located within the water service boundary of the EMWD which has an existing water line located adjacent to the Project site within Perris Boulevard, and water service is currently in place serving existing commercial and light industrial uses adjacent south, east and west of the Project site. No additional off-site water infrastructure is anticipated in conjunction with the Project site development, as proposed.

The EMWD provides water service to the City of Perris, and beyond. The water agency prepares an Urban Water Management Plan every five years, which identifies historical and projected water usage and existing and future water supply sources, describes purveyors' demand management programs, and sets forth a program to meet water demands during normal, dry, and multiple dry years.

The EMWD water supply/demand analysis within its service area is set forth in the *EMWD 2015 UWMP* which assesses the District's ability to satisfy demands during three (3) hydrologic scenarios, including: 1) a normal water year, 2) single-dry water year, and 3) multiple-dry water years. The supply-demand balance for each of the hydrologic scenarios within the EMWD service area was projected for the 25-year planning period 2015 to 2040.

Based on the analysis and conclusions set forth in the *EMWD 2015 UWMP* (Sec 7.6 *Supply and Demand Assessment*), EMWD will be able to meet 100% of its demand under all three hydrologic scenarios through the year 2040.

Reference **Standard Condition SC-USS-2** (EMWD Water Efficient Guidelines), and **Standard Condition SC-USS-3** (Water Connection Fees.

Therefore, sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Any impacts are considered less than significant, and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?			X	

Less Than Significant Impact

As previously discussed under Threshold 19.a, the Project site is located within the wastewater/sewer service boundary of the EMWD. Sewer lines varying from 8"" to 10" are shown within Dawes Street and Ramona Expressway serving the existing commercial development and mobile home park adjacent east of the Project site at the southeast quadrant of Ramona Expressway and Perris Boulevard. It is further noted, the EMWD sewer service is currently in place serving existing commercial and light industrial uses adjacent south, east and west of the Project site. No additional off-site wastewater infrastructure is anticipated in conjunction with the Project site development, as proposed.

Wastewater from the Project site would be delivered through EMWD sewer lines to the EMWD's PVRWRF located on approximately 300 acres just west of Interstate-215 (I-215) and south of Case Road (±6½ miles south/southeast of the Project site. It is noted, the PVRWRF recently underwent a seven-year $180 million expansion that was completed in March 2104 and increased the previous capacity of the facility from 14 million gallons per day (14 mgd) to a current capacity of 22 mgd, with an ultimate capacity of 100 mgd. Further specifics are summarized in Section 19.a. Typical daily flows as of 2016 are reported at 13.8 mgd which indicates the facility is operating at approximately sixty-three percent (63%) of its current 22 mgd capacity.

Sufficient wastewater treatment capacity is available to serve the Project from existing EMWD resources and EMWD has adequate capacity to serve the Project's projected demand in addition to serving its existing commitments. Reference **Standard Condition SC-USS-1** (Sewer Connection Fees) and **Standard Condition SC-HYD-3** (Wastewater). Based on this analysis, impacts will be less than significant, and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			**X**	

Less Than Significant Impact

Significant impacts could occur if the proposed Project would exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations.

Non-hazardous solid waste including trash, recycling, and green waste service in the City of Perris is provided by CR&R Environmental Services, Inc. (CR&R). In addition, the County of Riverside also sponsors several hazardous waste collection events throughout the year. CR&R is one of Southern California's largest waste and recycling collection companies, serving more than 3 million people and over 25,000 businesses throughout Orange, Los Angeles, San Bernardino, Imperial and Riverside counties, with additional operations in Southern Arizona and Colorado.

Non-hazardous solid waste generated within the City of Perris is transported to the Perris Materials Recovery Facility located at 1706 Goetz Road where recyclable materials are separated

from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid wastes are transported to either the El Sobrante Landfill or to the Badlands Landfill.

The Badlands Landfill on Ironwood Avenue in Moreno Valley, has a permitted daily capacity of 4,800 tons per day (tpd) and the El Sobrante Landfill on Dawson Canyon Road in Corona, has a permitted daily capacity of 16,054 tpd (CalRecycle 2016a, 2016b).

