MITIGATED NEGATIVE DECLARATION
FOR THE
CORE5 RIDER BUSINESS CENTER PROJECT

Lead Agency:

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

Project Applicant:

Core5 Industrial Partners
300 Spectrum Center Drive, Suite 880
Irvine, CA 92618

CEQA Consultant:

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

2 Park Plaza, Suite 1120
Irvine, CA 92614

April 2021

This page left intentionally blank.

Contents

Tables

Figures

Appendix

1 INTRODUCTION

1.1 PURPOSE AND SCOPE

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Core5 Rider Business Center project (proposed Project). This IS/MND has been prepared in accordance with CEQA, Public Resources Code Sections 21000 et seq., and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines).

An initial study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15064, an environmental impact report (EIR) must be prepared if the initial study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371). According to State CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

> (a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
> (b) The initial study identified potentially significant effects, but:
> (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
> (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

If revisions are adopted into the proposed project in accordance with the State CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared. This document includes such revisions in the form of mitigation measures. Therefore, this document is a Mitigated Negative Declaration and incorporates all of the elements of an Initial Study. Hereafter this document is referred to as an MND.

The proposed Project site is within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris. The PVCCSP area covers approximately 5.23 square miles in the northern part of the City and provides for light and general industrial uses, commercial, business parks, professional offices, residential, public facilities, and open space. 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 was prepared as a Program EIR pursuant to State CEQA Guidelines Section 15168. According to Section 15168(a):

> (a) General. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:
>
> (1) Geographically,
>
> (2) As logical parts in the chain of contemplated actions,
>
> (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or

(4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The PVCCSP EIR was intended to evaluate the environmental impacts of the PVCCSP to the greatest extent possible. The Program EIR is used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with PVCCSP projects in the City. However, as stated on page 2.0-8 of the PVCCSP Draft EIR, preparation of a later-tier environmental document would be required for specific development projects within the PVCC when such projects are proposed. This later-tier environment al document could be any of the following: negative declaration, mitigated negative declaration, supplemental EIR, or subsequent EIR, which is consistent with State CEQA Guidelines Section 15168(c)(1).

Development within the PVCCSP planning area is subject to the mitigation measures identified in the PVCCSP EIR, whether or not the project-specific impacts of the individual project are significant, as well as the development regulations in the PVCCSP, and the City's municipal code. The PVCCSP EIR identified significant and unavoidable environmental effects related to: air quality and traffic. The PVCCSP EIR also identified six environmental impact areas for which mitigation measures were required to reduce potential environmental impacts to a less than significant level: (1) air quality; (2) biological resources; (3) cultural resources; (4) geology and soils; (5) hazards and hazardous materials; and (6) noise.

This IS/MND incorporates by reference the PVCCSP EIR and the technical documents that relate to the proposed Project or provide additional information concerning the environmental setting of the proposed Project. The information within in this IS/MND is based on the following technical studies and/or planning documents:

- City of Perris General Plan (https://www.cityofperris.org/departments/development-services/general-plan)
- City of Perris Municipal Code (https://library.municode.com/ca/perris/codes/code_of_ordinances)
- Perris Valley Commerce Center Specific Plan (https://www.cityofperris.org/Home/ShowDocument?id=2647)
- PVCCSP Final EIR and certifying resolutions and findings (https://www.cityofperris.org/Home/ShowDocument?id=2645)
- Technical studies, personal communications, and web sites listed in Section 6, *References*

In addition to the websites listed above, all documents are available for review at the Development Services Department, located at 101 N. D Street, Perris, CA 92570.

The proposed Project evaluated herein involves a vesting tentative tract map, tentative parcel map, and development plan review for construction of an approximately 248,483-square-foot (SF) light industrial warehouse building on an approximately 11.17-acre site located at the southwest corner of East Rider Street and Wilson Avenue. The site is designated for light industrial uses by the PVCCSP, and as such, is consistent with the with light industrial uses evaluated for the site in the PVCCSP EIR. The PVCCSP EIR identified potential impacts from implementation of the PVCCSP and included mitigation measures for development projects. The PVCCSP EIR assumed that a light industrial use with a maximum floor area ratio (FAR) of 0.75, or a total of 364,924 SF, would be developed at the 11.17-acre Project site. The proposed Project is consistent with the scope and type of development analyzed for the site as part of the PVCCSP EIR.

This IS/MND serves as the environmental review for the proposed Core5 Rider Business Center Project (proposed Project). The Project proposes development of a site within the boundaries of the PVCCSP for uses that are included in the approved Specific Plan, and evaluated in the previously adopted PVCCSP EIR, and which would fulfill the purpose of the City's General Plan and Specific Plan's land use designation for the site.

2 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The proposed Project site is located within the northeast portion of the City, comprising four parcels at the southwest corner of East Rider Street and Wilson Avenue, within the PVCCSP planning area. Regional access to the Project site is provided by Interstate 215 (I-215) and the Interstate 215 East Frontage Road exit. Local access to the site is provided from East Rider Street, which is a secondary arterial roadway, and Wilson Avenue, which is a collector roadway. The Project site and surrounding area is shown in Figure 2-1, *Regional Location*.

2.2 EXISTING PROJECT SITE

The Project site comprises four parcels encompassing approximately 11.17 acres. These parcels are identified as Riverside County Assessor's Parcel Numbers 300-210-029, -011, -012, -013. The northernmost parcel is vacant yet disturbed land, and the remaining parcels are each developed with single-family residences fronting Wilson Avenue with ancillary residential structures (e.g., sheds). The site is relatively flat with a gentle slope in the easterly direction. The Project site contains multiple mature ornamental trees that are generally concentrated around the residences and minimal vegetation throughout the remainder of the site. The Project site's existing conditions are shown in Figure 2-2, *Local Vicinity*, and Figure 2-3, *Aerial*.

2.3 EXISTING LAND USES AND ZONING DESIGNATION OF THE PROJECT SITE

The Project site is located within the PVCCSP planning area and has a General Plan Land Use designation of Light Industrial (LI) and zoning designation of Light Industrial, which allows an FAR of up to 0.75. Section 2.1.1 of the PVCCSP states that LI zoning district is intended for light industrial uses and related activities including manufacturing, research, warehousing and distribution, assembly of non-hazardous materials, and retail related manufacturing.

2.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

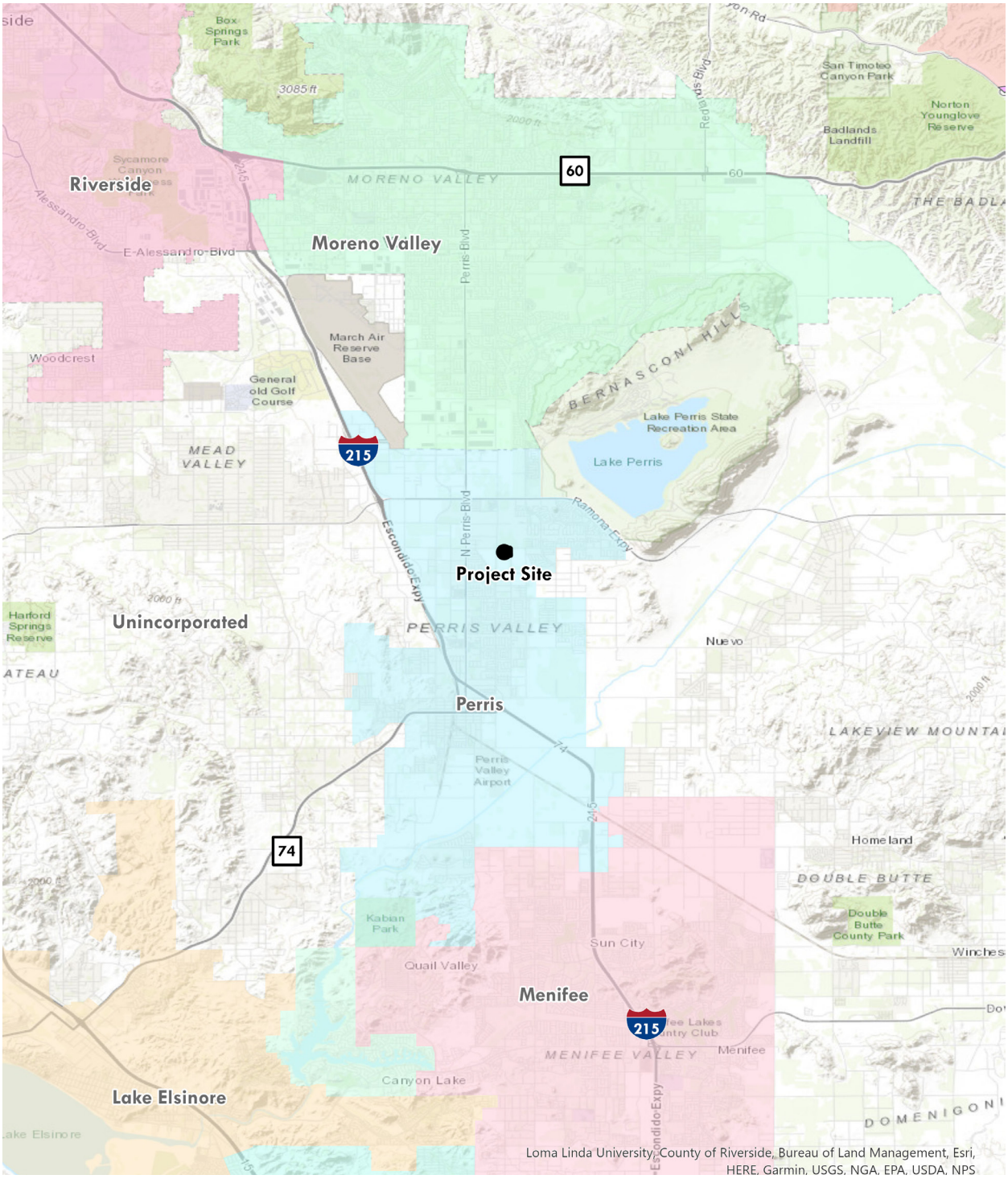
The Project site is located within a predominately developed area. The surrounding land uses are described in Table 1.

Table 1: Surrounding Existing Land Use and Zoning Designations

	Existing Land Use	General Plan Designation	Zoning Designation
North	East Rider Street followed by undeveloped vacant land planned for an industrial development.	Light Industrial (LI)	Light Industrial (LI)
West	Single-family residences, vacant lots, and an industrial development.	Light Industrial (LI)	Light Industrial (LI)
South	Single-family residence followed by vacant lots.	Light Industrial (LI)	Light Industrial (LI)
East	Wilson Avenue followed by a substation facility and an industrial development.	Light Industrial (LI)	Light Industrial (LI)

This page intentionally left blank.

Regional Location

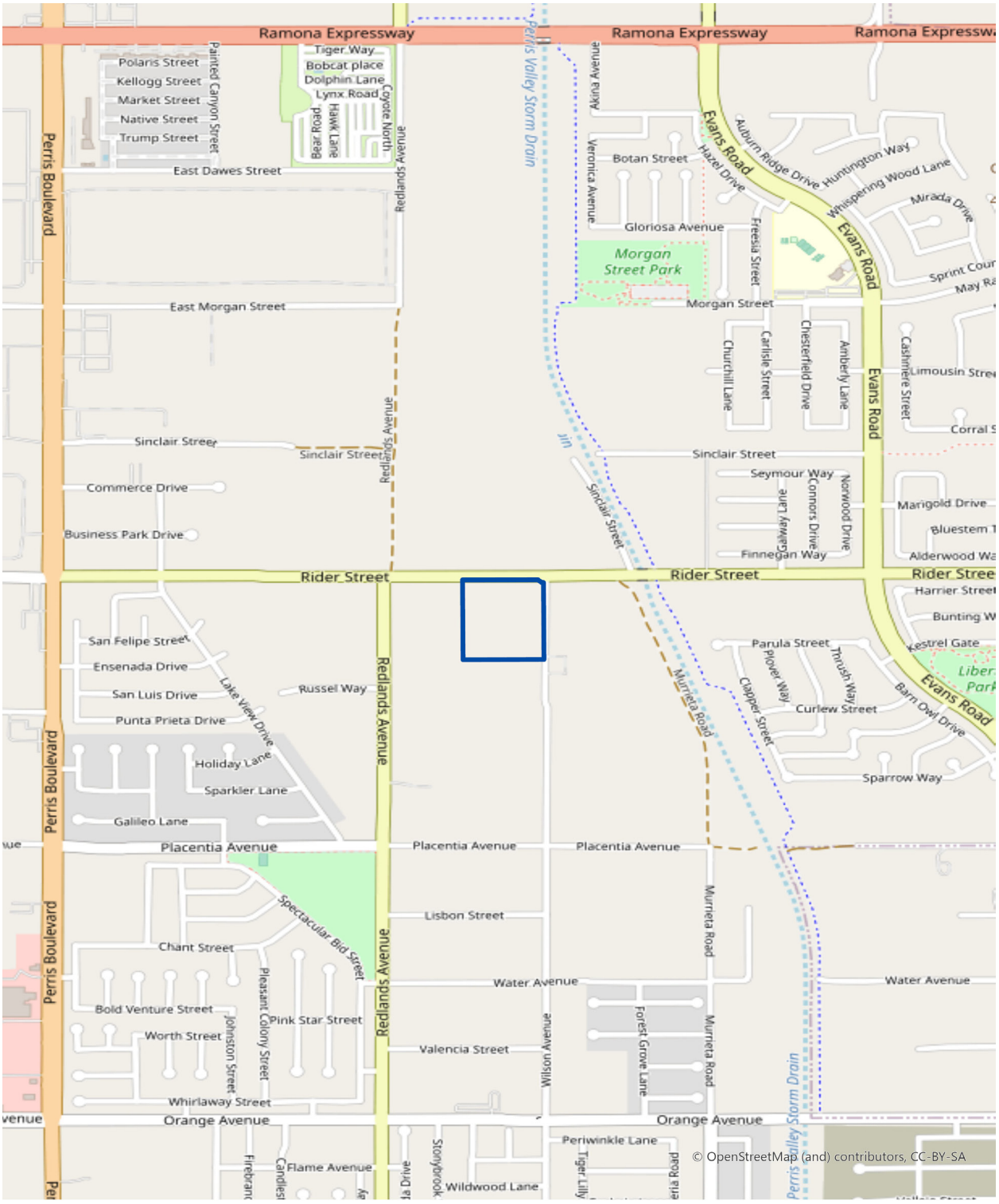


0 1 2 4 Miles

N

This page intentionally left blank.

Local Vicinity



This page intentionally left blank.

Aerial View

This page intentionally left blank.

3 PROJECT DESCRIPTION

3.1 PROJECT SITE PLANNING AND CEQA BACKGROUND

As previously discussed, the City adopted the PVCCSP and certified the PVCCSP EIR in 2012. The PVCCSP planning area covers approximately 5.23 square miles in the northern portion of the City. The Project site is located within the PVCCSP planning area. See Figure 3-1, *Perris Valley Commerce Center Specific Plan Land Use Designations*.

The PVCCSP was implemented to provide high quality light and general industrial, commercial, business parks, professional offices, residential, public facilities, and open space land uses to serve residents and businesses in the City. The PVCCSP slightly modified the City's General Plan land use designations and set forth a list of permitted uses, guidelines for landscape and architectural design, infrastructure plans, and administrative procedures to guide development within the PVCCSP area.

The PVCCSP EIR evaluated the potential environmental effects of the proposed land use changes from development and operation of the PVCCSP at buildout. This included build out of the Project site with Light Industrial (LI) uses per the General Plan and PVCCSP land use designations and the LI zoning designation that allows development of the site up to a maximum FAR of 0.75.

3.2 PROPOSED PROJECT

3.2.1 Project Overview

The applicant for the proposed Project is requesting approval from the City of Perris to demolish the existing structures on the site, which consists of three single-family residential and ancillary structures, pavement, and infrastructure; and construct an approximately 248,483 SF light industrial non-refrigerated warehouse building, parking lot, ornamental landscaping, and associated infrastructure. The proposed building would result in an FAR of 0.51, which is below the allowable maximum FAR of 0.75 for the Light Industrial zoning designation. For informational purposes, the Project applicant proposes to construct 116,441 SF fewer than what was envisioned for the site in the PVCCSP. Figure 3-2, *Conceptual Site Plan,* illustrates the proposed site plan.

3.2.2 Project Features

Building Summary and Architecture

The proposed light industrial warehouse building would be single-story and approximately 44 feet tall, and include a mezzanine, loading docks, and associated vehicle and truck trailer parking spaces. The building would provide approximately 238,483 SF of warehouse space and approximately 5,000 SF of associated office space on the ground floor, and approximately 5,000 SF of associated office space located within the mezzanine. The warehouse would not be a refrigerated facility.

The Project would include a street front building setback of 20 feet along Wilson Avenue, a street side building setback of 10 feet to the south, a street front and side landscaped setback of 25 feet along East Rider Street, and a rear setback of 20 feet. The Project would also include two outdoor employee break areas, including a half basketball court and shaded seating area.

As shown in Figure 3-3 Elevations, the proposed Project would establish an architectural presence through emphasis on building finish materials and consistent material usage and color scheme. The building would also be set back from both street frontages and landscaping would be provided along East Rider Street and Wilson Avenue. The use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along both East Rider Street and Wilson Avenue

As shown above, in Figure 3-5, Main Entrance Elevation, the main entrance along East Rider Street would feature façade enhancement that include varying building and roofline heights, use of windows, exterior building colors, and consistent materials to provide enhanced building articulation.

Parking and Loading Dock Summary

Truck loading docks and trailer parking would be along the eastern side of the building oriented toward Wilson Avenue. The Project would include 32 loading docks, including one 31 dock high doors and 1 drive through door. Approximately 28 truck trailer spaces would be provided within an area enclosed by sliding gates. The proposed Project would also provide 170 passenger car parking spaces, including 10 ADA spaces. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), eighteen of the parking spaces will be designated for low-emitting, fuel efficient, and carpool/vanpool vehicles, 10 of which would be electric vehicle-only spaces. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, 10 parking spaces will provide equipment for the charging of electric vehicles. Additionally, 5 bicycle spaces will be provided.

Landscaping and Fencing

An 8-foot high retaining wall is proposed along Wilson Avenue to screen on-site trailers from public view. The proposed Project would retain the existing fencing along the southern and western perimeters. The proposed Project includes approximately 60,878 square feet of drought tolerant ornamental landscaping that would cover 12.5 percent of the site, as shown in Figure 3-4, *Proposed Landscape Plan*. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and ground covers to screen the proposed building, infiltration/detention basin, and parking and loading areas from off-site viewpoints.

Access and Circulation

Access to the proposed Project would be provided via one driveway from East Rider Street and two driveways from Wilson Avenue. Truck circulation is proposed to enter and exit the Project site from the northern and southern driveways on Wilson Avenue, with no truck assess from the East Rider Street driveway.

Infrastructure Improvements

Water and Sewer Improvements

The Project applicant would install onsite water lines that would connect to the existing 8-inch diameter water line in Wilson Avenue, and would install an onsite sewer system that would connect to the existing 12-inch diameter sewer line in East Rider Street.

Drainage Improvements

A proposed water infiltration/detention basin would be located along the northeastern boundary of the site, adjacent to Wilson Avenue near the intersection of East Rider Street. The proposed basin would be approximately 1,438 square feet in size and provide retention and infiltration of the proposed Project's stormwater drainage. Overflow from the basin would be discharged into a bio-filtration unit and treated before continuing into the existing storm drain in Wilson Avenue.

Sidewalk Improvements

The proposed Project would include construction of a sidewalk along East Rider Street.

3.2.3 General Plan and Zoning

The Project site is located within the PVCCSP planning area and has a land use designation of Light Industrial (LI) and zoning designation of Light Industrial that allows development of the site up to a maximum FAR of 0.75. The proposed Project is consistent with the existing land use designations and zoning classifications associated with the Project site.

3.2.4 Construction and Phasing

Construction activities for the Project would occur over one phase and include demolition, site preparation, grading, building construction, paving, and architectural coatings. Grading work of soils would be balanced on site, and no export or import of soil would be required. Construction is expected to occur over eight months, as shown in Table 2, and would occur within the hours allowable by the City of Perris Municipal Code Section 7.34.060, which states that construction shall occur only between the hours of 7:00 AM and 10:00 PM.

Table 2: Construction Schedule

Construction Phase	Working Days
Demolition	5
Site Preparation	10
Grading	20
Building Construction	100
Paving	10
Architectural Coatings	10

3.2.5 Operational Characteristics

The Project would be operated as an industrial business center. Typical operational characteristics include employees and customers traveling to and from the site, delivery of materials and supplies to the site, truck loading and unloading, and manufacturing activities. The Project is anticipated to operate 7 days a week 24 hours a day.

3.2.6 Discretionary Approvals, Permits, and Studies

The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

City of Perris

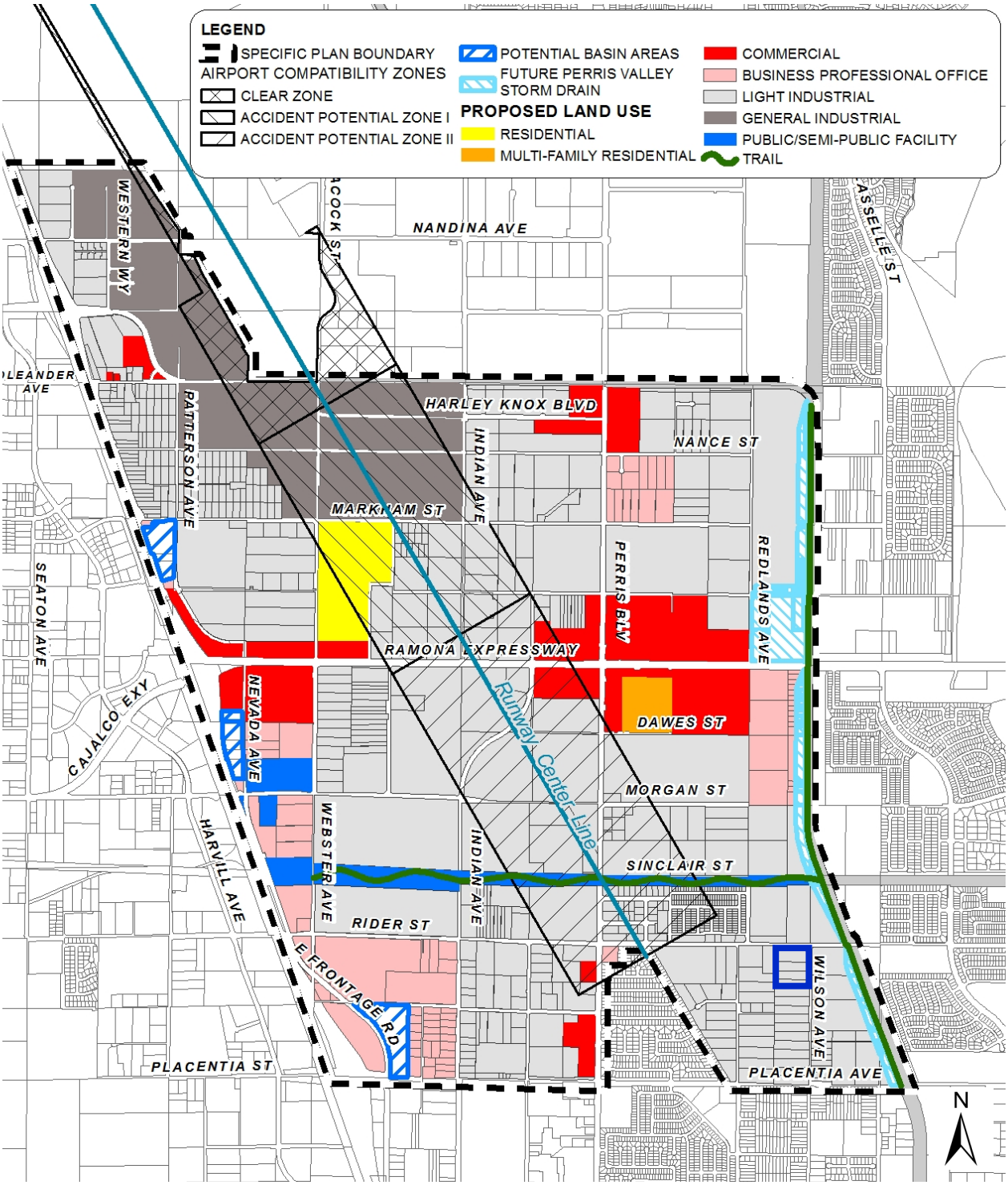
- Development Plan Review DPR 20-00011 to allow the development of the 11.17-acre Project site with an approximate 248,483 SF light industrial warehouse building, parking lot, ornamental landscaping, and associated infrastructure.
- Tentative Parcel Map Approval to combine APNs 300-210-029, -011, -012, -013 and allow the development of an approximately 248,483 SF light industrial warehouse building, parking lot, ornamental landscaping, and associated infrastructure.
- Adoption of this Mitigated Negative Declaration with the determination that the MND has been prepared in compliance with the requirements of CEQA.
- Approvals and permits necessary to execute the proposed Project, including but not limited to, demolition permit, grading permit, building permit, etc.

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

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

This page intentionally left blank.

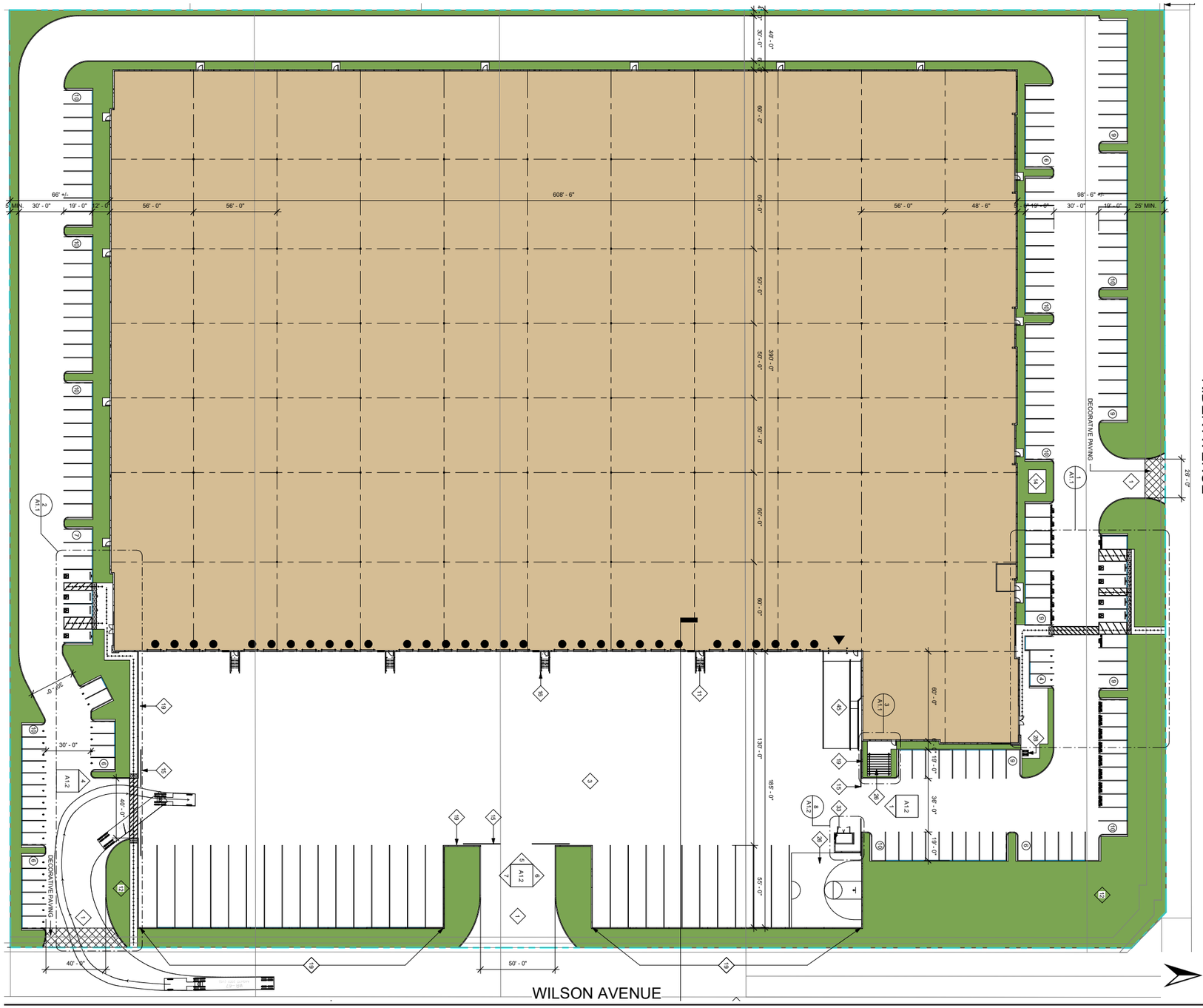
Perris Valley Commerce Center Specific Plan Land Use Designation



Project Site

This page intentionally left blank.

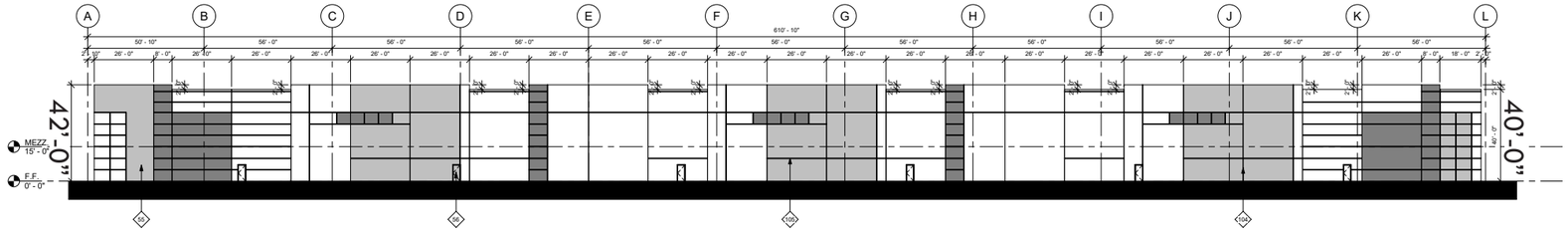
Conceptual Site Plan



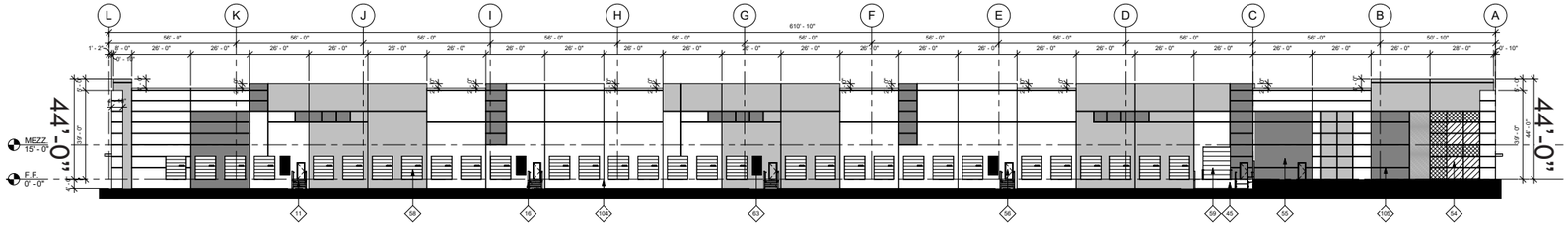
Total SF:	**248,483**
Footprint	
Warehouse	238,483
Office	5,000
Mezzanine	
Office	5,000

This page intentionally left blank.

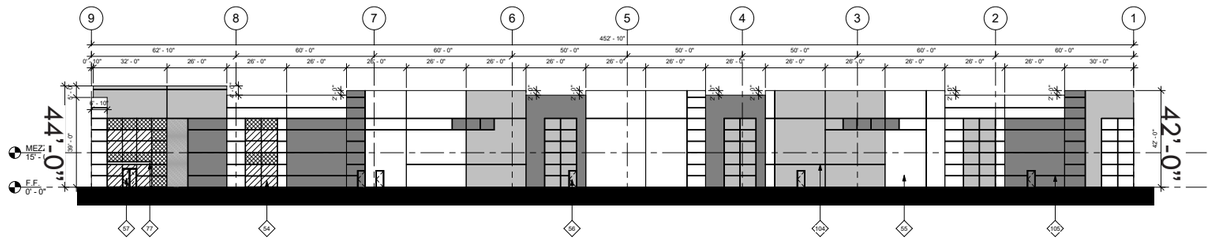
Project Elevations



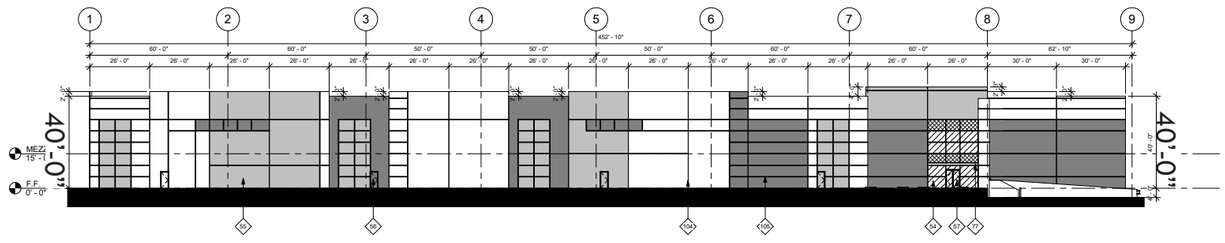
1 PROPOSED WEST ELEVATION
1" = 20'-0"



2 PROPOSED EAST ELEVATION
1" = 20'-0"



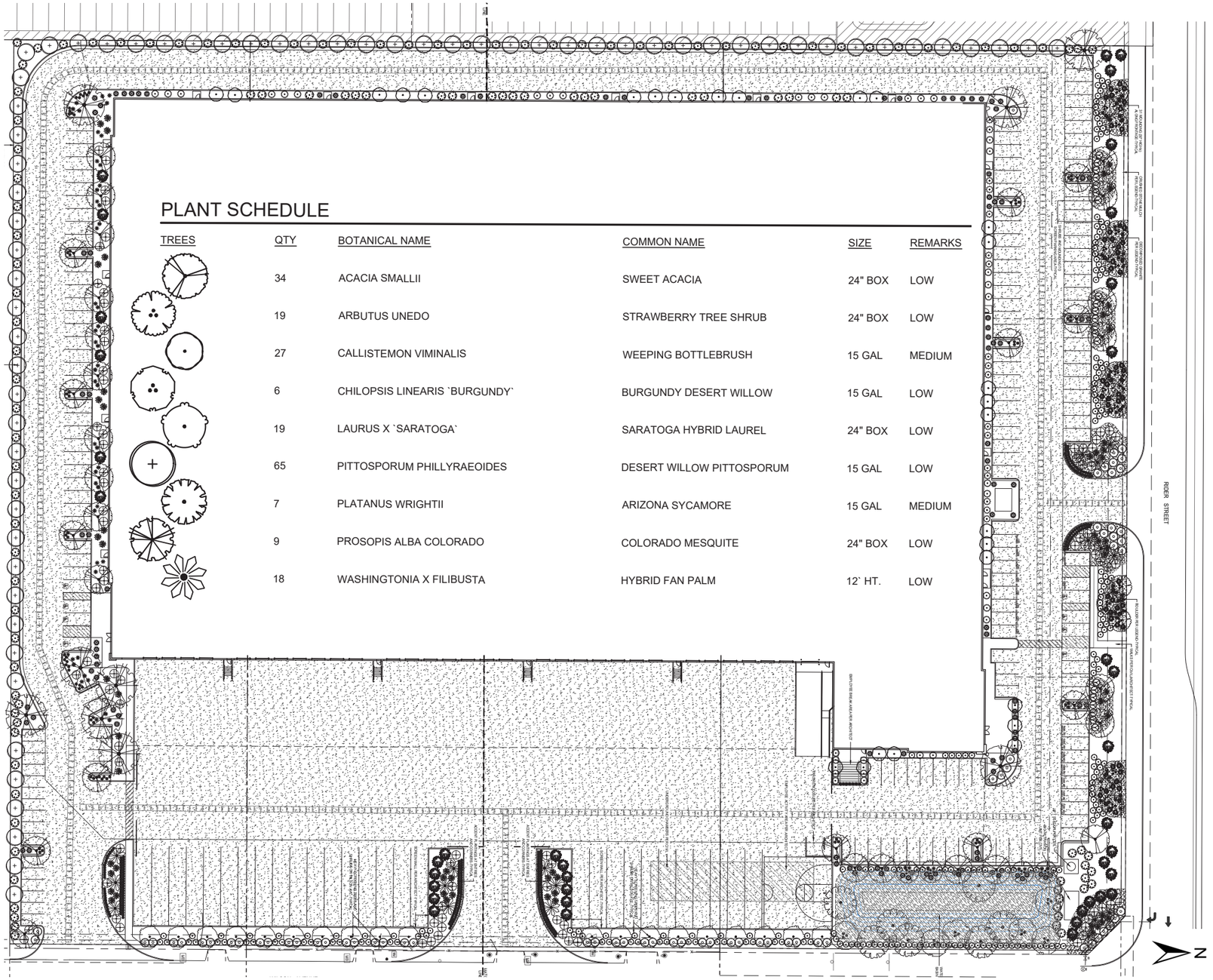
3 PROPOSED NORTH ELEVATION
1" = 20'-0"



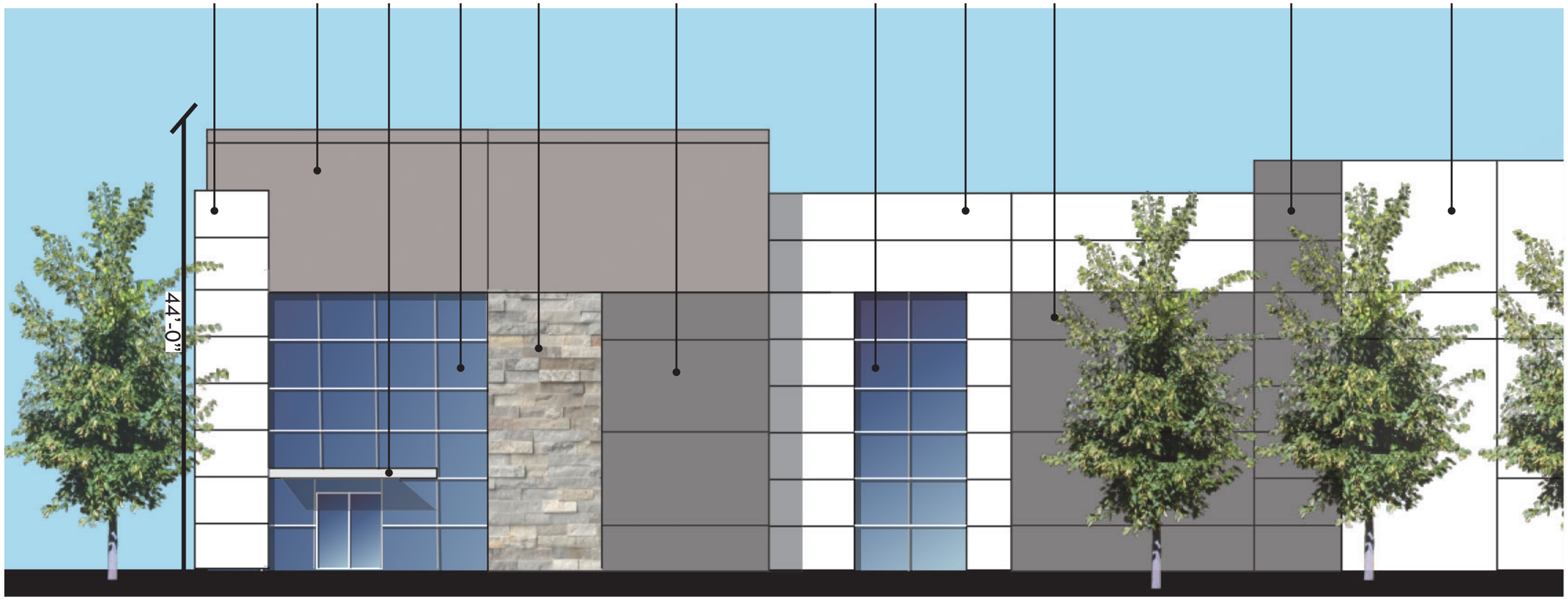
4 PROPOSED SOUTH ELEVATION
1" = 20'-0"

This page intentionally left blank.