Construction-Related Solid Waste

As set forth in the PVCCSP EIR, total construction associated with implementing projects within the PVCCSP planning area is anticipated to generate approximately 104,671.09 tons of construction-related solid waste over a 20-year buildout period. The proposed Project (light-industrial distribution warehouse) includes a specific plan amendment to change the PVCCSP Land Use Designation of the entire site from Commercial (C) to Light Industrial (LI). However, it is noted, because the construction-related solid waste generation factor is the same for all non-residential land uses within the PCVVSP, the proposed Project implementation will not generate a substantially greater amount of solid waste during construction than evaluated in the PVCCSP EIR. Therefore, due to the limited contribution of solid waste during the projected 20-year buildout/construction period, the PVCCSP EIR concluded that construction within the PVCC 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, business park/professional office, commercial, and general office projects of 3.89 pounds per square foot (PVCCSP, Table 4.11-J), the proposed Project would generate approximately 676.7 tons of construction-related solid waste [(347,918 SF x 3.89 lbs/SF) ÷ 2,000 lbs/ton)]. This represents less than one 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 and no mitigation required.

Operational Solid Waste

The PVCCSP EIR estimates that operation of future development under the Specific Plan would generate approximately 544,048.96 tons per year of solid waste, which was determined to be approximately 10.65 percent of the combined annual capacity (i.e., yearly intake) of the Badlands and El Sobrante landfills (PVCCSP-DEIR, Table 4.11-K). 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 Business Park/Professional, General Industrial, and Light Industrial PVCC land use designations applied in the PVCCSP-DEIR, the Project's 347,918 square feet (SF) of proposed industrial warehouse/manufacturing uses would generate approximately 3,758 tons/year of solid waste. This represents less than one 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 and no mitigation required.

The proposed Project's additional solid waste stream will have a less than significant impact on landfill capacity and no mitigation is required in this regard.

Therefore, the Project would not 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. Solid waste impacts will be less than significant, and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Less Than Significant Impact

All land uses within the City of Perris that generate waste are required to coordinate with the City's contracted waste hauler (CR&R Environmental Services, Inc.) to collect solid waste on a common schedule as established in applicable local, regional, and state programs.

Additionally, all development within the City of Perris is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecycle), Title 7 of the City Municipal Code, and other local, state, and federal solid waste disposal standards.

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state diversion goal of 50 percent by and after the year 2000. The purpose of AB 939 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible."

All solid waste disposals within the City of Perris are subject to the requirements set forth in *Title 7, Health and Welfare*, Chapter 7.16 Rubbish Collection and Disposal as provided in the Municipal Code. Chapter 7.16 provides integrated waste management guidelines for service, prohibitions, and provisions of service. The provisions of service require that the City of Perris shall provide for or furnish integrated waste management services relating to the collection, transfer, and disposal of refuse, recyclables, and compostables within and throughout the city.

The Project site's development plan would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939, Title 7 of the City Municipal Code, and other applicable local, state, and federal solid waste disposal standards as a matter of regulatory policy, thereby ensuring that the solid waste stream to the waste disposal facilities is reduced in accordance with existing regulations.

The Project development, as proposed, would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Any impacts would be less than significant, and no mitigation required. Reference **Standard Condition SC-USS-4** (Solid Waste).

Therefore, no additional analysis will be required in an EIR.

Standard Conditions and Requirements

SC-USS-1 Sewer Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable sewer connection fees to EMWD.

SC-USS-2 EMWD Water Efficient Guidelines. The Project will be required to comply with shall be required to comply with the EMWD Water Efficient Guidelines for New Development which are in effect at the time of building permit issuance.

SC-USS-3 Water Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable water connection fees to EMWD.

SC-USS-4 Solid Waste. The Project applicant shall comply with the requirements of AB 939 ("California Integrated Waste Management Act of 1989"), which requires waste diversion mandates. During construction and operation, the applicant shall achieve diversion of 50 percent of all solid waste through source reduction, recycling, and composting activities.

SC-HYD-1 SWPPP. Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-2 WQMP. The Project proponent is required to submit a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

SC-HYD-3 Wastewater. All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant.