Proposed Landscape Plan



This page intentionally left blank.



ENLARGED VIEW @ MAIN OFFICE ENTRY

This page intentionally left blank.

4 ENVIRONMENTAL CHECKLIST

4.1 BACKGROUND

Date: January 8, 2020
Project Title: Core5 Rider Business Center
Lead Agency: City of Perris 101 N. D Street Perris, CA 92570
Lead Agency Contact: Alfredo Garcia (951) 943-5003 ext. 287
Project Location: 11.17-acre site comprised of four parcels (APNs 300-210-029, -011, -012, -013) on the southwest corner of East Rider Street and Wilson Avenue within the Perris Valley Commerce Center Specific Plan.
Project Sponsor's Name and Address: Core5 Industrial Partners 300 Spectrum Center Drive, Suite 880 Irvine, CA 92618
General Plan and Zoning Designation: Located within the Perris Valley Commerce Center Specific Plan with a land use designation of Light Industrial (LI) and zoning designation of Light Industrial with a maximum FAR of 0.75.
Project Description: The proposed Project would demolish the existing structures, pavement, and infrastructure to construct an approximately 248,483 square foot light industrial warehouse building, vehicle and truck trailer parking lot, onsite landscaping, and associated infrastructure. A more detailed description of the proposed Project is provided in Section 3, *Project Description*.
Surrounding Land Uses and Setting: The Project site is bound on the north by East Rider Street, the east by Wilson Avenue followed by an electrical substation and industrial uses, the south by single-family residences and industrial uses, and the west by single-family residences and industrial uses. Like the Project site, the surrounding area has a General Plan land use and zoning designation of Light Industrial.
Other Public Agencies Whose Approval is Required: Not Applicable

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

4.3 DETERMINATION:

(To be completed by the Lead Agency) on the basis of this initial evaluation

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR and (b) revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Date

Printed Name

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including 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.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with

mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) "Reviewed Under Previous Document" applies where the impact has been evaluated and discussed in a previous document1. Discussion will include reference to the previous documents. If the project site has been zoned to accommodate a particular density of development and an EIR was certified for that zoning or planning action (in this case the PVCCSP Final EIR), consideration of a project consistent with that zoning shall be limited to effects upon the environment which are peculiar to the parcel or project and those that were not addressed as significant effects in the prior EIR or those impacts that were previously identified and would be more severe with implementation of the proposed project. As such, the following analysis can include a "potentially significant impact" without requiring the preparation of an EIR – providing the significant impact was described in the previous EIR and that impact would not be more severe with implementation of the proposed project, pursuant to Public Resources Code Section 21083.3. Such impacts will be identified as "Potentially Significant" and "Reviewed Under Previous Document."

6) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:

   (a) Earlier Analysis Used. Identify and state where they are available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

7) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

8) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

9) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

10) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

5 ENVIRONMENTAL ANALYSIS

This section provides evidence to substantiate the conclusions in the environmental checklist. The section briefly summarizes the conclusions of the PVCCSP EIR, and then discuss whether or not the proposed Project is consistent with the findings contained in the PVCCSP EIR, or if further analysis is required in a supplemental or subsequent EIR. Mitigation measures referenced herein are from the PVCCSP EIR.

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

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated by the PVCCSP EIR, found that development according to the PVCCSP would not have a substantial adverse effect on a scenic vista. The Initial Study describes that the City is located within the Perris Valley, and the terrain is generally flat. Views surroundings the City included the Lake Perris Dam to the northeast, the Bernasconi Hills to the east, Gavilan Hills and the Motte-Rimrock Reserve to the west and March Air Reserve Base to the north. The PVCCSP planning area itself was surrounded by existing development and not located within a scenic vista, nor would buildout under the PVCCSP, including the change in land uses, have an adverse effect on a scenic vista. Additionally, the PVCCSP restricts building heights and provides required setbacks that further reduce the potential for impacts to scenic vistas. Therefore, the Initial Study concluded that impacts to scenic vistas would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The Project site is partially developed with three single-family residences and is located in a developed area with multiple existing industrial developments. The General Plan does not designate any scenic vistas or protected viewsheds within the City. Views of the surrounding foothills are available from public vantage points on East Rider Street and Wilson Avenue.

The proposed Project would result in the development an approximately 44-foot tall light industrial warehouse building that would be 6 feet lower than the maximum allowable building height. The project applicant would develop a new industrial warehouse building that would be set back from the adjacent streets and would not encroach into the existing public long-distance views. The proposed Project includes setbacks of 25 feet along East Rider Avenue and 20 feet along Wilson Avenue, which is 5 feet more than the minimum required setback along East Rider Avenue and 10 feet more than the minimum required setback along Wilson Avenue. Long range views of the surrounding foothills would continue to are available to motorists and from public vantage points on East Rider Street and Wilson Avenue and the Project would not impact any scenic vistas or protected viewsheds. Impacts would be less than significant.

Furthermore, the potential impacts related to scenic vistas from the proposed Project are consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated by the PVCCSP EIR, found that no specific scenic resources such as trees, rock outcroppings or unique features exist within the PVCCCSP planning area boundaries. Development under the PVCCSP would not affect views from a state scenic highway. The PVCCSP planning area is not located within a scenic highway corridor. The nearest "Officially Designated" State Scenic highway is Highway 243, located approximately 21 miles east of the PVCCSP planning area. Therefore, the Initial Study concluded that impacts would be less than significant.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The Project site is developed with three single-family residences and is not located near a state scenic highway. The closest designated scenic highway is a portion of Route 74, travelling from Mountain Center to Desert Center, which is located approximately 24 miles from the Project site and Highway 243 from Mountain Center to Banning, which is located approximately 21 miles east of the Project site. The nearest eligible scenic highway is another portion of Route 74 that travels through the City and is located approximately three miles from the Project site. Therefore, due to the distance of the Project site from either a designated or eligible state scenic highway, the proposed Project would not damage scenic resources within a state scenic highway and there would be no impacts.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated by the PVCCSP EIR, found that buildout under the PVCCSP would change the visual character of the PVCCSP planning area from its current scattered residential, commercial, industrial and agricultural uses to an urban modern commerce and industrial center. The PVCCSP includes architectural design and landscape guidelines that would meet the City's development standards and enhance the visual character of the area. Therefore, the Initial Study concluded that the PVCCSP would not degrade the existing

visual character or quality of the area or the surrounding properties and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The following regulatory standards are applicable to development of the Project site, and would ensure the preservation of visual character and quality through architecture, landscaping, and site planning:

City of Perris Municipal Code
The following provisions from the Municipal Code are intended to minimize adverse aesthetic impacts associated with new development projects and are relevant to the proposed Project.

- **Lighting (Section 19.02.110).** Section 19.02.110 provides lighting standards for industrial parking areas. The Section also requires that lighting shall be in scale with the height and use of the structure on site and requires that all lighting be directed away from adjoining properties and the public right-of-way.
- **Landscaping (Chapter 19.70).** Chapter 19.70 provides landscaping standards to promote the values and benefits of landscapes while recognizing the need to use water as efficiently as possible; establish criteria for designing, installing, and maintaining water-efficient landscapes in new projects; and establish landscape design criteria for development projects. The Chapter also provides requirements for planting plans to be incorporated by new developments.

Perris Valley Commerce Center Specific Plan
The PVCCSP serves as a guide for development in the PVCCSP area and provides for a transition toward an economic area with industrial, commercial, and office uses. The PVCCSP contains Design Standards and Guidelines for circulation, lighting, parking, and screening.

Perris Valley Commerce Center Specific Plan Visual Overlay Zone
The PVCCSP includes a Visual Overlay Zone along major corridors, including Rider Street, with additional development standards to promote aesthetic enhancements along major roadways. The standards of the Visual Overlay Zone Include:

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

Analysis
The proposed Project would change the scenic quality of the site from an undeveloped site and would construct an approximately 248,483 SF light industrial warehouse building, parking lot, ornamental landscaping, and associated infrastructure. The proposed building would result in an FAR of 0.51 and be approximately 44 feet tall. The proposed Project would include setbacks of 25 feet along East Rider Avenue and 20 feet along Wilson Avenue, which is 5 feet more than the minimum required setback along East Rider Avenue and 10 feet more than the minimum required setback along Wilson Avenue.

The Project site is within an urbanizing area that is mostly developed with light industrial uses, vacant lots planned for industrial development, and limited residential. The Project applicant would develop a new 44-foot-high industrial warehouse building that would be set back from the adjacent streets and would not encroach into the existing public long-distance views. The proposed structure would be painted concrete and have accented glass window and doors at the front entrance location. The building's main entry would be identified by metal entry canopy, glass entry door and decorative off-white stacked stone. The overall color scheme of the building would include white, off-white, grays, with aluminum and blue glass accents. To vary the visual height of the 44-foot-high building, the building's roof would have architectural projections. In addition, to visually reduce the size and bulk of the structure, the Rider Avenue frontage would be articulated with windows and different setbacks, heights, and architectural projections to provide separation between different portions of the building. Parking and landscaping areas would be located in the setback space between roadways and the building, which would minimize the visual scale of the structure. The proposed project would install landscaping onsite and along adjacent streets. Areas adjacent to the building would be landscaped with trees and a variety of shrubs and ground covers. The size and height of these proposed trees (that include vertical growing species) would reduce the visual perception of the 44-foot high building and provide uniform landscaping onsite. Trees would be installed pursuant to the City's standard requirements for landscape screening (as verified during the permitting process). Additionally, the layering of landscaping between the proposed building and the surrounding roadways would provide visual depth and distance between the roadways and proposed structure. As a result, the project would not result in the creation of an aesthetically offensive site open to public view.

In addition, the proposed Project would be consistent with the PVCCSP standards for Light Industrial land uses that are applicable to the proposed Project, as demonstrated below in Table AES-1.

Table AES-1: Light Industrial Development Standards

PVCC Standard		Project Consistency
Minimum Lot Size	15,000 SF	486,715 SF
Maximum Structure Size/Floor Area Ration (FAR)	0.75 FAR	0.51 FAR
Maximum Lot Coverage by Structure	50% of Lot	50% of lot
Maximum Structure Height	50 feet	44 feet
Front Yard Setbacks are as follows: • Local/Collector Streets • Arterials • Expressway and Freeway	 10 feet 15 feet 20 feet	 25 feet (Rider St., an arterial) 20 feet (Wilson Ave., a local/collector)
Street Side Yard	See Front Yard Requirement	138 feet
Minimum Landscape Coverage	12%	12.5%

As described previously, East Rider Street is identified as a major corridor and projects along major corridors are within the Visual Overlay Zone. Thus, Table AES-2 describes the proposed Project's compliance with the standards set forth by the PVCC Specific Plan Visual Overlay Zone.

Table AES-2: Consistency PVCC Specific Plan Visual Overlay Zone Standards

Visual Overlay Zone Standard	Project Consistency
Quality Architectural Presence. A quality architectural presence should be established with an emphasis on layout, finish materials, site accenting elements, and landscaping.	**Consistent.** As shown in Figure 3-3 *Elevations*, the proposed Project would establish an architectural presence through emphasis on building finish materials and consistent material usage and color scheme. The building would also be set back from both street frontages and landscaping would be provided along East Rider Street and Wilson Avenue. The use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along both East Rider Street and Wilson Avenue, and create a visually appealing building. Thus, the proposed Project is consistent with this standard.
Full Building Articulation and Enhancement. Full building articulation and enhancement is required on any facades visible from the street as shown in Figure 4.0-19.	**Consistent.** As shown above, in Figure 3-5, *Main Entrance Elevation*, the main entrance along East Rider Street would feature façade enhancement that include varying building and roofline heights, use of windows, exterior building colors, and consistent materials to provide enhanced building articulation. Thus, the proposed Project is consistent with this standard.
Integrated Screenwall Designs. Screenwall designs shall be integrated with accent landscaping.	**Consistent.** Screenwalls surrounding the Project site would be integrated with accent landscaping including trees, shrubs, groundcovers, and boulders as shown on Figure 3-4 *Landscape Plan*. Thus, the proposed Project is consistent with this standard.
Enhanced Landscape Setback Areas. Landscaped setback areas must incorporate enhancements that include accent accessories such as boulders, trellises, or garden walls, beyond basic plant material.	**Consistent.** As shown on Figure 3-4, *Landscape Plan*, landscaped areas would include accent accessories such as boulders, decomposed granite, and trellises. Therefore, the proposed Project would incorporate more than basic plant material in landscaped areas. Thus, the proposed Project is consistent with this standard.
Enhanced Entry Treatment. Primary entry drives shall have a distinct landscape statement, landscaped median and enhanced paving.	**Consistent.** Primary entry drives along East Rider Street and Wilson Avenue would feature a distinct landscaping through use of an increased variety of trees and shrubs. Thus, the proposed Project is consistent with this standard.
Entry Point. Entry plazas and/or significant architectural features or public art shall be used as a focal point.	**Consistent.** The entry plaza along East Rider Street would feature distinct architectural features such as off-white stacked stone to create a visually appealing focal point. Thus, the proposed Project is consistent with this standard.

Visual Overlay Zone Standard	Project Consistency
Screening, Loading and Service Areas. Screening or offset views into loading/service area or locate service areas away from street frontages to the rear of the property, next to truck loading.	**Consistent.** The truck loading area would be located on the interior of the Project site along Wilson Avenue. An 8-foot high retaining wall would be located along Wilson Avenue to screen on-site trailers from public view. The proposed Project would retain the existing fencing along the southern and western perimeters. In addition, new landscaping would screen views of to offset views into this area. Thus, the proposed Project is consistent with this standard.
Limit or Eliminate Landscaping Along Side or Rear Setbacks. To achieve greater front yard landscaping, landscaping along side or rear setbacks may be limited unless necessary to screen and buffer loading activity areas from adjacent non-industrial use or public view. Overall percent of landscaping required must be provided but may be consolidated towards the Visual Zone areas.	**Consistent.** As demonstrated in Figure 3-4, *Landscape Plan,* the majority of landscaping would be located along street frontages near East Rider Street and Wilson Avenue, and would be limited along the side and rear of the property. Overall, the proposed Project would include 60,878 square feet of landscaping covering 12.5 percent of the site, which would screen onsite uses. Thus, the proposed Project is consistent with this standard.
Uplight Trees and Other Landscape. Trees and other landscape features shall be illuminated by concealed "uplight" fixtures along major collector roads. All fixtures shall be located, shielded and aimed so that light is not cast toward adjacent properties, streets or transmitted into the sky.	**Consistent.** The proposed Project would include uplighting that adheres to all PVCCSP standards in addition to the requirements set forth in the City of Perris Municipal Code Section 19.02.110. Thus, the proposed Project is consistent with this standard.
Landscaped Accent Along Building Foundation. Accent landscaping shall be used along building foundation.	**Consistent.** As demonstrated in Figure 3-4, *Landscape Plan,* the proposed Project would include shrubs, groundcover, and trees along the building foundation. Thus, the proposed Project is consistent with this standard.
Heavily Landscape Parking Lot. If adjacent to major roadway street frontage, parking lots shall be heavily landscaped.	**Consistent.** As demonstrated in Figure 3-4, *Landscape Plan,* the proposed Project would include heavily landscaped parking lots located along the East Rider Street frontage and the Wilson Avenue frontage. Landscaping in parking lots would include trees, shrubs, and groundcover. Thus, the proposed Project is consistent with this standard.
Limited Parking Fields. Parking fields shall be limited between street frontage and building to the greatest extent possible as shown in Figure 4.0-20	**Consistent.** The proposed Project would include parking lots along both street frontages; however, these parking lots would only provide two lanes of parking and would be limited. Thus, the proposed Project is consistent with this standard.

As discussed above, in Tables AES-1 and AES-2, the proposed Project would be consistent with the regulations regarding aesthetics and scenic quality in the PVCCSP. Therefore, while the proposed Project would change

the visual character of the site, it would not substantially degrade the existing visual character or quality of its surroundings. Impacts would be less than significant.

Furthermore, the visual impacts of the proposed Project are consistent with those analyzed in the PVCCSP EIR. Also, consistent with the determination in the PVCCSP EIR, compliance with the PVCCSP and the City standards (identified above for the proposed Project), no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the PVCCSP EIR. The proposed Project is consistent with the impacts identified in PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, included as Appendix A in the PVCCSP EIR, found that buildout under the PVCCSP would introduce new sources of nighttime light and glare into the area from street lighting, as well as outdoor lighting from implementing Project-related uses. Spill of light onto surrounding properties, and "night glow" would be reduced by using shields and other design features on light fixtures. City of Perris Zoning Ordinance No. 1051 requires the use of specific types of light fixtures for non-residential uses. Inclusion of design features and compliance with Ordinance No. 1051 in the PVCCSP would reduce potential impacts from light and glare to a less than significant level.

Impacts Associated with the Proposed Project

Less Than Significant With Mitigation Incorporated/Reviewed Under Previous Document. The Project is proposing to demolish the three existing single-family residences and develop the site with an approximately 248,483 SF light industrial warehouse building, which would result in an FAR of 0.51. As disclosed in the PVCCSP EIR, industrial development within the PVCCSP planning area would introduce new sources of nighttime light and glare into the area from street lighting, parking lot lighting, and outdoor lighting from commercial and other project-related uses. The proposed Project is located in a developed area alongside other industrial developments. The addition of industrial lighting similar to that proposed by the Project was anticipated for the Project site by the PVCCSP EIR. Spill of light onto surrounding properties and "night glow" would be reduced by using hoods and other design features on the light fixtures used within the proposed Project. Implementation of existing regulatory requirements per the City's Municipal Code Section 19.02.110 (General Provisions-Lighting), including regulations for outdoor lighting, would occur during the City's permitting process and would ensure that impacts related to light and glare are less than significant.

The proposed building materials do not consist of highly reflective materials, lights would be shielded consistent with the municipal code requirements, and the proposed landscaping along project boundaries would screen sources of light and reduce the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urban environment. Thus, impacts would be less than significant.

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

Furthermore, the proposed Project is consistent with the impacts identified in PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

MM Aesthetics 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
5.2 AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐	☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. At the time of PVCCSP approval, there were 691.5 acres of Prime Farmland, 244.3 acres of Farmland of Statewide Importance, 34.7 acres of Unique Farmland, and 1,465.0 acres of Farmland of Local Importance. Also, the Project site was designated as Farmland of Local Importance. The PVCCSP EIR found that although buildout under the PVCCSP would result in the conversion of state-designated Farmland, this conversion was previously addressed in the 1991 update to the Perris General Plan, in which the designation of agriculture land uses was eliminated. Therefore, the PVCCSP EIR found no impacts would occur related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The Project site is partially developed with three single-family residences, driveways, and associated ancillary residential structures (e.g., sheds), and is located within an area of existing and planned industrial land uses in the PVCCSP area. There are currently no agricultural activities within or adjacent to the Project site. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation.

The Project site is designated as Light Industrial (LI) by the PVCCSP, General Plan, and zoning map, and impacts related to the conversion of Farmland would not occur from the proposed Project. There would be no impact.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that future development in accordance with the PVCCSP would not result in the conversion of areas zoned for agriculture uses to nonagricultural use because no land within the City is designated for agricultural uses. However, approximately 204 acres within the PVCCSP planning area were located in active Williamson Act contracts at that time. Although buildout under the PVCCSP would result in the elimination of Williamson Act contract lands within the PVCCSP area, those changes were addressed in the City's General Plan and found to have no impact. Therefore, the PVCCSP EIR found that there would be no impact related to conflict with existing zoning for agricultural use or a Williamson Act contract.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The Project site is not designated or zoned for agricultural use, used for agriculture, or subject to a Williamson Act contract. Therefore, redevelopment of the site for light industrial uses would not have an impact on agricultural zoning or a Williamson Act contract.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not evaluate impacts related to forestry resources as it was not a threshold of analysis within the State CEQA Guidelines at the time the PVCCSP EIR was prepared.

Impacts Associated with the Proposed Project

No Impact. The Project site is developed and located in an urbanized area of the City; there is no forest land or resources on or in proximity to the Project site. Additionally, the Project site is not designated or zoned for forest or timber land or used for foresting. Development of the proposed Project would not have an impact on forest land or resources.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not evaluate impacts related to forestry resources as it was not a threshold of analysis within the State CEQA Guidelines at the time the PVCCSP EIR was prepared.

Impacts Associated with the Proposed Project

No Impact. The Project site is located in a developed area of the City; there is no forest land in the vicinity of the Project site. Therefore, development of the proposed Project would not cause loss of forest land or convert forest land to non-forest use. No impact would occur to forest land or timberlands.

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?

Less Than Significant Impact/Reviewed Under Previous Document.

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that implementation of the PVCCSP would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use because those changes were already addressed in the City of Perris General Plan EIR and found to be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The proposed Project includes the demolition of the existing residential buildings and the construction of a new light industrial building consistent with the land use designation and zoning of the Project site. Development of the Project site would not convert farmland or forest land. While there is state-designated farmland north of the Project site, the PVCCSP redesignated this farmland the land as Light Industrial, and the PVCCSP EIR analyzed impacts related to the redesignation of land uses. Based on the site location and its urban nature, the proposed Project would not, in and of itself, cause conversion of farmland or forest land as the proposed Project would be developed consistent with the intended uses designated in the adopted PVCCSP and thus part of the PVCCSP buildout, and impacts would be less than significant.

Furthermore, the proposed Project would not require any changes to the certified PVCCSP EIR related to farmland or forest land. The level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No significant agriculture and forest resources impacts would result from the proposed Project; therefore, no new or revised mitigation measures are required for agriculture and forest resources.

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

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

Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would generate similar growth when compared to the existing General Plan; and therefore, the PVCCSP would be consistent with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Pan (AQMP). The PVCCSP EIR found that impacts would be less than significant, and no mitigation was required.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The Project site is within the jurisdiction of the SCAQMD. The current AQMP is the 2016 AQMP, adopted in March 2017. Criteria for determining consistency with the AQMP are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). An Air Quality Impact Analysis (AQIA), dated October 2020, was prepared for the proposed Project. The AQIA determined that the proposed Project would be consistent with the AQMP because it would not result in or cause California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) violations. Additionally, as substantiated by the AQIA (Appendix A herein), demolition of the existing residential buildings and development of the proposed light industrial warehouse building that would be consistent with the land use and zoning designations of the site would not exceed the applicable SCAQMD regional or daily emissions thresholds. Impacts would be less than significant.

The proposed Project would also be consistent with land use and development assumptions reflected in the PVCCSP. The PVCCSP and PVCCSP EIR assumed that the Project site would be developed with a light industrial use with a FAR of up to 0.75. As discussed previously, the proposed Project would result in a FAR of 0.51. Therefore, the site's square footage is within the maximum development assumptions for Project site in the PVCCSP EIR, and the land use designations of the PVCCSP are consistent with the 2016 AQMP. The proposed Project is therefore considered to be consistent with the current 2016 AQMP, and impacts would be consistent with the determination of the PVCCSP EIR (less than significant).

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)?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would result in emissions from short-term construction that were expected to exceed the daily regional thresholds for NO_x, ROG, CO, PM_{10}, and $PM_{2.5}$. It also concluded that impacts from long-term operational emissions would be potentially significant. The PVCCSP EIR found that even with incorporation of mitigation measures, impacts related to violation of air quality standards and substantial contributions to an existing or projected air quality violation would be significant and unavoidable. The PVCCSP EIR further required future implementing development projects to analyze emissions from the project through air quality analyses.

Mitigation Measures Adopted by the PVCCSP EIR

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.

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 the project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a 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.

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

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.

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 of Perris' Building Division prior to issuance of grading permits.

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 US EPA 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.

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.

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.

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 the mitigation measure prior to issuance of a building permit for that project.

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 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.

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

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.

MM Air 13. In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest of each implementing development project 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 effects of diesel particulates, benefits of reducing idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year will 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, HVIP, and SOON funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded.

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 will be required prior to the issuance of occupancy permits.

MM Air 18. Prior to the approval of each implementing development project, the Riverside Transit Authority (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 of the project.

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.

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.

MM Air 21. Each implementing development project shall implement, at a minimum, use of water conserving appliances and fixtures (low-flush toilets, and low-flow shower heads and faucets) within all new residential developments.

Impacts Associated with the Proposed Project

Less Than Significant with Mitigation Incorporated /Reviewed Under Previous Document. The South Coast Air Basin (Basin), where the proposed Project is located and which is under SCAQMD jurisdiction, is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the Basin, including the proposed Project, could cumulatively contribute to these pollutant violations. Evaluation of cumulative air quality impacts of the proposed Project has been completed pursuant to SCAQMD's cumulative air quality impact methodology, SCAQMD states that if an individual project results in air emissions of criteria pollutants (ROG, CO, NOx, SOx, PM_{10}, and $PM_{2.5}$) that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating Project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	*55*
VOC	*75*	*55*
PM10	150	150
PM2.5	*55*	*55*
SOx	150	150
CO	*550*	*550*
Lead	3	3

Source: CalEEMod Emission Summary (Appendix A)

Construction
Construction activities associated with the proposed Project would generate pollutant emissions from the following: (1) demolition of the existing structures and removal of the existing infrastructure and pavement, (2) site preparation, (3) grading, (4) building construction, (5) paving, and (6) architectural coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction Projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas.

Compliance with Rule 403 was accounted for in the construction emissions modeling. In addition, implementation of SCAQMD Rule 1113, which governs the VOC content in architectural coating, paint, thinners, and solvents was accounted for in construction emissions modeling. Furthermore, the modeling includes incorporation of PVCCSP EIR mitigation measures MM Air 3, MM Air 6, MM Air 8, MM Air 9, MM Air 4, MM Air 5, and MM Air 7 in order to reduce emissions from Project construction. PVCCSP EIR mitigation measures MM Air-1 and MM Air-10 require the use of the latest available URBEMIS model to estimate the construction-related and operational emissions of projects proposed within the PVCCSP planning area. Since the time that the PVCCSP EIR was certified by the City of Perris, the URBEMIS model has been replaced by the California Emissions Estimator Model (CalEEMod). CalEEMod is now recommended by the SCAQMD for all general development projects within the South Coast Air Basin. As shown in Table AQ-2, the CalEEMod results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds with implementation of mitigation measures from the PVCCSP EIR. Therefore, construction

activities would result in a less than significant impact with implementation of the adopted PVCCSP EIR mitigation measures.

Table AQ-2: Project Construction Emissions and Regional Thresholds

Construction Activity	Maximum Daily Regional Construction Emissions[1] (pounds/day)					
	ROG	NO_X	C0	SO_x	PM_{10}	$PM_{2.5}$
2021						
Demolition	1.1	24.6	26.1	<0.1	4.4	1.5
Site Preparation	1.5	27.0	31.0	0.1	9.3	5.6
Grading	1.9	34.1	40.7	0.1	6.0	3.1
Building Construction	1.9	22.2	26.8	<0.1	3.7	1.7
Paving	1.7	11.3	17.9	<0.1	0.8	0.6
Architectural Coating	28.2	1.5	2.3	<0.1	0.6	0.2
Maximum Daily Emissions	**28.2**	**34.1**	**40.7**	**0.1**	**9.3**	**5.6**
SCAQMD Significance Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Emissions Exceed Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

(ROG = reactive organic gases NOx = oxides of nitrogen PM_{10} = particulate matter 10 microns or less in diameter $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter CO = carbon monoxide SO_x = sulfur oxides
Source: CalEEMod Emission Summary (Appendix A)

Operation

Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. Operational vehicular emissions would generate a majority of the emissions from implementation of the Project. In addition, incorporation of PVCCSP EIR mitigation measures MM Air 11, MM Air 14, MM Air 15, MM Air 18, MM Air 19, and MM Air 20 would reduce emissions from operation of the proposed Project. As required by PVCCSP MM Air 18, Riverside Transit Authority (RTA) has been contacted to discuss plans for future bus stop provisions along the Route 41 line that includes Rider Street. According to RTA, there are plans for an additional bus stop at the corner of Rider Street and Redlands Avenue. The Project would be connected to this bus stop via a sidewalk along the Project frontage. As there is an existing route along Rider Street, the Project would not impact the provision of an additional bus stop.

Operational emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed Project would result in long-term regional emissions of criteria pollutants, however, these emissions would be below the SCAQMD's applicable thresholds. Therefore, the Project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant, and impacts would be less than significant.

Table AQ-3: Project Operational Emissions and Regional Thresholds

Operational Activity	Maximum Daily Regional Operational Emissions (pounds/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Area	5.6	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	0.1	0.1	<0.1	<0.1
Mobile	1.0	15.8	17.8	8.4	2.3

Operational Activity	Maximum Daily Regional Operational Emissions (pounds/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Total Project Operational Emissions	6.7	15.9	18.0	8.4	2.3
SCAQMD Significance Threshold	**55**	**55**	**550**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**

NOx = oxides of nitrogen PM_{10} = particulate matter 10 microns or less in diameter ROG = reactive organic gases
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter CO = carbon monoxide
Maximum of daily Summer or winter season emissions presented
Source: CalEEMod Emission Summary (Appendix A)

Furthermore, the proposed Project would not create greater impacts compared to the level of impact (significant and unavoidable) cited in the PVCCSP EIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout of the PVCCSP would generate emissions of criteria pollutants during construction and operation activities. It required future implementing development projects to analyze impacts to sensitive receptors and included mitigation measure to ensure compliance. The PVCCSP EIR found impacts to be less than significant prior to mitigation incorporated, however included mitigation that applies to implementing projects in the PVCCP planning area.

Mitigation Measures Adopted by the PVCCSP EIR

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.

MM Air 16. .New sensitive land uses such as a hospital, medical offices, day care facilities, and fire stations to be located within the PVCC shall not be located closer than 500 feet to the I-215 freeway, pursuant to the recommendations set forth in the CARB Air Quality and Land Use handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall be required.

MM Air 17. New sensitive land uses such as a hospital, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with TRUs per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall be required.

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.

Impacts Associated with the Proposed Project

Less Than Significant with Mitigation Incorporated /Reviewed Under Previous Document.

The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD's *Final Localized Significance Threshold Methodology*, "off-site mobile emissions from the Project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the Basin. The City of Perris is located within SRA 24 (Perris Valley).

Sensitive receptors can include residences, schools, playgrounds, childcare centers, athletic facilities. The nearest sensitive receptors are existing residences are located adjacent to the project site. The distance between the Project site boundary and the closest existing residential structure is approximately 19 feet east of the Project. The LST Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters (82 feet) to the nearest receptor should use the LSTs for receptors located at 25 meters." As the existing residence is located less than 25 meters from the Project site, the 25-meter receptor distance is used for evaluation of localized impacts.

Construction
Construction of the proposed Project may expose nearby residential sensitive receptors to airborne particulates as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following SCAQMD's standard construction practices Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Furthermore, the proposed Project would be required to incorporate all applicable PVCCSP EIR mitigation measures. As shown in Table AQ-4, Project construction-source emissions would not exceed SCAQMD LSTs and impacts would be less than significant.

Table AQ-4: Localized Significance Summary of Construction Emissions

Construction Activity	Maximum Daily Localized Construction Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
2021				
Demolition	**18.3**	**24.7**	**3.7**	**1.3**
Site Preparation	**27.0**	**30.3**	**9.1**	**5.5**
Grading	**34.0**	**40.0**	**5.8**	**3.0**
Building Construction	**14.2**	**17.9**	**0.9**	**0.9**
Paving	**11.3**	**17.3**	**0.6**	**0.6**
Architectural Coating	**1.4**	**1.8**	**0.1**	**0.1**
Maximum Daily Emissions	**34.0**	**40.0**	**9.1**	**5.5**
SCAQMD LST	237	1,346	11	7
Emissions Exceed Thresholds?	**No**	**No**	**No**	**No**

NOx = oxides of nitrogen PM_{10} = particulate matter 10 microns or less in diameter
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter CO = carbon monoxide
Source: CalEEMod Emission Summary (Appendix A)

Operation

Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Emissions would be reduced through incorporation of Mitigation Measures from the PVCCSP EIR, listed above in 5.3.b. As demonstrated in Table AQ-5, emissions would not exceed SCAQMD LSTs for operations, and impacts would be less than significant.

Table AQ-5: Localized Significance Summary of Operation Emissions

Operational Activity	Maximum Daily Localized Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Area	<0.1	<0.1	<0.1	<0.1
Energy	0.1	0.1	<0.1	<0.1
Mobile	7.1	2.6	<0.1	<0.1
Total Operational Emissions	7.2	2.6	0.1	0.1
SCAQMD Significance Threshold	270	1,577	4	2
Exceed Threshold?	**No**	**No**	**No**	**No**

NOx = oxides of nitrogen PM_{10} = particulate matter 10 microns or less in diameter
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter CO = carbon monoxide
Maximum of daily Summer or winter season emissions presented
Source: CalEEMod Emission Summary (Appendix A)

Diesel Mobile Source Health Risk Analysis. As required by PVCCSP EIR mitigation measure MM Air-15, and because the Project has more than 10 dock doors and would generate more than 100 truck trips per day, a health risk assessment (HRA) (included in Appendix A) was prepared to evaluate the potential health impacts to sensitive receptors from the operation of the Project's diesel mobile source traffic. The HRA focuses on the emissions of diesel particulate matter (DPM) from the operation of the heavy-duty diesel truck vehicles that would serve the Project on a day-to-day basis. DPM has been identified by the California Air Resources

Board (ARB) as a carcinogenic substance responsible for nearly 70 percent of the airborne cancer risk in California. The estimated health risk impacts were compared to the health risk significance thresholds recommended by the SCAQMD for use in CEQA assessments.

To evaluate DPM emissions vehicles were assumed to enter/depart the Project at the eastern driveway with half the vehicle trips to the northern half of the loading docks and the other half to the southern half of the loading docks. The majority of trucks traveling to and from the site would proceed from the Project site to the I-215 freeway via Wilson Avenue, Rider Street, Perris Boulevard, and the Ramona Expressway. The nearest sensitive receptors are existing residences, 115 feet from the site at the northwest corner of the Project on East Rider Street, and 50 feet to the south of the Project on Wilson Avenue. In addition, the nearest worker receptors are located along the boundaries of the Project site and at the electric utility station located across Wilson Avenue, which is 50 feet east of the Project site.

Table AQ-6 provides a summary of the HRA modeling pf cancer risks and chronic non-cancer hazards resulting from the Project's operational DPM emissions along with the SCAQMD health risk significance thresholds. As shown, the estimated maximum cancer risk for a sensitive receptor is 0.8 in one million and 0.4 in one million for a worker receptor. These risk levels are less than the 10 in one million significance threshold. Also, the estimated non-cancer hazard index is less than the significance threshold. Therefore, operation of the Project would result in less than significant impacts.

Table AQ-5: Localized Significance Summary of Operation Emissions

	Maximum Lifetime Project Risk	Threshold	Exceed Threshold?
Cancer Risk (per million)			
Maximum Impacted Sensitive Receptor	0.8	10	No
Maximum Impacted Worker Receptor	0.4	10	No
Chronic Non-Cancer Hazard Index			
Maximum Impacted Sensitive Receptor	<0.01	1.0	No

Source: Health Risk Assessment (Appendix A)

Furthermore, the proposed Project would have similar impacts compared to the level of impact (less than significant) cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would result in temporary objectionable orders during individual implementing development project construction. The PVCCSP EIR found that with incorporation of regulatory requirements regarding diesel fuel odors, and within incorporation of PVCCSP EIR mitigation measures MM Air 4, MM Air 6, MM Air 11, and MM Air 12, impacts related to objectionable odors would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant with Mitigation Incorporated /Reviewed Under Previous Document.

The proposed Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. During operations, potential odor sources include odors from exhaust as well as the temporary storage of typical solid waste (refuse) associated with the proposed Project's long-term operational uses.

Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. Furthermore, the proposed Project would be required to implement mitigation measures from the PVCCSP EIR that limit idling, which would reduce odors from the smell of truck exhaust. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances.

Therefore, odor impacts associated with the proposed Project's construction and operations would less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented as intended by the PVCCSP and the PVCCSP EIR. After implementation of PVCCSP EIR mitigation measures, so new impacts nor substantially more severe air quality impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for air quality.

Applicable PVCCSP EIR Mitigation Measures

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. *[Status: Implemented through preparation of the Air Quality Impact Assessment (Appendix A)]*

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 the project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a 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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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 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 gusts) 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,
- Replacement of ground cover in disturbed areas as quickly as possible *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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 of Perris' Building Division prior to issuance of grading permits. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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 US EPA 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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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 the mitigation measure prior to issuance of a building permit for that project. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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 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. *[Status: Implemented through preparation of the Air Quality Impact Assessment (Appendix A)]*

MM Air 11. Signage shall be posted at all loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Air 13. In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest of each implementing development project 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 effects of diesel particulates, benefits of reducing idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year will 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, HVIP, and SOON funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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 will be required prior to the issuance of occupancy permits. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Implemented through preparation of the Health Risk Assessment (Appendix A)]*

MM Air 16. .New sensitive land uses such as a hospital, medical offices, day care facilities, and fire stations to be located within the PVCC shall not be located closer than 500 feet to the I-215 freeway, pursuant to

the recommendations set forth in the CARB Air Quality and Land Use handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall be required. *[Status: Not Applicable to the proposed Project]*

MM Air 17. New sensitive land uses such as a hospital, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with TRUs per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall be required. *[Status: Not Applicable to the proposed Project]*

MM Air 18. Prior to the approval of each implementing development project, the Riverside Transit Authority (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 of the project. *[Status: RTA has been contacted about the Project, no changes to Site Plan are required.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP. Satisfied through compliance with the 2019 Title 24]*

MM Air 21. Each implementing development project shall implement, at a minimum, use of water conserving appliances and fixtures (low-flush toilets, and low-flow shower heads and faucets) within all new residential developments. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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

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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would result in potentially significant impacts to candidate, sensitive, or special-status plant and wildlife species. Therefore, the PVCCSP EIR included project-specific mitigation measures requiring biological surveys prior to the construction of implementing

development projects. The PVCCSP EIR found that impacts would be less than significant with implementation of the below mitigation measures.

Mitigation Measures Adopted by the PVCCSP EIR

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 PVCC 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.

MM Bio 2. Project-specific habitat assessments and focused surveys for burrowing owls will be conducted for implementing development or infrastructure projects within burrowing owl survey areas. A pre-construction survey for resident burrowing owls will 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 will 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 will be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation will still be required following accepted protocols. Take of active nests will be avoided, so it is strongly recommended that any relocation occur outside of the nesting season.

MM Bio 6. Within areas of suitable habitat associated with the Narrow Endemic Plant Species Survey Area (NEPSSA) and Criteria Area Plant Species Survey Area (CAPSSA), focused plants surveys will be required for implementing projects. The MSHCP requires at least 90 percent avoidance of areas providing long-term conservation value for the NEPSSA and CAPSSA target species. If avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation.

Impacts Associated with the Proposed Project

Less Than Significant with Mitigation Incorporated/Reviewed Under Previous Document.

As required by mitigation measures MM Bio 2 and MM Bio 6 from the PVCCSP EIR, a Biological Assessment was prepared for the proposed Project, which included a field survey conducted on August 19, 2020 (Appendix B to this IS/MND). The Biological Assessment describes that the Project site contains two habitats, disturbed developed and ruderal. According to the California Natural Diversity Database (CNDDB), a total of 36 sensitive species of plants and 55 sensitive species of animals have the potential to occur on or within the vicinity of the Project area. These include those species listed or candidates for listing by the U. S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS). All habitats with the potential to be used by sensitive species were evaluated during the field survey for their presence or potential presence.