SC-HYD-4 Site Drainage Plan. A site drainage plan is required by the City of Perris and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.

Mitigation Measures

No mitigation measures are required.

20. WILDFIRE.

Source(s): *Map My County* (**Appendix A**); County of Riverside General Plan – Mead Valley Area Plan, *Land Use Concept*, *Wildland Fire Hazard*, and Figure 12, *Wildfire Susceptibility*; City of Perris General Plan 2030, Safety Element, Fire Hazards, *Risk of Wildland Fire*, and Exhibit S-16, *Wildfire Constraint Areas*; City of Perris General Plan Draft Environmental Impact Report (GP-DEIR), Chapter 4.6.2, *Fire Protection/Emergency Rescue*, and Exhibit 4.5-12, *Dam Inundation Map*; City of Perris Municipal Code, Section 16.08.058 (*Adoption of the 2019 California Fire Code)* and Section 16.08.059 (*Amendments to the California Fire Code*); **Figure 7-1, *Surrounding Topography***, provided in Section 7, Geology and Soils of this Initial Study; and Google Earth.

Analysis of Project Effect and Determination of Significance:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	

Less Than Significant Impact

The City of Perris (Project site is a part) is located within and largely constitutes the eastern half of the Mead Valley Area Plan (MVAP) of the Riverside County General Plan. The Mead Valley land use plan, exclusive of the existing and future urbanized land use within the City of Perris, provides for a predominantly rural community with an equestrian focus located west/southwest of Interstate-215.

As set forth in *Map My County*, the Project site is not located within a County Fire Hazard Zone, nor is it located in a state identified Fire Responsibility Area.

Furthermore, the Project site is not located within a Wildfire Constraint Area, as depicted on Exhibit S-16, *Wildlife Constraint Areas,* of the City of Perris General Plan.

The Project site is located in a relatively wide north-south urbanizing corridor within the City of Perris' PVCCSP planning area. There are no wildland conditions in the immediate vicinity of the Project site. The closest Wildfire Constraint Area is located approximately 1¼ miles southwest of the Project site, consisting of the rural Gavilan Hills community portion of the MVAP southwest of I-215 and Rider Way.

The California Department of Forestry and Fire Protection, under contract with the County of Riverside and operating as the Riverside County Fire Department (RCFD), provides fire prevention, suppression, and paramedic services to the City of Perris. Station No. 1 serves the City of Perris and serves as the Riverside County Fire Department Headquarters. Station No. 1 is located at 210 W. San Jacinto Avenue.

The City of Perris participates in the Riverside County Multi-Agency Multi-Hazard Functional Plan (MHFP), which outlines requirements for emergency access and standards for emergency responses. The PVCCSP Initial Study (IS; PVCCSP DEIR, Appendix A) determined that because emergency access will be maintained and improved throughout the Specific Plan area in

accordance with the MHFP, development within the PVCCSP will not interfere with adopted emergency response plans.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., sewer) that will be limited to nominal potential traffic diversion.

Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). Reference **PVCCSP EIR mitigation measure MM Air 2**.

The TCP is designed to mitigate any construction circulation impacts.

Once the Project is constructed, emergency access to the Project site will be maintained via driveway curb cut aprons along both Perris Boulevard and Indian Avenue, consistent with requirements outlined in the MHFP. Additionally, the proposed Project is consistent with the industrial land use requirements outlined in the PVCCSP; therefore, the proposed Project will have a less than significant impact on implementation of the adopted emergency response plan.

All Project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed Project is required to comply with the California Fire Code as adopted by the City of Perris Municipal Code.

The Project will comply with all applicable state, regional, and local wildfire safety regulations inclusive of the California Fire Code, the City of Perris Municipal Code, and the PVCCSP, and will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed.

In summary, the Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and the Project will not substantially impair an adopted emergency response plan or emergency evacuation plan. Based on this analysis, potential impacts related to an adopted emergency response plan or emergency evacuation plan will be less than significant and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			**X**	

Less Than Significant Impact

As set forth in *Map My County*, the Project site is not located within a County Fire Hazard Zone, nor is it located in a state identified Fire Responsibility Area.