Sensitive Plant Species

A total of 20 plant species are listed as state and/or federal Threatened, Endangered, or Candidate species; are required to be reviewed under the Narrow Endemic Plant section of the Western Riverside MSHCP; are 1B.1 listed plants on the CNPS Rare Plant Inventory; or have been found to have a potential to exist within the Project region. Table Bio-1 shows survey results for listed and potential plant species and demonstrates that no sensitive plant species are present at the Project site.

Table Bio-1: Potentially Occurring Plant Species

Plant Species	Presence
Chaparral Sand-Verbena	Not Present
Munz's Onion	Not Present
San Diego Ambrosia	Not Present
Marsh Sandwort	Not Present
Jaeger's Milk-Vetch	Not Present
San Jacinto Valley Crownscale	Not Present
Parish's Brittlescale	Not Present
Nevin's Barberry	Not Present
Thread-Leaved Brodiaea	Not Present
Smooth Tarplant	Not Present
Salt Marsh Bird's-Beak	Not Present
Parry's Spineflower	Not Present
Coulter's Goldfields	Not Present
Spreading Navarretia	Not Present
California Orcutt Grass	Not Present
Little Mousetail	Not Present
Wright's Trichocoronis	Not Present
Mud Nama	Not Present
Round-leaved filaree	Not Present

Sensitive Animal Species

Based on the CNDDB, a total of 15 animal species that are listed as state or federally Threatened, Endangered, or Candidate have the potential to occur within the Project region. However, Table Bio-2 shows

survey results for listed and potential animal species, which demonstrates that no sensitive species are present at the Project site.

Table Bio-2: Potentially Occurring Animal Species

Animal Species	Presence
Tricolored Blackbird	Not Present
Burrowing Owl	Suitable habitat found during focused survey; species not present
Crotch Bumble Bee	Not Present
Vernal Pool Fairy Shrimp	No suitable habitat; species not present
Western Snowy Plover	Not Present
Western Yellow-Billed Cuckoo	Not Present
San Bernardino Kangaroo Rat	Not Present
Stephen's Kangaroo Rat	Not Present
Southwestern Willow Flycatcher	Not Present
Quino Checkerspot Butterfly	Not Present
Bald Eagle	Not Present
California Black Rail	Not Present
Coastal California Gnatcatcher	Not Present
Riverside Fairy Shrimp	Not Present
Least Bell's Vireo	Not present

The Biological Assessment determined that the Project site does not provide suitable habitat for any special-status plant or wildlife species due to the disturbed status of the site.

The existing trees on the site have the potential to provide habitat for nesting migratory birds. Many of these trees would be removed during construction. Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed. However, implementation of mitigation measure MM Bio 1 from the PVCCSP EIR would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level.

Furthermore, the proposed Project is consistent with the impacts identified in PVCCSP EIR and the level of impact (less than significant with mitigation) remains unchanged from that determined in the PVCCSP EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout of the PVCCSP had the potential to affect riparian habitat and other sensitive natural community identified by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The PVCCSP EIR required that future biological assessments would be needed

for individual development projects. It concluded that with the implementation of the mitigation measures listed below, impacts would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

MM Bio 5. Project-specific mapping of vernal pools for implementing projects will be required pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of vernal pools. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP and covered species. Vernal pools and other seasonal ponding depressions will also need to be evaluated for listed fairy shrimp.

MM Bio 6. (Previously enumerated under checklist question 5.4 (a), above)

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.

Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

As described above, the Project site is heavily disturbed, graded, and consists of mostly vacant land other than three single-family residences within the Project site. As described in the Biological Assessment (Appendix B to this IS/MND), there is no riparian habitat on the Project site and there are no sensitive natural communities on site. The Project site is not located within any designated critical habitat areas. Therefore, no significant impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from proposed Project implementation, and no mitigation is required.

The proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant with mitigation) remains unchanged from that cited in the PVCCSP EIR while the proposed Project would not require the mitigation measures from the PVCCSP EIR for this issue.

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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout of the PVCCSP had the potential to impacts multiple riparian features, that could potentially be subject to state or federal jurisdiction. Therefore, it required that future individual development projects must perform specific biological assessments for state or federally protected wetlands. However, the PVCCSP EIR concluded that with compliance with the MSHCP and implementation of PVCCSP EIR mitigation measures MM Bio 3 and MM Bio 4, impacts to state or federally protected wetlands would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

MM Bio 3. Project-specific delineations will be required to determine the limits of ACOE, RWQCB, and CDFG jurisdiction for implementing projects that may contain jurisdictional features. Impacts to jurisdictional waters will require authorization by the corresponding regulatory agency. If impacts are indicated in an implementing project-specific delineation, prior to the issuance of a grading permit, such implementing projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the ACOE, a Section 401 Water Quality Certification from the RWQCB, and a Section 1602 Streambed Alteration Agreement from CDFG.

MM Bio 4. Project-specific mapping of riparian and unvegetated riverine features will be required for implementing projects pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of riparian/riverine areas. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP covered species. Riparian vegetation will also need to be evaluated for the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. As discussed in the Biological Assessment (Appendix B to this IS/MND), no natural hydrologic features or federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) occur onsite, and the Project site does not meet the Army Corps of Engineers (ACOE) criteria for wetlands and waters of the U.S. Therefore, no direct removal, filling, or hydrological interruption of a wetland area would occur with development of the Project site.

The proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant with mitigation) remains unchanged from that cited in the PVCCSP EIR while the proposed Project would not require the mitigation measures from the PVCCSP EIR for this issue.

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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the PVCCSP area is not adjacent to any MSHCP-identified corridors or wildlife linkages. Surrounding existing and approved developments would limit the long-term suitability of the PVCCSP area for the movement of native resident or migratory wildlife species. Furthermore, the PVCCSP EIR found that there were no water features in the PVCCSP area that support fish species. Therefore, impacts related to the movement of wildlife would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant with Mitigation Incorporated/Reviewed Under Previous Document. The Project site does not contain mountain canyons or riparian corridors between major wildlife habitats. The proposed Project area is surrounded by development. No wildlife movement corridors were found to be present on the Project site. Therefore, no impacts to wildlife corridors would occur.

The existing trees on the site have the potential to provide habitat for nesting migratory birds. Many of these trees would be removed during construction. Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the MBTA (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA, could result in a potentially significant impact if requirements of the MBTA are not followed. Therefore, implementation of mitigation measure MM Bio 1 from the PVCCSP EIR would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level.

With required adherence to existing regulations, no new impact would occur compared to what was analyzed and determined in the PVCCSP EIR, and no new mitigation is required. Compared to the PVCCSP EIR, the proposed Project is consistent with the impacts previously identified (less than significant) and no new impacts would occur.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that implementing projects within the PVCCSP will be required to pay applicable MSHCP fees pursuant to City of Perris Ordinance No. 1123. It concluded that through compliance with the MSHCP and Ordinance No. 1123, the PVCCSP and its implementing projects would not conflict with any local policies or ordinances protecting biological resources and impacts were considered less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. As stated in the PVCCSP EIR, the proposed Project would be required to pay applicable MSHCP fees pursuant to the City of Perris Ordinance No. 1123. The City does, however, require a tree removal permit for development activities on City-owned properties (Chapter 19.71 [Urban Forestry Establishment and Care] of the City's Municipal Code). As the onsite trees are not on City-owned land, Chapter 19.71 would not be applicable to the proposed Project and the proposed Project would not conflict with the code.

The proposed Project would pay fees pursuant to Ordinance No. 1123, which would be ensured through the City development review and building plan check process. Consistent with the conclusions of the PVCCSP EIR, the proposed Project would not conflict with any local policies protecting biological resources, including trees. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the PVCCSP EIR. Thus, the proposed Project is consistent with the impacts (less than significant) identified in the PVCCSP EIR.

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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR discussed that the PVCCSP was within the MSHCP area, however that it was not in a Criteria Cell of the MSHCP. The PVCCSP EIR further analyzed the PVCCSP's consistency with the MSHCP and included requirements for future development projects to analyze individual project consistency with the MSHCP and to perform the required surveys. The PVCCSP EIR concluded that with implementation of mitigation measures MM Bio 1 through MM Bio 6 (listed above), the PVCCSP and its subsequent implementing development projects would be consistent with the MSHCP and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The Project area is located within the Mead Valley Area Plan of the MSHCP. The Project site is not located within a Criteria Cell or Cell Group. Table Bio-3, below, demonstrates Project consistency with the requirements of the MSHCP.

Table Bio-3: MSHCP Consistency Analysis

MSHCP Requirement	Project Consistency
Section 6.1.2 Species Associated with Riparian/Riverine Habitat and Vernal Pools	**Consistent.** The Project area does not contain any drainage, riparian, or riverine features. In addition, none of the riparian/riverine bird species listed in Section 6.1.2 of the MSHCP were found within the Project area. Due to the lack of suitable riparian habitat on the Project site, focused surveys for riparian/riverine bird species listed in Section 6.1.2 of the MSHCP are not warranted and were not conducted. None of the conditions associated with vernal pools (i.e., depressions, ponded water, hydric soils, etc.) were observed on site. No features are present that would support fairy shrimp. No standing water or other sign of areas that pond water (e.g., mud cracks, tire ruts, drainages) were recorded.
Section 6.1.3 Sensitive Plant Species	**Consistent**. The Project site is located within the Western Riverside County MSHCP NEPSSA pursuant to Section 6.1.3 of the MSHCP for *San Diego ambrosia, spreading navarretia, California Orcutt grass,* and *Wright's trichocoronis*. The Project site is also located within the Western Riverside County MSHCP CAPSSA pursuant to Section 6.3.2 of the Western Riverside County MSHCP for *San Jacinto Valley crownscale, Parish's brittlescale, thread-leaved brodiaea, round-leaved filaree, smooth tarplant, Coulter's goldfields, little mousetail*, and *mud nama*. As required by the MSHCP, the entire Project site was evaluated for suitable habitat for these plant species. No suitable habitat for these species was found on site.
Section 6.1.4 Urban/Wildlands Interface Guidelines	**Consistent.** The Project site is not located adjacent to a Western Riverside County MSHCP Conservation Area. Therefore, the Urban/Wildlands Interface Guidelines are not applicable to the Project.
Section 6.3.2 Additional Surveys and Procedures	**Consistent.** The Project site is not located within the Western Riverside County MSHCP Additional survey areas for amphibians, mammals, or any special linkage areas. The Project site is located within the *Western Riverside County MSHCP CAPSSA* pursuant to Section 6.3.2 of the Western Riverside County MSHCP for *San Jacinto Valley crownscale, Parish's brittlescale, thread-leaved brodiaea, round-leaved filaree, smooth tarplant, Coulter's goldfields, little mousetail*, and *mud nama*. The entire Project site was evaluated on August 19, 2020 for suitable habitat for these plant species. No suitable habitat for these species was found on site. In addition, the Project site is located within the

	Western Riverside County MSHCP Additional survey area for burrowing owl. The habitat assessment for burrowing owl, conducted on August 19, 2020, found that the site supports potentially suitable habitat for burrowing owl; therefore, focused burrowing owl surveys were conducted on the site. Despite systematic surveys, no burrowing owl or evidence (i.e., including scat, pellets, feathers, tracks, and prey remains) were found which suggest recent or historical use of the site by burrowing owl. Therefore, the Biological Assessment concluded that this species is not present within the Project area.
Source: General Biological Assessment and Western Riverside County MSHCP Consistency Analysis, Hernandez Environmental Services (September 2020). Appendix B.	

As shown in the preceding table, the proposed Project would be consistent with the MSHCP, and therefore, would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts (less than significant with mitigation) identified in the PVCCSP EIR.

Mitigation/Monitoring Required

The PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP and the PVCCSP EIR. Upon implementation of applicable PVCCSP EIR mitigation measures, no new impacts nor substantially more severe biological resources impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for biological resources.

Applicable PVCCSP EIR Mitigation Measures

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 PVCC 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. *[Status: Applicable to the proposed project and will be incorporated in its MMRP.]*

MM Bio 2. Project-specific habitat assessments and focused surveys for burrowing owls will be conducted for implementing development or infrastructure projects within burrowing owl survey areas. A pre-

construction survey for resident burrowing owls will 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 will 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 will be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation will still be required following accepted protocols. Take of active nests will be avoided, so it is strongly recommended that any relocation occur outside of the nesting season. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Bio 3. Project-specific delineations will be required to determine the limits of ACOE, RWQCB, and CDFG jurisdiction for implementing projects that may contain jurisdictional features. Impacts to jurisdictional waters will require authorization by the corresponding regulatory agency. If impacts are indicated in an implementing project-specific delineation, prior to the issuance of a grading permit, such implementing projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the ACOE, a Section 401 Water Quality Certification from the RWQCB, and a Section 1602 Streambed Alteration Agreement from CDFG. *[Status: Implemented through preparation of the General Biological Assessment & Western Riverside County MSHCP Consistency Analysis (Appendix B)]*

MM Bio 4. Project-specific mapping of riparian and unvegetated riverine features will be required for implementing projects pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of riparian/riverine areas. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP covered species. Riparian vegetation will also need to be evaluated for the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. *[Status: Implemented through preparation of the General Biological Assessment & Western Riverside County MSHCP Consistency Analysis (Appendix B)]*

MM Bio 5. Project-specific mapping of vernal pools for implementing projects will be required pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of vernal pools. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions

and values as they pertain to the MSHCP and covered species. Vernal pools and other seasonal ponding depressions will also need to be evaluated for listed fairy shrimp. *[Status: Implemented through preparation of the General Biological Assessment & Western Riverside County MSHCP Consistency Analysis (Appendix B)]*

MM Bio 6. Within areas of suitable habitat associated with the Narrow Endemic Plant Species Survey Area (NEPSSA) and Criteria Area Plant Species Survey Area (CAPSSA), focused plants surveys will be required for implementing projects. The MSHCP requires at least 90 percent avoidance of areas providing long-term conservation value for the NEPSSA and CAPSSA target species. If avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation. *[Status: Implemented through preparation of the General Biological Assessment & Western Riverside County MSHCP Consistency Analysis (Appendix B)]*

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

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that sensitivity for historical resources ranged from low to high within the PVCCSP area, depending on location and found that implementation of the PVCCSP had the potential to result in substantial adverse changes to historical resources. It concluded that with the incorporation of mitigation measures MM Cultural 1, MM Cultural 3 and MM Cultural 4, impacts would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

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 will 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.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.

According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the Project's Lead Agency. Implementation of the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines, as there are no eligible historical resources on the Project site.

The California Register of Historical Resources defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The Project site is currently developed with three single-family residences. In compliance with the PVCCSP EIR Mitigation Measure Cultural-1, a Phase I Cultural Resources Assessment (see Appendix C) was prepared for the Project site (MCC 2021). The assessment determined no historic resources exist onsite because the buildings were built after 1990 and therefore, are not of historic age. Additionally, surveys conducted on August 20, 2020 and March 30, 2021 confirmed that no historical resources exist within the Project site.

Therefore, there would be no impacts related to historic resources. Furthermore, the proposed Project is consistent with the impacts (less than significant with mitigation) identified in the PVCCSP EIR. No mitigation is necessary beyond the Phase I Cultural Resources Assessment that was previously conducted.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that implementation of the PVCCSP has the potential to cause changes in the significance of unknown archaeological resources. The PVCCSP EIR concluded that with implementation of mitigation measures MM Cultural 1 through MM Cultural 4, impacts related to changes in the significance of archaeological resources would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

MM Cultural 2. If the Phase I Cultural Resources Study required under MM Cultural 1 determines that monitoring during construction by a professional archaeologist is needed for the implementing development project; the project proponent shall retain a professional archaeologist prior to the issuance of grading permits. The task of the archaeologist shall be to verify implementation of the mitigation measures identified in the approved Phase I Cultural Resources Study and to monitor the initial ground-altering activities at the subject site for the unearthing of previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the archaeologist has been approved by the City.

The archaeological monitor shall be responsible for maintaining daily field notes, a photographic record, and reporting all finds in a timely manner. The archaeologist shall also be equipped to record and salvage cultural resources that may be unearthed during initial ground-altering activities. The archaeologist shall be empowered to temporarily halt or divert construction equipment to allow recording and removal of the unearthed resources.

In the event that cultural resources are discovered at the development site, the handling of the discovered resources will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find shall stop, the project developer and project archaeologist shall notify the City of Perris Planning Division, the Pechanga Band of Luiseño Indians and the Soboba Band of Mission Indians, and a Native American observer of Luiseño descent shall be retained to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of Luiseño tribes. All items found in association with Native American human remains will be considered grave goods or sacred in origin and subject to special handling (see MM Cultural 6, below). Native American artifacts that cannot be avoided or relocated at the project site will be prepared in a manner for curation and the archaeological consultant will deliver the materials to an accredited curation facility approved by the City of Perris within a reasonable amount of time.

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

Once ground-altering activities have ceased or the professional archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all

recovered artifacts. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to archaeological and/or cultural resources. A copy of the report shall also be filed with the Eastern Information Center (EIC).

MM Cultural 3. If the Phase I Cultural Resources Study required under **MM Cultural 1** determines that monitoring during construction by both a professional archaeologist and a Native American representative is needed for the implementing development project, the project proponent shall retain a professional archaeologist and a Native American representative of Luiseño descent prior to the issuance of grading permits. The professional archaeologist and Native American observer shall be required on site during all initial ground-altering activities. The Native American observer shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow the evaluation of cultural resources with the project archaeologist. The evaluation and treatment provisions of mitigation measure **MM Cultural 2** shall apply to this measure.

MM Cultural 4. In the event that cultural resources are discovered at a development site that is not monitored by a professional archaeologist, all activities in the immediate vicinity of the find shall stop, the project developer shall notify the City of Perris Planning Division, and the project developer shall retain a professional archaeologist to analyze the find for identification as prehistoric and historical archaeological resources. The evaluation and treatment provisions of mitigation measure **MM Cultural 2** shall apply to this measure.

Impacts Associated with the Proposed Project

Less Than Significant with Mitigation Incorporated/Reviewed Under Previous Document. In its existing setting, the Project site is heavily disturbed, graded, and consists of vacant land, paved areas, and three single-family residences. As described previously, the project site has been previously disturbed from various past uses that involve grading and installation of utility infrastructure. The Phase I Cultural Resources Assessment prepared for the Project included an archaeological records search that was completed at the University of California, Riverside, Eastern Information Center (UCR-EIC). The UCR-EIC is the countywide clearing house/repository for all archaeological and cultural studies completed within the Riverside County. All pertinent data was researched, including previous studies for a one-mile radius surrounding the project area and the identification of recorded resources within one mile. In addition, the research included review of the current listings (federal, state, and local) for evaluated resources and reviewed historic maps. The records search indicated that seven cultural resources have been recorded within 1-mile of the Project area, with none of the previously recorded resources occurring onsite. Furthermore, the cultural resources surveys conducted on August 20, 2020 and March 30, 2020 found no existing archaeological resources at the site. However, as discussed in the Cultural Resources Assessment, there is a potential for previously unknown archaeological resources to be below the soil surface. As a result, the potential for archaeological resources exists on site are low to moderate. Therefore, Project-specific mitigation measure MM CR 1[1] shall be implemented to reduce impacts related to historical and archaeological resources to a less than significant level.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant with mitigation incorporated) remains unchanged from that cited in the PVCCSP EIR.

Project-Specific Mitigation Measures

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

[1] Project-specific mitigation measure MM CR 1 replaces PVCCSP EIR mitigation measures MM Cultural 2, MM Cultural 3, and MM Cultural 4.