Furthermore, the Project site is not located within a Wildfire Constraint Area, as depicted on Exhibit S-16, *Wildlife Constraint Areas,* of the City of Perris General Plan.

The Project site is located in a relatively wide north-south urbanizing corridor within the City's PVCCSP. There are no wildland conditions in the immediate vicinity of the Project site. The closest Wildfire Constraint Area is located approximately 1¼ miles southwest of the Project site, consisting of the rural Gavilan Hills community portion of the MVAP southwest of I-215 and Rider Street.

The Project site topography is relatively flat with natural gradients less than 2% to the north-northeast toward Ramona Expressway. The site elevation varies from is approximately 1,460 to 1,464 feet above mean sea level (AMSL). According to **Figure 7-1, *Surrounding Topography***, provided in Section 7, Geology and Soils of this Initial Study, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slope is located over 1¼ mile southwest of the Project site at the northeast extent of the Gavilan Hills, southwest of Interstate 215 and Rider Street.

Based on this information, the Project would not, 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. Impacts in this regard would be less than significant and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			**X**	

Less Than Significant Impact

As set forth in *Map My County*, the Project site is not located within a County Fire Hazard Zone, nor is it located in a state identified Fire Responsibility Area.

Furthermore, the Project site is not located within a Wildfire Constraint Area, as depicted on Exhibit S-16, *Wildlife Constraint Areas,* of the City of Perris General Plan.

The Project site is located in a relatively wide north-south urbanizing corridor within the City's PVCCSP planning area. There are no wildland conditions in the immediate vicinity of the Project site. The closest Wildfire Constraint Area is located approximately 1¼ miles southwest of the Project site, consisting of the rural Gavilan Hills community portion of the MVAP southwest of I-215 and Rider Street.

The Project would provide fire hydrants at locations throughout the Project area per City Fire requirements. This would provide more fire suppression, which would not exacerbate fire risk. The Project would require the installation of power to serve the Project, as well as other utilities

(sewer, water, gas, cable), which would be underground, and installed pursuant to the utility providers regulations. Underground utilities would not exacerbate fire risk. Based on this information, impacts in this regard would be less than significant and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			**X**	

Less Than Significant Impact

As set forth in *Map My County*, the Project site is not located within a County Fire Hazard Zone, nor is it located in a state identified Fire Responsibility Area.

Furthermore, the Project site is not located within a Wildfire Constraint Area, as depicted on Exhibit S-16, *Wildlife Constraint Areas,* of the City of Perris General Plan.

The Project site is located in a relatively wide north-south urbanizing corridor within the City's PVCCSP planning area. There are no wildland conditions in the immediate vicinity of the Project site. The closest Wildfire Constraint Area is located approximately 1¼ miles southwest of the Project site, consisting of the rural Gavilan Hills community portion of the MVAP southwest of I-215 and Rider Street.

The Project site topography is relatively flat with natural gradients less than 2% to the north-northeast toward Ramona Expressway. The site elevation varies from is approximately 1,460 to 1,464 feet above mean sea level (AMSL). According to **Figure 7-1, *Surrounding Topography***, provided in Section 7, Geology and Soils of this Initial Study, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slope is located over 1¼ mile southwest of the Project site at the northeast extent of the Gavilan Hills, southwest of Interstate 215 and Rider Street.

The Project site is located approximately two (2) miles southwest of Lake Perris (Perris Reservoir). Based on a review of Exhibit 4.5-12, Dam Inundation Map, City of Perris General Plan, with the exception of a small area at the very northeast corner of the Project site, the east boundary of the Project site along N. Perris Boulevard coincides with western extent of the maximum Dam Inundation Area. The proposed Project site and building layout have designed accordingly to limit this condition to a less than significant impact.

Based on the above data and analysis, the Project would not, 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. Impacts in this regard would be less than significant and no mitigation is required.

Therefore, no additional analysis will be required in an EIR.

Standard Conditions and Requirements

None are required.

Mitigation Measures

The proposed Project is required to comply with the following PVCCSP EIR mitigation measure:

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.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

Source(s): Staff review and *Project Plans* (**Appendix H**).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	**X**			

Potentially Significant Impact

In order to ensure a comprehensive discussion as to whether the Project will have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, this issue will be analyzed in an EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	**X**			

Potentially Significant Impact

Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes and operational characteristics involved with the Project.