(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 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, including initial vegetation removal, 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 cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

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.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, included in the PVCCSP EIR, found that the PVCCSP area has historically been used for agricultural uses, and therefore, was not expected to contain human remains, including those interred outside of formal cemeteries. In the unlikely event that suspected human remains are uncovered during construction, all activities in the vicinity of the remains shall cease and the contractor shall notify the County Coroner immediately pursuant to California Health & Safety Code Section 7050.5 and CA Public Resources Code Section 5097.98. Therefore, impacts to disturbing human remains were found to be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR
Though this threshold was screened out in the Initial Study, the EIR included Mitigation Measure MM Cultural 6, which is applicable to the discovery of human remains.

MM Cultural 6. In the event that human remains (or remains that may be human) are discovered at the implementing development project site during grading or earthmoving, the construction contractors shall immediately stop all activities in the immediate area of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division and the coroner will be permitted to examine the remains.

If the coroner determines that the remains are of Native American origin, the coroner will notify the NAHC and the Commission will identify the "Most Likely Descendent" (MLD).3 Despite the affiliation of any Native American representatives at the site, the Commission's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of the 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 their 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 with the City of Perris, the project proponent, and the MLD. The City of Perris will be responsible for the final decision, based upon input from the various stakeholders.

If the human remains are determined to be other than Native American in origin, but still of archaeological value, the remains will be recovered for analysis and subject to curation or reburial at the expense of the project proponent. If deemed appropriate, the remains will be recovered by the coroner and handled through the Coroner's Office.

Coordination with the Coroner's Office will be through the City of Perris and in consultation with the various stakeholders.

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 shall be filed with the Eastern Information Center (EIC).

Impacts Associated with the Proposed Project

Less Than Significant with Mitigation Incorporated/Reviewed Under Previous Document. The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the proposed Project would result in the disturbance of human remains. In the unlikely event that human remains are encountered during earth removal or disturbance activities, Project-specific mitigation measure MM CR 2[2] would be implemented to ensure that any human remains that might be discovered at the site are treated appropriately pursuant to California Health and Safety Code Section 7050.5 and Sections 5097.98 and 5097.99 of the Public Resources Code. Compliance with Project-specific mitigation measure MM CR 2 would reduce potential impacts involving disturbance to human remains would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

Project-Specific Mitigation Measures

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 5097.981 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.

Mitigation/Monitoring Required

The PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP and the PVCCSP EIR. Upon implementation of applicable PVCCSP EIR mitigation measures, no new impacts nor substantially more severe cultural resources impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for cultural resources.

[2] Project-specific mitigation measure MM CR 2 replaces PVCCSP EIR mitigation measure MM Cultural 6.

Applicable PVCCSP EIR Mitigation Measures

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 archeologist1 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:

4. Records searches at the Eastern Information Center (EIC), the National or State Registry of Historic Places and any appropriate public, private, and tribal archives.
5. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC.
6. 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:

5. Avoidance.
6. Changes to the structure provided pursuant to the Secretary of Interior's Standards.
7. Relocation of the structure.
8. 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 will 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. *[Status: Implemented through preparation of the Phase I Cultural Resources Assessment (Appendix C)]*

Project-Specific Mitigation Measures

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 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 cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

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.

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 5097.98l 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.

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

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to wasteful, inefficient, or unnecessary consumption of energy resources as it was not a threshold in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the PVCCSP EIR did discuss energy efficiency in other threshold sections, including Air Quality, and included mitigation measures such as MM Air 19 that requires the use of energy efficient products and MM Air 20 that requires, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24.

Impacts Associated with the Proposed Project

Less than significant impact.

Construction
During construction of the proposed Project would consume energy in three general forms:

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

Construction activities related to the proposed industrial development and the associated infrastructure is not expected to result in demand for fuel greater on a per-development basis than other development projects in Southern California. Table E-1 details the construction fuel usage over the Project's construction period, as shown in Table E-1 below.

Table E-1: Construction Equipment Fuel Consumption Estimates

Activity	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs	Total Fuel Consumption (gal. diesel fuel)
Demolition (5 days)	Concrete/Industrial Saws	81	1	8	0.73	2,365	51
	Crawler Tractors	212	3	8	0.43	10,939	243
	Rubber Tired Dozers	247	2	8	0.4	7,904	162
Site Preparation (10 days)	Crawler Tractors	212	4	8	0.43	29,171	647
	Rubber Tired Dozers	247	3	8	0.40	23,712	485
Grading (20 days)	Crawler Tractors	212	2	8	0.43	29,171	2,365
	Excavators	158	2	8	0.38	24,534	519
	Graders	187	1	8	0.41	9,606	663
	Rubber Tired Dozers	247	1	8	0.40	15,808	854
	Scrapers	367	2	8	0.48	56,371	1,409
Building Construction (100 days)	Cranes	231	1	7	0.29	46,893	960
	Tractors/Loaders/ Backhoes	97	3	7	0.37	75,369	1,489
	Forklifts	89	3	8	0.20	42,720	947
	Generator Sets	84	1	8	0.74	49,728	322
	Welders	48	1	8	0.45	17,280	2,059
Paving (10 days)	Pavers	130	2	8	0.36	5,616	103
	Paving Equipment	132	2	8	0.38	8,026	147
	Rollers	80	2	8	0.38	4,256	102
Architectural Coating (10 days)	Air Compressors	78	1	6	0.48	2,246	48
Total Construction Fuel Demand (Gallons Diesel Fuel)							**9,909**

Source: CalEEMod Emission Summary (Appendix A)

Construction of the Project would result in fuel consumption from the use of construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. There are no unusual project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the State. Therefore, construction-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

Operation

Once operational, the Project would generate demand for electricity, natural gas, as well as gasoline for fuel tanks. Operational use of energy includes the heating, cooling, and lighting of the building, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of

energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. PVCCSP EIR mitigation measure MM Air 20 encourages, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24; the Title 24 in effect at the time of the PVCCSP EIR was the 2010 version. The current Title 24 standards are much more stringent than the Title 24 standards at the time of PVCCSP EIR approval, and require many of the measures for energy efficiency that were voluntary under previous iterations of Title 24. The California Energy Commission estimates that the 2019 standards will reduce residential building energy use by over 50 percent and nonresidential energy use by 30 percent compared to 2016 standards.[3] As such, through compliance with the 2019 Title 24, the Project will include energy-efficient measures such as energy-efficient indoor and outdoor lighting and energy-efficient water usage that exceed 15 percent beyond the 2010 Title 24. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. As detailed in Table E-2, operation of the proposed Project is estimated to result in the annual use of approximately 94,030,140 gallons of diesel fuel, 5,256,609 gallons of gasoline, approximately 504,337 thousand British thermal units (BTU) of natural gas, and approximately 603,094 kilowatt-hours (kWh) of electricity.

Table E-2: Project Annual Operational Energy Demand Summary

Operational Source (value per year)		
	Annual VMT	**Gallons of Fuel**
Transportation-Project	3,905,150 609,203 (diesel) 3,299,852 (gasoline)	 94,030,140 (diesel) 5,256,609 (gasoline
	Thousands Kilowatt-Hours	
Electricity-Project	603,094	
	Thousands British Thermal Units	
Natural Gas-Project	504,337	

Source: CalEEMod Emission Summary (Appendix A)

Therefore, construction and operations-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

[3] https://www.law.berkeley.edu/wp-content/uploads/2019/12/Fact-Sheet-Building-Energy-Efficiency.pdf

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to conflicts with a state or local plan for renewable energy or energy efficiency as it was not a threshold in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the PVCCSP EIR did discuss energy efficiency in other threshold sections, including Air Quality, and included mitigation measures such as MM Air 19 that required the use of energy efficient products and MM Air 20 that encourages, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24.

Impacts Associated with the Proposed Project

Less than significant impact. The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. These measures (Title 24, Part 6) are listed in the California Code of Regulations. The California Energy Commission is responsible for adopting, implementing and updating building energy efficiency. Local city and county enforcement agencies have the authority to verify compliance with applicable building codes, including energy efficiency.

With PVCCSP EIR mitigation measure Air 20, the Project is encouraged to exceed the 2010 California Title 24 Building Energy Efficiency Standards by a minimum of 15 percent. As mentioned previously, the newest iteration of Title 24 is much more stringent in its requirements for energy efficiency. As such, by incorporating the required measures of the 2019 Title 24, the Project would increase energy efficiency through methods such as conserving water, using low flush toilets, using energy efficient lighting, and installing electric vehicle charging infrastructure. As required by Municipal Code Section 16.08.050, Adoption of the California Building Code, prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project would be in compliance with 2019 Title 24 requirements.

Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur. As such, the Project would have less than significant impacts related to energy.

Mitigation/Monitoring Required

No significant energy impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for energy. PVCCSP EIR mitigation measures MM Air 19 and MM Air 20 are applicable to the proposed Project and will be and will be incorporated in its MMRP.

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

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, included in the PVCCSP EIR, found that the PVCCSP planning area is not located in an Alquist-Priolo Special Studies Zone or other area of known faults, which would be subject to surface rupture. The PVCCSP planning area is located approximately 8 miles southwest of the San Jacinto Fault Zone and approximately 14 miles northeast of a County Fault Zone. Proposed structures on the development sites are expected to perform satisfactorily when designed in accordance with the Building Code and local building codes. Grading of the site in accordance with standard soil engineering practice and current code specifications shall provide additional risk reduction with respect to ground shaking. Individual projects will be required to prepare site-specific geotechnical studies to mitigate potential impacts. Therefore, the Initial Study concluded that impacts from fault rupture would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. As stated in the Preliminary Geotechnical Investigation conducted by Southern California Geotechnical, Inc. for the Project site (see Appendix D), the Project site is not within a currently established Alquist-Priolo Earthquake Fault Zone. The Project site does not contain and is not in the vicinity of an earthquake fault, is not affected by a state-designated AP Earthquake Fault Zone. The closest active fault is the Casa Loma Fault, which is located approximately 6 east of the site. Because the Project site is in a seismically active region of southern California, occasional seismic ground shaking is likely to occur within the lifetime of the proposed Project. However, the potential for surface rupture of a fault onsite is considered very low.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

ii. Strong seismic ground shaking?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, included in the PVCCSP EIR, found that the PVCCSP planning area is not located within an Alquist-Priolo Fault Zone or a County Fault Zone. However, since the PVCCSP planning area is located in Southern California, it is subject to strong ground shaking by nearby or distant strong earthquakes. Currently, the performance of structural engineer designed structures, built in compliance with current building codes and founded into properly prepared earth materials, are generally proven to be satisfactory under conditions of earthquake induced strong ground shaking away from "near-field" fault rupture areas. Therefore, the Initial Study concluded that impacts related to strong seismic ground shaking would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The Project site is located within a seismically active region of Southern California. As mentioned previously, the Casa Loma Fault is located approximately 6 miles east of the Project site. Thus, moderate to strong ground shaking can be expected at the site. The amount of motion can vary depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

Structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), included in the Municipal Code as Chapter 16.08. Compliance with the CBC would ensure earthquake safety based on factors including occupancy type, the

types of soils onsite, and the probable strength of the ground motion. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Therefore, with CBC compliance, the proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking more than other developments in Southern California. Impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

iii. Seismic-related ground failure, including liquefaction?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the PVCCSP planning area area is located in an area with shallow groundwater and a low to high potential for liquefaction. Therefore, the PVCCSP EIR requires site-specific geotechnical studies to evaluate potential hazards, including liquefaction, for specific implementing development projects. The PVCCSP EIR concluded that with implementation of mitigation measures MM Geo 1, buildout under the PVCCSP would not expose people or structures do adverse impacts related to seismic-related ground failure, including liquefaction, and impacts would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

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., overexcavated, backfilled, compaction) being used to implement the project's design.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. Pursuant to PVCCSP EIR mitigation measure MM Geo 1, a Geotechnical Investigation was performed for the Project and is included as Appendix D. As discussed in the PVCCSP EIR and the Geotechnical Investigation (Appendix D), the Project site is located in an area that is mapped as having a moderate susceptibility for liquefaction. Borings for the Geotechnical Investigation found potentially liquefiable soil at approximately 28 to 32 feet and 37 to 42 feet. The remaining soil below the historic high groundwater table are considered non-liquefiable. Site-specific liquefaction evaluations concluded that total dynamic settlement is estimated to be between 0.88 to 1.95 inches. Therefore, the Project site is subject to liquefaction-induced settlement. However, the Geotechnical Investigation provides California Building Code (CBC) regulations for the proposed development to reduce the potential for liquefaction-induced settlement to a less than significant level, which would be verified by the City through the development permitting process.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant with mitigation) remains unchanged from that cited in the PVCCSP EIR.

iv. Landslides?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR as Appendix A, found that the PVCCSP planning area area is relatively flat and not located near any areas that possess potential landslide characteristics. Therefore, it determined that no impacts related to landslides would occur.

Impacts Associated with the Proposed Project

No Impact. The Project site is relatively flat with a gentle slope to the northeast at a gradient of approximately 1 percent. The maximum site elevation is approximately 1,443 feet above mean sea level and the minimum site elevation is 1,441 feet above mean sea level. Furthermore, according to the City of Perris General Plan Safety Element Exhibit S-4: Slope Instability, the Project site is not located in an area mapped for high susceptibility to seismic-induced landslides. Therefore, no impacts related to landslides would occur.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR as Appendix A, found that buildout under the PVCCSP would result in the development of the site with paving, landscaping and structures. Therefore, no soil erosion was anticipated from long-term operation of the PVCCSP. Short-term impacts associated with construction were determined to be addressed by standard conditions for erosion control methods, which are part of required erosion control plans and National Pollutant Discharge Elimination System (NPDES) permit requirements for projects. Therefore, the Initial Study concluded that impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The proposed Project would involve excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. As such, the proposed Project would be required to comply with the City's grading standards and erosion control measures, included in Chapter 14.22 (Stormwater/Urban Runoff Management and Discharge Control) of the City's Municipal Code. Additionally, the Construction General Permit (CGP; Order No. R8-2002-0011) issued by the State Water Resources Control Board (SWRCB), regulates construction activities to minimize water pollution, including sediment. The proposed Project would be subject to the National Pollution Discharge Elimination System (NPDES) permitting regulations, including implementation of a Stormwater Pollution Prevention Plan (SWPPP) and associated BMPs during grading and construction, which would be required during construction permitting of the Project.

Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. After project completion, the Project site would be developed with an industrial warehouse building, new paved parking lot, and landscape improvements, and would not contain exposed soil. Thus, the potential for soil erosion or the loss of topsoil would be expected to be extremely low. Construction of the proposed Project would have a less than significant impact related to soil erosion.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP has the potential to result in impacts due to unstable geologic units or soils. According to the PVCCSP EIR, at the time the EIR was written, groundwater within the PVCCSP area ranged from 2.4 to 226.7 feet below ground surface. Based on existing

groundwater conditions, the PVCCSP EIR concluded that liquefaction, lateral spreading, and collapse had the potential to occur. Therefore, the PVCCSP EIR included mitigation measure MM Geo 1 to decrease impacts to a less than significant level.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. As described above, the Project site is relatively flat, and does not contain nor is adjacent to any significant slope or hillside area. The Project would not create slopes. Thus, on or off-site landslides would not occur from implementation of the Project.

Pursuant to PVCCSP EIR mitigation measure MM Geo 1, a geotechnical investigation was prepared, which identified potentially liquefiable soils in limited areas of the site and differential settlements of approximately 0.5 inches or less. Differential settlement or subsidence could occur if buildings or other improvements are built on low-strength foundation materials (including imported fill) or if improvements straddle the boundary between different types of subsurface materials (e.g., a boundary between native material and fill). Although differential settlement generally occurs slowly enough that its effects are not dangerous to inhabitants, it can cause building damage over time.

As described previously, compliance with the requirements of the CBC and related recommendations in the Geotechnical Investigation related to compaction of soils and development of foundations is required as part of the building plan check and development permitting process, and would reduce potential impacts related to liquefaction, settlement, and ground collapse to a less than significant level.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant with mitigation) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR as Appendix A, found that the PVCCSP planning area is characterized by sandy soils which do not present substantial risk to life or property as a result of expansion. The United States Department of Agriculture has identified various soil types within the PVCCSP planning area. However, five soil types make up the majority of the Project site. These soil types are: Domino silt loam, 0 to 2 percent slopes, Exeter sandy loam, 0 to 2 percent slopes, Greenfield sandy loam, 0 to 2 percent slopes, Pachappa fine sandy loam, 0 to 2 percent slopes, and Ramona sandy loam, 0 to 2 percent slopes. The expansive potentials of the soils found on site are low, based upon these classifications. They are not expected to pose a significant constraint to development within the PVCCSP planning area. Therefore, the Initial Study concluded that impacts related to expansion would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. Expansive soils contain certain types of clay minerals that shrink or well as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Investigation performed an evaluation of the potential for expansive soils at the site and expansion index testing was performed on representative samples of the near surface soils which are anticipated to be within the zone of influence of the planned improvements. The results of expansion index testing indicated that near surface soils have low expansion potential, however proper moisture conditioning measures should be taken (SCG 2020). In addition, as described previously, compliance with the CBC would require specific engineering design recommendations be incorporated into grading plans and building

specifications as a condition of construction permit approval to ensure that Project structures would withstand the effects of related to ground movement, including expansive soils. Therefore, impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR as Appendix A, found that development within the PVCCSP planning area would connect to existing sewer facilities, and would not require an alternative wastewater disposal system. Therefore, no impacts would occur related to septic tanks or alternative wastewater disposal systems.

Impacts Associated with the Proposed Project

New Impact. The proposed Project would connect existing Eastern Municipal Water District (EMWD) sewer lines in Rider Street and Wilson Avenue. No septic tanks are proposed and no impacts would occur with implementation of the proposed Project.

The proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP has the potential to impact paleontological resources due to high sensitivity of the PVCC area for paleontological resources within deeper, undisturbed soils. Therefore, the EIR found that future implementation development projects have the potential to impact paleontological resources or unique geologic features during ground-disturbing activities. The PVCCSP EIR concluded that with implementation of mitigation measure MM Cultural 5, listed below, impacts to paleontological resources or unique geologic features would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

MM Cultural 5. Prior to grading for projects requiring subsurface excavation that exceeds five (5) feet in depth, proponents of the subject implementing development projects shall retain a professional paleontologist to verify implementation of the mitigation measures identified in the approved Phase I Cultural Resources Study and to monitor the subsurface excavation that exceed five (5) feet in depth. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the paleontologist has been approved by the City.

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

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

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

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document. The Project applicant would demolish the existing on-site residences and construct a 248,483-square-foot industrial warehouse. Earthmoving activities, including grading and trenching activities, would have the potential to disturb previously unknown paleontological resources if earthmoving activities occur at substantial depths. According to the Geotechnical Investigation earthmoving activities would occur to depths of at least 3 feet (SGC 2020).

Because of the high paleontological sensitivity assigned to the Project site and in conformance with General Plan implementation measure IV.A.4 which requires paleontological monitoring of all projects once subsurface excavation reach five feet in depth, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP) shall be prepared and approved, as set forth in Project-specific mitigation measure MM Geo 2.[4] Compliance with Project-specific mitigation measure MM Geo 2 would reduce impacts to paleontological resources or unique geologic features to a less than significant level.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the PVCCSP EIR. The proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant with mitigation) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

The PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP and the PVCCSP EIR. Upon implementation of PVCCSP EIR mitigation measures, no new impacts nor substantially more severe geology and soils impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for geology and soils.

Applicable PVCCSP EIR Mitigation Measures

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., overexcavated, backfilled, compaction) being used to implement the project's design. *[Status: Implemented through preparation of the Geotechnical Investigation (Appendix D)]*

Project-Specific Mitigation Measures

MM Geo 2: Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any Project-related excavations that exceed three (3) feet

[4] Project-specific mitigation measure MM Geo 2 replaces PVCCSP EIR mitigation measure MM Cultural 5.

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.

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

GHG Thresholds

The City of Perris has not adopted numerical significance thresholds for managing greenhouse gases (GHGs). In accordance with CEQA guidance, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to assess the significance of a project's GHG emissions. The Project site is located within the jurisdiction of the SCAQMD. The most recent proposal was issued in September 2010 (SCAQMD 201011) uses a tiered approach to evaluate potential GHG impacts from various uses. This assessment applies the Tier 3 approach that provides as follows for emissions in terms of metric tons of carbon dioxide (CO_2) equivalents ($MTCO_2e$):

- Tier 3 consists of screening values, which the lead agency can choose but must be consistent with all its jurisdiction projects. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
    - Option 1: All land use types: 3,000 $MTCO_2e$ per year
    - Option 2: Based on land use type: residential: 3,500 $MTCO_2e$ per year; commercial: 1,400 $MTCO_2e$ per year; or mixed use: 3,000 $MTCO_2e$ per year
    -

For industrial projects where the SCAQMD is the Lead Agency, the SCAQMD adopted a stationary source GHG significance threshold is 10,000 $MTCO_2e$ per year. This approach is also widely used by the City of Perris and various other cities in the South Coast Air Basin, where the SCAQMD is not the lead agency. Further, this 10,000 $MTCO_2e$ per year threshold has been applied by the City of Perris for all other recent industrial developments subject to CEQA (Optimus Logistics Center 2, Duke Warehouse at Perris Boulevard and Markham Street, and IDI- Warehouse at Indian Avenue and Ramona Expressway). As such, this threshold of 10,000 $MTCO_2e$ is utilized herein to determine if emissions of GHG from this proposed industrial Project would be significant. The SCAQMD significance thresholds also evaluate construction emissions by amortizing them over an expected project life of 30 years.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to greenhouse gas (GHG) emissions under its own threshold as it was not a threshold in State CEQA Guidelines Appendix G at the time the NOP for the

PVCCSP EIR was released. However, the PVCCSP EIR did discuss emissions of GHGs within air quality thresholds and found that mitigation measures MM Air 2 through MM Air 6, MM Air 11 through Air 14, MM Air 21, and MM Air 19 would reduce GHG emissions related to buildout under PVCCSP.

Impacts Associated with the Proposed Project

Less Than Significant Impact. GHG emissions associated with Project construction would occur over the short term and would consist primarily of emissions from equipment exhaust. Long-term regional emissions would also be associated with new vehicular trips and stationery-source emissions (i.e., natural gas used for heating and electricity usage for lighting). The calculations presented below include construction emissions in terms of annual CO_2e GHG emissions from increased energy consumption, water usage, and solid waste disposal, as well as estimated GHG emissions from vehicular traffic that would result from implementation of the proposed Project.

During construction of the proposed Project, GHGs would be emitted through the operation of construction equipment, as well as emissions from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. As shown on Table GHG-1 construction of the project would result in 14 $MTCO_2e$ amortized over 30 years.

Table GHG-1: Project GHG Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
Project Operational Emissions	
Area	0
Energy	174
Mobile	1,973
Waste	118
Water	265
Total	2,530
Project Construction Emissions	14
Project Construction and Operation	2,544
Significance Threshold	**10,000**
Project Exceeds Threshold?	**No**

Source: CalEEMod Emission Summary (Appendix A)

During operations, the Project would generate long-term GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Mobile-source emissions of GHGs would include project generated vehicle trips associated with employee and truck trips to and from the Project site. Area-source emissions would be associated with activities such as landscaping and maintenance of proposed land uses, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed use.

As shown on Table GHG-1, the Project would result in approximately 2,544 $MTCO_2e$ per year, which would be substantially below the screening threshold of 10,000 $MTCO_2e$ per year. Therefore, construction and operation impacts related to greenhouse gas emissions would be less than significant and no new substantial environmental impacts would occur in comparison to the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to GHG emissions under its own threshold as it was not a threshold in CEQA Guidelines Appendix G at the time the NOP for the PVCCSP EIR was released. However, the PVCCSP EIR did discuss emissions of greenhouse gases within air quality thresholds and found that mitigation measures MM Air 2 through MM Air 6, MM Air 11 through Air 14, MM Air 21, and MM Air 19 would reduce GHG emissions related to buildout of the PVCCSP. The PVCCSP EIR further found that the PVCCSP was consistent with General Plan policies aimed at reducing GHGs.

Impacts Associated with the Proposed Project

Less Than Significant Impact. The Project involves the demolition of the existing single-family residences and construction of a 248,483-square-foot industrial warehouse at the Project site. In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap, which was phased in starting in 2012. Therefore, as the proposed Project meets the current interim emissions targets/thresholds established by SCAQMD, it would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030, as mandated by the State. Furthermore, all of the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the State level, and the proposed Project would be required to comply with these regulations as they come into effect.

The City of Perris Climate Action Plan (CAP) was adopted by the City Council (Resolution Number 4966) on February 23, 2016. The CAP was 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 under AB 32. Perris's CAP, including the GHG inventories and forecasts contained within, is based on the Western Riverside Council of Government's Subregional CAP. The Perris CAP utilized Western Riverside Council of Government's analysis of existing GHG reduction Finals and policies that have already been implemented in the subregion and applicable best practices from other regions to assist in meeting the 2020 subregional reduction target. The CAP included emissions from the following sectors: residential energy, commercial/industrial energy, transportation, waste, and wastewater. The CAP's 2020 reduction target is 15% below 2010 levels, and the 2035 reduction target is 47.5% below 2010 levels. The City of Perris is expected to meet these reduction targets through implementation of statewide and local measures. Beyond 2020, Executive Order S-03-05 calls for a reduction of GHG emissions to a level 80% below 1990 levels by 2050. However, the CAP does not itself establish a numeric threshold of significance for determining impacts with respect to GHG emissions. Emissions from vehicles, which are the main source of operational GHG emissions associated with the Project (as shown in Table GHG-1), would be reduced through implementation of the state and federal fuel and vehicle emission standards. In addition, the Project would not exceed the screening threshold, as shown in Table GHG-1. Therefore, implementation of the proposed Project would not conflict with the City's CAP or other existing plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gas.

Mitigation/Monitoring Required

No significant greenhouse gas emissions impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures with respect to greenhouse gas emissions impacts are required.

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

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout of the PVCCSP could result in the transport, use, or disposal of hazardous materials by future commercial and industrial developments and uses within the PVCCSP. However, developments within the PVCCSP would be required to comply with all local, state, and federal regulations

regarding the use and handling of hazardous materials. Therefore, the PVCCSP EIR concluded that impacts related to significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. In 2020, a Phase I Environmental Site Assessment (ESA) was conducted for the Project site by Partner Engineering and Science, Inc. (See Appendix F). The ESA indicated the three residential structures potentially contain Asbestos Containing Materials (ACMs), which require special handling and disposal, as they may be hazardous to demolition workers and could pose an environmental hazard if disposed of improperly. Compliance with SCAQMD Rule 1403, which is required as an existing regulation and standard condition prior to issuance of a demolition permit, would reduce potential impacts related to ACMs to less than significant.

Furthermore, the ESA found that the Project site has historically been used for agricultural purposes. There is a potential that agricultural related chemicals such as pesticides, herbicides, and fertilizers, may have been used and stored onsite. However, onsite soils that likely contained agricultural related chemicals have been heavily disturbed or paved over, which reduces potential exposure to residual agricultural chemicals. The ESA found the former agricultural use to not present a significant environmental concern.

The ESA also found that one of the APNs of the Project site (APN 300-210-013) was cited for multiple violations, including the discovery of a methamphetamine drug lab in an on-site mobile home in 1999. The process of this type of drug production has the potential for chemicals such as corrosive liquids, heavy metals, solvents, and other harmful materials to be used and/or disposed. The records show, however, that the subject property's original mobile home structures were permitted to be demolished thereafter (in 2001), and prior to installation of the now existing mobile home in 2001/2002, with no noted violations since 1999. Based on these reasons, the ESA concluded that the possible former use of chemicals associated with drug-related production does not represent a significant environmental concern.

Construction of the proposed industrial warehouse would require the use and disposal of construction materials and substances such as cleaning products, fertilizers, pesticides, standard office supplies, etc. Once operational, the proposed Project's building is to be used for industrial uses under the existing Light Industrial (LI) zoning designation. This zoning classification allows certain uses which might use hazardous materials. Such uses would be subject to standard Riverside County Department of Environmental Health, California Department of Toxic Substances Control, Regional Water Quality Control Board, and the Perris Fire Department policies and permitting procedures. Both federal and state governments require all businesses that handle more than specified amounts of hazardous materials to submit a business plan to regulating agencies. With adherence of existing regulations, impacts related to hazards resulting from the routine transport, use, or disposal of hazardous materials would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

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?

Summary of Impacts Identified in the PVCCSP EIR

Future construction and/or operational activities accommodated by the PVCCSP could involve the transport, use, and/or disposal of hazardous materials; however, existing federal, state, and local regulations would ensure risk are minimized. Pursuant to the analysis summarized in 5.9(a) above, this was considered to have a less than significant impact on the public or environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and no mitigation measures were required.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.

Construction

Accidental Releases. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit. Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Asbestos-Containing Materials. The use of asbestos-containing materials (a known carcinogen) and lead paint (a known toxin) was common in building construction prior to 1978 (the use of asbestos-containing materials in concrete products was common through the 1950s). Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the federal Environmental Protection Agency (EPA). Federal asbestos requirements are found in the Code of Federal Regulations (CFR) Title 40, Part 61, Subpart M, and are enforced in the project area by the SCAQMD. SCAQMD Rule 1403 establishes survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities.

Based on the age of the onsite residences, it is possible that asbestos-containing building materials are present in the existing structures on the Project site. As a result, asbestos surveys and abatement would be required prior to demolition of the existing building pursuant to the existing SCAQMD, Cal/OSHA, and Section 19827.5 of the California Health and Safety Code requirements.

SCAQMD Rule 1403 requires notification of the SCAQMD prior to commencing any demolition or renovation activities that involve asbestos containing materials. Rule 1403 also sets forth specific procedures for the removal of asbestos and requires that an onsite representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of asbestos-containing materials. Mandatory compliance with the provisions of Rule 1403 would ensure that construction-related grading, clearing and demolition activities do not expose construction workers or nearby sensitive receptors to significant health risks associated with asbestos-containing materials. With compliance with AQMD Rule 1403, potential impacts related to asbestos being released into the environment would be less than significant.

Operation

Operation of the proposed industrial warehouse and associated areas involve use and storage of common hazardous materials such as paints, solvents, cleaning products, fuels, lubricants, adhesives, sealers, and pesticides/herbicides. Normal routine use of these typical commercially used products pursuant to existing regulations would not result in a significant hazard to the environment or workers in the vicinity of the Project. Should future uses of the industrial warehouse utilize or store substantial amounts or acute types of hazardous materials, both federal and state governments require all businesses that handle more than specified amounts

of hazardous materials to submit a business plan to regulating agencies. With adherence of existing regulations, impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout of the PVCCSP could result in the use of hazardous materials near Val Verde High School, as the PVCCSP proposed Light Industrial uses to the east of the school. Therefore, the PVCCSP EIR included mitigation measure MM Haz 1 to require project-level CEQA review for any development within one-quarter mile of Val Verde High School in order to ensure that any potential for the use of hazardous materials within the vicinity of the school is identified and properly addressed.

Additionally, the PVCCSP EIR stated that all implementing developments and future businesses that handle hazardous materials are required to comply with the City's adopted Fire Code and any additional requirements of the California Health and Safety Code Article 1 Chapter 6.95 for the Business Emergency Plan. Both federal and state governments require all businesses that handle more than specified amounts of hazardous materials to submit a business plan to regulating agencies. With implementation of mitigation measure MM Haz 1 and MM Haz 7 and adherence to federal and state regulations, impacts associated with the exposure of schools to hazardous materials were considered less than significant with mitigation incorporated.

Mitigation Measures Adopted by the PVCCSP EIR

MM Haz 1. Any proposed industrial uses located within one-quarter mile of Val Verde High School (located at 972 Morgan Street, between Nevada Road and Webster Avenue, Perris, CA) or any other existing or proposed school shall perform project-level CEQA review to determine the potential for project-specific impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste.

MM Haz 7. Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. Val Verde High School is located approximately 1.5 miles from the Project site. Furthermore, as noted in Sections 5.9(a) and 5.9(b), the proposed Project is not anticipated to release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes in significant quantities. Therefore, the proposed Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the PVCCSP EIR. The proposed Project has fewer impacts than the impacts identified in the PVCCSP EIR and the level of impact would be less than that cited in the PVCCSP EIR (less

than significant with mitigation).

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?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR as Appendix A, found that there are no sites within the PVCCSP planning area listed on the state's list of hazardous materials (compiled pursuant to Government Code Section 65962.5); thus, the Initial Study determined that no impacts would occur.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The proposed Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, nor are any of the adjacent properties. Government Code Section 65962.5 specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

The Phase I ESA conducted for the Project site included a review of federal, state, and local regulatory databases to evaluate the Project site and known or suspected sites of environmental contamination pursuant to ASTM Standard E 1527-13. As concluded in the ESA, the Project site was not listed on any federal, state, or local regulatory databases (ESA 2020); and therefore, no impact would occur.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

e) For a project within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Summary of Impacts Identified in the PVCCSP EIR

In 1986, airport-influenced areas were established around March Air Reserve Base (MARB). In 1998 and 2005 MARB Air Installation Compatibility Use Zone studies were completed. The Air Installation Compatibility Use Zone studies lay out a Clear Zone, where most land uses are incompatible with aircraft hazards, and two Accident Potential Zones, where a variety of land uses are compatible, but people-intensive uses are restricted because of the greater hazard potential in these areas. As discussed in the PVCCSP EIR, the Airport Land Use Commission found the PVCCSP land uses to be compatible with applicable land use compatibility plans with the incorporation of mitigation measures MM Haz 2 through MM Haz 6.

The PVCCSP EIR found that implementation of the PVCCSP had the potential to impact pilots utilizing MARB at night, due to use of outdoor light. Therefore, it incorporated Mitigation Measures MM Haz 3 and MM Haz 5 to limit impacts from the development to pilots at MARB. Overall, the PVCCSP EIR found that with the incorporation of mitigation measures, impacts would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

MM Haz 2. Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the MARB/March Inland Port Airport Authority.

MM Haz 3. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.

MM Haz 4. The following notice shall be provided to all potential purchasers and tenants:
"This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)"

MM Haz 5. The following uses shall be prohibited:
a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

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

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document. The proposed Project site is located approximately 2.7 miles southeast of March Air Reserve Base/Inland Port Airport (MARB/IPA) and is within the boundaries of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP). The MARB/IPA LUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The MARB/IPA LUCP indicates the allowable uses, potential noise impacts, potential safety impacts, and density/intensity restrictions for each zone. The proposed Project site is within Zone C1 and is not required to go through Airport Land Use Commission (ALUC) review and consistency determination because: 1) the City created an Airport Overlay Zone component to the City's land use planning to accommodate development within the City consistent with the land use designations of the MARB/IPA LUCP,9 and 2) there is no legislative action (i.e., general plan amendment, specific plan amendment, or change of zone) required or proposed. Additionally, industrial land uses in the C1 Zone are prohibited from having a maximum single-acre intensity of 250 people per acre. Based on the County of Riverside General Plan employee generation factor of 1 employee for every 1,030 SF of Light Industrial space, the Project would result in the generation of approximately 242 employees. These employees would work within the 248,483 SF light industrial building, which would cover an area of 5.7 acres and equate to an average of 42.5 people per acre. As such, the Project would not violate the MARB Land Use Compatibility Plan regulation of a maximum of 250 people per acre.

Therefore, the proposed Project would be a consistent use outlined in the MARB Land Use Compatibility Plan and the Project would not pose a safety hazard to people working in the area. In addition, the proposed Project would implement PVCCSP EIR mitigation measures MM Haz 3 through MM Haz 6. Mitigation measure MM Haz 2 is not applicable to the proposed Project as an avigation easement is not required in the C-1 Zone per the MARB Land Use Compatibility Plan. With implementation of the PVCCSP EIR mitigation measures related to MARB compatibility, impacts from the proposed Project would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that development of the PVCCSP would improve emergency access by widening and improving roads within the area and that emergency access would be maintained and provided in accordance with the Multi-Hazard Functional Plan (MHFP). The PVCCSP EIR determined that development of the PVCCSP would not interfere with adopted emergency response plans or evacuation plans. Therefore, the Initial Study concluded impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

Construction
The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of new driveways and connections to existing infrastructure systems that would be implemented during construction of the proposed Project would not require closure of Rider Street or Wilson Avenue. Any temporary lane closures needed for utility connections or driveway construction would be required to implement appropriate measures to facilitate vehicle circulation, as included within construction permits. Thus, implementation of the project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access or evacuation impacts to a less than significant level.

Operation
The City of Perris participates in the *County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan* (LHMP) which outlines requirements for emergency access and standards for emergency responses.

Direct access to the Project site would be provided from Rider Street by one driveway and Wilson Avenue two driveways. The Project driveways and internal access would be required through the City's permitting procedures to meet the City's design standards to ensure adequate emergency access and evacuation. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Fire Department and/or Public Works Department would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), included as Municipal Code Chapter 16.08. As such, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the PVCCSP planning area is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. The General Plan does not designate this area to be at risk from wildland fires. Therefore, the PVCCSP EIR determined that no impacts related to wildland fires would occur from buildout of the PVCCSP.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The Project site is within an urbanized industrial area of the City of Perris. The Project site is bounded by Rider Street and a vacant lot to the north; Wilson Avenue followed by an electrical substation and industrial uses to the east; single-family residences and industrial to the south; and single-family residences to the west. The Project site is not adjacent to any wildland areas. According to the CAL FIRE Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2020). As a result, 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.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

As detailed previously, the PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP and the PVCCSP EIR. Upon implementation of applicable PVCCSP EIR mitigation measures, no new impacts nor substantially more severe hazards and hazardous materials impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures with respect to hazards and hazardous materials impacts are required.

Applicable PVCCSP EIR Mitigation Measures

MM Haz 1. Any proposed industrial uses located within one-quarter mile of Val Verde High School (located at 972 Morgan Street, between Nevada Road and Webster Avenue, Perris, CA) or any other existing or proposed school shall perform project-level CEQA review to determine the potential for project-specific impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste. *[Status: Not Applicable to the proposed Project]*

MM Haz 2. Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the MARB/March Inland Port Airport Authority. *[Status: Not applicable to the proposed Project as it is in the C1 Zone for MARB.]*

MM Haz 3. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Haz 4. The following notice shall be provided to all potential purchasers and tenants:
"This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are

associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)" *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Haz 5. The following uses shall be prohibited:
a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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

MM Haz 7. Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination. *[Status: Not applicable to the Project site as demonstrated in Phase I Environmental Site Assessment (Appendix F)]*

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

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that future development consistent with the proposed PVCCSP would increase the amount of impervious surface area in the PVCCSP planning area. This impervious

area includes paved parking areas, sidewalks, roadways, and building rooftops. All sources of runoff may carry pollutants and therefore have the potential to degrade water quality and not meet standards. Stormwater runoff and non-stormwater runoff from the Specific Plan would discharge into the Perris Valley Storm Drain which is tributary to the San Jacinto River and Canyon Lake. At the time the Initial Study was written, Canyon Lake was listed as an impaired water body on the Clean Water Act Section 303 (d) list. Canyon Lake exceeded water quality objectives for sediments, siltation, pathogens, and nutrients.

The City requires that each individual development project comply with existing State Water Quality Control Board and City stormwater regulations, including compliance with NPDES requirements related to construction and operation measures to prevent erosion, siltation and transport of urban pollutants. All new developments would implement project-specific Water Quality Management Plans (WQMP) that include BMPs designed to address the pollutants and reduce potential impacts on water quality from development.

The Initial Study also describes that construction, projects would be required to obtain coverage under the State's General Permit for Construction Activities that is administered by the State Water Resource Control Board. Storm water management measures would be required to be identified and implemented that would effectively control erosion and sedimentation and other construction-related pollutants during construction. Therefore, the Initial Study concluded that impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.

Construction
Construction of the Project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Pollutants of concern during Project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants, such as chemicals, liquid and petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste, could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and into downstream receiving waters.