Based on the analysis of the Project's impacts in the responses to items 1 through 20, the Project may result in impacts that are individually limited, but cumulatively considerable.

To ensure a comprehensive discussion as to whether the Project will 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), this issue will be analyzed in an EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	**X**			

Potentially Significant Impact

Based on the analysis of the Project's impacts in the responses to items 1 through 20, the Project may result in substantial adverse effects on human beings as it pertains to portions of these issue areas.

In order to ensure a comprehensive discussion as to whether the Project will have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly to those specific issue areas, they will be further analyzed in an EIR.

For those issue areas identified as having "no impact," or a "less than significant impact" it was determined in items 1 through 20 that the Project would not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. No additional analysis would be required in an EIR.

For those issue areas identified as having a "less than significant impact with mitigation required" it was determined in items 1 through 20 that the Project would not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly with the incorporation of mitigation measures. No additional analysis would be required in an EIR.

VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). The original and subsequent EIRs for the PVCC (available for review at the City of Perris) are included under these earlier analysis scenarios.

VII. SOURCES/REFERENCES

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https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=HSC

CalRecycle, SWIS Facility Detail, El Sobrante Landfill (33-AA-0217)
https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0217
https://www.wmsolutions.com/pdf/factsheet/El_Sobrante_Landfill.pdf
http://www.rcwaste.org/Portals/0/Files/ElSobrante/2018/ARC%20Agenda%20Package%20August%2016%202018.pdf

City of Perris *Climate Action Plan*
http://www.cityofperris.org/city-gov/agenda/2016/02-23-16-council-8b.pdf

City of Perris Fire
http://www.cityofperris.org/departments/fire.html

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City of Perris Police
http://www.cityofperris.org/departments/police.html
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City of Perris Zoning Map
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City of Perris Municipal Code
https://library.municode.com/ca/perris/codes/code_of_ordinances?nodeId=COOR_TIT19ZO_CH19.20ZOLIAGINDE

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City of Perris, *Perris Trail Master Plan*, adopted February 26, 2013 as Resolution No. 4562
http://www.cityofperris.org/city-gov/resolutions/2013/4562.pdf

County of Riverside General Plan – Mead Valley Area Plan
https://planning.rctlma.org/Portals/14/genplan/2019/ap/MVAP_062618.pdf

Eastern Municipal Water District *2015 Urban Water Management Plan*, June 2016
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Eastern Municipal Water District
https://www.emwd.org/new-development-process

Federal Emergency Management Agency Flood Insurance Rate Maps
http://msc.fema.gov/portal

GEOTRACKER
http://geotracker.waterboards.ca.gov

The Department of Toxic Substances Control's Hazardous Waste and Substances Site List
http://www.envirostor.dtsc.ca.gov

Google Earth
https://www.google.com/earth/

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March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MAR Comp. Plan)
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http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf

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https://www.mindat.org/

MSHCP Information Map of the Western Riverside County Regional Conservation Authority
http://wrcrca.maps.arcgis.com/apps/webappviewer/index.html?id=a73e69d2a64d41c29ebd3acd67467abd

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Perris Valley Commerce Center Specific Plan, Amendment No. 9
http://www.cityofperris.org/departments/development/duke-markham/Perris_Valley_Commerce_Center_Specific_Plan_Amendment_No9.pdf

Perris Valley Commerce Center Specific Plan Draft Environmental Impact Report
http://www.cityofperris.org/city-hall/specific-plans/PVCC/PVCC-DEIR%2007-20-11.pdf

Perris Valley Regional Water Reclamation Facility (PVRWRF) – Fact Sheet, issued by EMWD, October 2016
https://www.emwd.org/sites/main/files/file-attachments/pvrwrffactsheet.pdf

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http://codes.findlaw.com/ca/public-resources-code/

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https://www.sce.com/about-us/who-we-are

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http://www.bsc.ca.gov/codes.aspx

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https://drive.google.com/file/d/1C0SqF3MnWPTNSvD8nsmsLjTF4PPu8Suz/view

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