These types of water quality impacts during construction of the Project would be prevented through implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would include construction BMPs such as:

- Maximizing the permeable area,
- Incorporating landscaped buffer areas,
- Maximizing canopy interception with drought tolerant landscaping
- Installation of Low flow infiltration within sand filter zones
- Landscape design to capture and infiltrate runoff
- Conveying roof run-off into treatment control facilities

Adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the City's construction permitting process, which would ensure that the Project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operation
The proposed Project would operate an industrial warehouse, which would introduce the potential for pollutants such as, chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and

oil and grease from vehicles and trucks. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. The proposed Project would install an onsite storm drain system that would convey runoff to a pre-treatment unit then to an aboveground infiltration/detention system. This system would remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides).

With implementation of the operational source and treatment control BMPs that are outlined in the preliminary WQMP (Appendix G) that would be reviewed and approved by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. Therefore, impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the PVCCSP planning area is located in the Eastern Municipal Water District's (EWMD) Perris North groundwater basin and that development within the PVCCSP would introduce new impervious surfaces to the area. However, implementing projects would be required to prepare project-specific WQMPs and would be required to use drought-tolerant landscaping to limit water use and promote groundwater recharge. The PVCCSP EIR concluded that due to the small size of the PVCCSP area in relation to the groundwater basin and through implementation of BMPs by individual projects, there would not be a substantial effect on groundwater supplies and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The proposed Project is located within the EMWD's Perris North groundwater basin. Development of the proposed Project would introduce large areas of impervious surfaces to the site. However, the proposed Project would install an onsite storm drain system that would convey runoff to a pre-treatment unit then to an underground infiltration/detention system that would capture, filter, and infiltrate runoff. In addition, the Project includes 60,878 SF of landscaping that would infiltrate stormwater onsite. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge; and the Project would not impede sustainable groundwater management of the basin. Thus, the proposed Project would have a less than significant impact.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the PVCCSP planning area has been heavily disturbed by activities associated with agricultural, residential, commercial, and industrial uses. The PVCCSP includes implementation of detention basins to attenuate peak flows and conveyance features such as improved streets and trapezoidal channels to convey stormwater. The PVCCSP EIR concluded that through implementation of WQMPs by individual projects and the construction of on- and off-site storm drain facilities, impacts to the natural drainage pattern would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.

Construction
As described previously, existing City regulations require the Project to implement a SWPPP during construction activities, that would implement erosion control BMPs, such as silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. to reduce the potential for siltation or erosion.

Operation
The proposed Project would introduce impervious surfaces to the majority of the site. The pervious surfaces remaining on the site would be landscaped. There would be no substantial areas of bare or disturbed soil onsite subject to erosion. In addition, the Project is required to implement a WQMP that would provide operational BMPs to ensure that operation of the industrial warehouse would not result in erosion or siltation. With implementation of these regulations, impacts related to erosion or siltation onsite or off-site would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

ii. **Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?**

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in an increase of surface runoff due to the increase in impervious surfaces over previously existing conditions. In order to reduce surface runoff, implementing development projects are required to include Site Design BMPs to: 1) minimize urban runoff; 2) minimize impervious footprint; 3) conserve natural areas; and 4) minimize directly connected impervious areas. Furthermore, on-site surface runoff would be collected in proposed storm drain facilities and conveyed to the Perris Valley Storm Drain. The PVCCSP EIR determined that with the proposed storm drain modifications and implementation of site-specific BMPS, impacts related to an increase in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. As discussed in Section 5.10(a) above, during construction, a SWPPP would be implemented to control drainage and maintain drainage patterns across the proposed Project. Also, as discussed in the hydrology report prepared for the proposed Project (see Appendix H), drainage runoff from the Project site would be adequately handled by the proposed Project's drainage system. The Project would include three storm drain lines to convey onsite runoff to underground chambers and an aboveground storage basin. Line A would collect runoff from a low point located near the north west corner of the Project site and convey it to the open storage basin. Line B would be a short storm drain line that collects runoff from the north east parking area and conveys it to the Basin. Line C would collect runoff from the low point in the truck court and would discharge into the underground chamber system. The underground storage chambers would be hydraulically connected to the open storage basin to provide the appropriate design capture volume, and the proposed storm drain facilities would be

able to capture runoff and the Project would not result in flooding on- or off-site. Therefore, impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in an increase of runoff water. However, on-site storm drain facilities would be constructed and connect to the Perris Valley Storm Drain. The PVCCSP EIR concluded that stormwater from the PVCCSP planning area would not exceed the capacity of existing or planned stormwater drainage systems. Furthermore, to reduce the discharge of expected pollutants during construction, individual implementing development projects are required to prepare a site-specific SWPPP in accordance with the State Water Resources Control Board's General Permit for Construction Activities. In order to reduce the discharge of expected pollutants during operation, individual implementing development projects are required to prepare a site-specific WQMP. By complying with WQMP and NPDES requirements, buildout of the PVCCSP was not excepted to 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, and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. See response to Section 5.10(c)(ii), above. Development of the proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

iv. **Impede or redirect flood flows?**

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that development under the PVCCSP within any floodplain would be required to be in compliance with Title 15, "Floodplain Regulations," of the City of Perris Municipal Code, which regulates, restricts, or prohibits development in flood hazard areas as necessary to minimize increases in erosion, floodwater elevations, and floodwater velocities. With compliance with Title 15, development within the PVCCSP would not impede or redirect flood flows and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. According to FEMA's FIRM Flood Map, the northeast corner of the site is partially in Flood Zone AE, but the majority of the proposed Project is classified as Zone X, 0.2 percent annual chance of flood hazard. Since the proposed Project is partially within Zone AE, it must comply with Title 15 of the City of Perris Municipal Code regarding Floodplain Regulations. Furthermore, the proposed Project would be constructed according to Section 15.05.010 "Standards of Construction" within floodplains. With compliance with Title 15, the proposed Project would not impede, or redirect flood flows and impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that portions of the PVCCSP planning area are located within a mapped 100-year flood plain or flood hazard area. The western portion of the PVCCSP area is located within Zone A- 100-year flood zone. The eastern portion of the PVCCSP planning area is located in a Zone X (areas of 500-year flood) 100-year flood zone. The PVCCSP EIR describes that although existing homes in the PVCCSP area are located within the 100-year flood zone, the PVCCSP does not plan for new residential uses, nor would it place new housing within a 100-year flood zone.

A tsunami is a very large ocean wave caused by an underwater earthquake or volcanic eruption. The PVCCSP planning area is located approximately 45 miles from the ocean with mountain ranges in between. As such, the PVCCSP EIR determined that a tsunami is not expected to affect the PVCCSP area. A seiche occurs when a wave oscillates in lakes, bays, or gulfs as a result of seismic disturbances. As the PVCCSP planning area is located approximately 2.2 miles west of the Perris Dam, the PVCCSP EIR determined that a seiche is not expected to affect the PVCCSP area. Therefore, the Initial Study concluded that impacts related to flood hazards, tsunami, and seiche zones would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. As discussed in Response 5.10(c)(iv), the Project site is partially within a flood hazard area. As such, the Project site is at slight risk of inundation during a storm event. However, proper storage requirements for hazardous materials such as fuels and oils would be followed in order to limit the risk of release of pollutants due to project inundation. Therefore, implementation of the Project would not risk the release of pollutants due to project inundation in a flood hazard zone.

The Project site is located approximately 45 miles northeast of the Pacific Ocean and separated by the Santa Ana Mountains. Therefore, the Project is not located within a tsunami zone and no impacts would occur.

Similarly, a seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The Perris Reservoir, approximately 1.5 miles northeast of the Project site potentially poses a seiche risk to the Project site. However, flooding related to a seiche from the Perris Reservoir would be consistent with that mapped in the flood zone. Therefore, impacts related to seiche would be less than significant.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to conflicts with a water quality control plan or sustainable groundwater management plan under its own threshold as it was not a threshold in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, in the Related Regulations section of the Hydrology Section, the PVCCSP EIR discusses compliance with the Water Quality Control Plan of the Santa Ana River Regional Water Quality Control Board (SARWQCB). Furthermore, the PVCCSP EIR required the preparation of SWPPPs and WQMPs for individual implementing development projects, which would ensure compliance with the Water Quality Control Plan and also ensure sustainable groundwater recharge.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. As described previously, the Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction

related sources of pollution. For operations, the proposed Project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan.

Also as described previously, the Project site is within the Perris North groundwater basin. Because pumping in the groundwater basin is managed, which limits the allowable withdrawal of water from the basin by water purveyors, and the Project does not involve groundwater pumping (as water supplies would be provided by the City), the proposed Project would not conflict with or obstruct a groundwater management plan, and no impacts would occur.

Therefore, the proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and no new substantial environmental impacts would occur in comparison to the PVCCSP EIR.

Mitigation/Monitoring Required

No hydrology and water quality impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for hydrology and water quality.

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

a) Physically divide an established community?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the PVCCSP area includes some vacant and agricultural land, but is otherwise developed with light industrial, industrial, commercial, and business park uses consistent with the City of Perris General Plan Land Use Map. The PVCCSP EIR determined that buildout under the PVCCSP would not divide or disrupt travel between different parts of the City. The intent of the PVCCSP is to bring the area together as a unified neighborhood for higher quality. Therefore, the PVCCSP EIR determined that no established community would be physically divided through buildout of the PVCCSP, and no impacts were anticipated.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. Surrounding land uses consist of single-family residences and industrial uses to the south, a substation and industrial uses to east, Rider Street followed by vacant land to the north, and single-family residences to the west. Consistent with the determination of the PVCCSP EIR, development of the proposed Project would not physically divide an established community. The proposed Project would be developed would be consistent with the General Plan and PVCCSP zoning designations and would not introduce roadways or other infrastructure improvements that would bisect or transect the Project site or surrounding area. The proposed industrial uses would be compatible with the surrounding land uses, as it would introduce new industrial warehouse uses in an area with similar uses (the PVCCSP). Furthermore, access to the surrounding communities would not be interrupted as a result of development of the Project site, as residents do not have to cross the site to access their communities. Thus, impacts related to physically dividing an established community would not occur from the proposed Project.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that implementation and buildout of the PVCCSP would be consistent with the City of Perris General Plan, SCAG's Regional Transportation Plan, and other applicable regional plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the PVCCSP EIR

concluded that the PVCCSP would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The documents regulating land use for the Project site and immediate vicinity are the PVCCSP, the City's General Plan, and the City's Municipal Code. The proposed Project's relationship to these planning documents is described below.

PVCCSP. The Project site is currently designated as Light Industrial (LI) in the PVCCSP. According to the PVCCSP, "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." As the proposed Project would develop a light industrial warehouse, it would be consistent with the existing land use designation, and no impact related to the PVCCSP land use designation would occur.

General Plan. The Project site is designated as Light Industrial (LI) by the City's General Plan. According to the General Plan, the maximum permissible density for Light Industrial developments is 0.75 FAR. The proposed Project would have a FAR of 0.51, and therefore, would be within the density allowed in the General Plan. No impact related to the General Plan land use designation would occur from implementation of the Project.

Table LU-1: General Plan Consistency

General Plan Policy	Project Consistency
Land Use Element	
Policy IIA. Require new development to pay its full, fair-share of infrastructure costs.	The Project applicant will pay applicable development impact fees pursuant to City Ordinance No. 1182 to mitigate the cost of public facilities and infrastructure to support new development. Thus, the Project would be consistent with General Plan Land Use Element Policy IIA.
Policy IIB. Require new development to include school facilities or pay school impact fees, where appropriate	The Project applicant will pay all applicable school impact fees to Val Verde Unified School District. Thus, the Project would be consistent with General Plan Land Use Element Policy IIB.
Policy IIIA. Accommodate diversity in the local economy.	The Project is consistent with the LI land use designation for the site within the PVCCSP, which was previously adopted by the City to ensure quality, organized development within the Specific Plan area. As such, the Project would be consistent with General Plan Land Use Element Policy IIIA.
Policy VA. Restrict development in areas at risk of damage due to disasters.	As discussed in Section 5.9, Hazards and Hazardous Materials, the proposed Project site is not located within an area of significant risk due to human or natural disasters. Therefore, although it would be the responsibility of the City to determine whether development restrictions should be in place, the Project would be consistent with General Plan Land Use Element Policy VA.
Circulation Element	

Policy IIB. Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	The Project would not significantly impact the existing transportation network, as outlined in the Traffic Impact Analysis included in Appendix J. Additionally, installation of sidewalks and bike racks at the Project site will support development of alternative travel modes. As such, the Project would be consistent with General Plan Circulation Element Policy IIB.
Policy IIIA. Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	The proposed Project is consistent with the land use designation in the Perris GP and PVCCSP, and traffic associated with development of the site as a warehouse can be accommodated by the City's planned transportation system. (Appendix J) Additionally, The Project applicant will also pay applicable development impact fees, which may be used by the City to support development of transportation options. As such, the Project would be consistent with General Plan Circulation Element Policy IIIB.
Policy VA. Provide for safe movement of goods along the street and highway system.	The proposed Project has been designed to ensure that adequate sight distance is provided at each Project access point and that adequate signing and striping is provided. All Project trucks will be restricted to access City/PVVCSP designated truck routes to access I-215. Because the Project is consistent with the on-site and surrounding land use and zoning designations, and implementation of the Project will not introduce incompatible uses to the Project Area. As such, the Project would be consistent with General Plan Circulation Element Policy VA.
Conservation Element	
Policy IIA. Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	As discussed in Section 5.4, *Biological Resources,* the Project is consistent with Western Riverside MSHCP policies and will pay applicable fees pursuant to City Ordinance No. 1123 to offset impacts to biological resources from Project construction and operation. Appropriate PVCCSP mitigation would ensure compliance with the MBTA and CDFW regulations. As such, the Project would be consistent with Conservation Element Policy IIA.
Policy IIIA. Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	As discussed in Section 5.4, *Biological Resources,* the Project is consistent with Western Riverside MSHCP policies and includes mitigation to ensure impacts to MSHCP species would be less that significant. As such, the Project would be consistent with Conservation Element Policy IIIA.

Policy IVA. Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.	There are no historic properties identified within the Project area, and appropriate mitigation has been identified in the Cultural and Tribal Cultural Resources sections for the Project to ensure that impacts to archaeological and paleontological resources will be less than significant. As such, the Project would be consistent with Conservation Element Policy IVA.
Policy VA. Coordinate land-planning efforts with local water purveyors.	As discussed in Section 5.19, *Utilities and Service Systems,* the Project would be served by the Eastern Municipal Water District (EMWD). The EMWD has sufficient water supplies to meet the water needs of the Project. As such, the Project would be consistent with Conservation Element Policy VA.
Policy VIA. Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	As discussed in Section 5.10, *Hydrology and Water Quality*, the Project developer is required to prepare a SWPPP pursuant to the statewide General Construction Permit issued by the State Water Resources Control Board that will reduce any potential construction-related water quality impacts to a less than significant impact. As such, the Project would be consistent with Conservation Element Policy VIA.
Policy VIIIA. Adopt and maintain development regulations that encourage water and resource conservation.	The Project would adhere to the 2019 Title 24 water conservation requirements through the use of low flush plumbing fixtures and efficient irrigation for Project landscaping. As such, the Project would be consistent with Conservation Element Policy VIIIA.
Policy VIIIB. Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	As discussed in Section 5.19, *Utilities and Service Systems,* the Project will comply with applicable City and state policies intended to encourage waste reduction. This includes Perris Municipal Code Section 7.44.050, which requires that project construction divert a minimum of 50 percent of construction and demolition debris; Section 7.44.060, which requires the submittal of a waste management plan; and the 2016 CalGreen Code, which requires that 65 percent of construction waste is diverted. As such, the Project would be consistent with Conservation Element Policy VIIIB.
Noise Element	
Policy IA. The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.	Noise levels of up to 70 dBA CNEL are identified in the Perris GP as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. The Noise Impact Analysis (Appendix I) identified construction noise levels of 53.2 to 74.9 dBA and buildout roadway noise

	levels of up to 70.9 dBA. Therefore, the Project would be consistent with Noise Element Policy IA.
Policy VA. New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria	The closest sensitive receivers are located in the single-family residential properties located adjacent to the western property line. As discussed in Section 5.13, *Noise,* operational noise levels are not expected to exceed the City standard of 60 dBA at nearby sensitive receptors. As such, the Project would be consistent with Noise Element Policy VA.
Safety Element	
Policy IB. The City of Perris shall restrict future development in areas of high flood hazard until it can be shown that risk is or can be mitigated.	The proposed Project site is not within a high flood hazard area. The Project's on-site subsurface storm drain systems will adequately convey flows to the water quality basin located at the northeastern portion of the Project site and provide flood protection for the 100-year storm event. As such, the Project would be consistent Safety Element Policy IB.
Policy ID. Consult the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area development restrictions when considering development project applications.	The proposed Project is located within the C1 compatibility zone for MARB and the Project would be a permitted use of that zone. As such, the Project would be consistent with the MARB Land Use Compatibility Guidelines and the Safety Element Policy ID.
Policy IE. All development will be required to include adequate protection from damage due to seismic incidents	The proposed Project would be designed in compliance with the applicable sections of the 2019 California Building Code, which provides criteria for seismic design of buildings. As such, the Project would be consistent with Safety Element Policy IE.
Healthy Community Element	
Policy HC1.3. Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space	The proposed Project would be designed to include adequate lighting, including security lighting, and would be visible from the street. The Project would include all required emergency access points and would be reviewed by the Perris Fire Department to ensure all regulations of the California Fire Code are met. As such, the Project would be consistent with Healthy Community Element HC 1.3.
Policy HC 6.3. Promote measures that will be effective in reducing emissions during construction activities • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations • All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by	As discussed in Section 5.3, *Air Quality,* the Project would follow existing SCAQMD rules and regulations aimed at reducing emissions of pollutants. The Project would not exceed any SCAQMD daily emissions thresholds. As such, the Project would be consistent with Healthy Community Element HC 6.3.

the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD • Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded	

Municipal Code. According to Title 19 of the Municipal Code, the Project site is zoned for Light Industrial (LI) uses. As detailed previously in Table AES-1, the proposed Project would be consistent with the development standards for the LI zoning district. Thus, the proposed Project would not conflict with any applicable zoning regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No land use and planning impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding land use and planning.

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

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?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, describes that Figure OS-5 of the Riverside County General Plan shows that the PVCCSP planning area is located within Mineral Resource Zone three (MRZ-3), as classified by the State Mining and Geology Board (SMGB). MRZ-3 is classified as an area where the available geologic information indicates that mineral deposits exist or are likely to exist, however, the significance of the deposit is undetermined. Therefore, the Initial Study concluded that no impacts would occur from buildout under the PVCCSP.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The Project site is primarily developed with single-family residences and is not used for mineral extractions. Furthermore, the Project site has a classification of MRZ-3, indicating areas of undetermined mineral resource significance and is planned for light industrial uses. Therefore, development of the proposed Project would not result in impacts related to mineral resources.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that no sites within the City of Perris City limits have been designated as locally important mineral resource recovery sites in the Perris General Plan or County of Riverside General Plan. Accordingly, no impact to availability of a locally-important mineral resource recovery site would occur. Therefore, the Initial Study concluded that no impacts would occur from buildout of the PVCCSP.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. No sites have been designated as locally-important mineral resource recovery sites on any local plan within the City of Perris. Therefore, implementation of the

proposed Project would not result in the loss of availability of a locally-important mineral resource recovery site as delineated on a local plan. Thus, development of the proposed Project would not have a significant impact on mineral resources.

The proposed Project is consistent with the impacts identified in the PVCCSP EIR, and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No new impacts nor substantially more severe mineral resources impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding mineral resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
5.13 NOISE. Would the project result in:					
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?	☐	☒	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☒

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would contribute permanent noise to the existing environment through the addition of traffic on local streets. Therefore, the PVCCSP EIR included mitigation measures to limit noise exposure along road segments. Furthermore, the PVCCSP EIR found that construction noise had the potential to generate a substantial increase in ambient noise levels and implemented mitigation measures to require construction staging areas to be away from sensitive receptors. The PVCCSP EIR concluded that with implementation of the mitigation measures listed below and adherence to applicable noise standards, the project would not generate noise in excess of standards and impacts would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

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

MM Noise 2: During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closet sensitive receptor.

MM Noise 3: No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.

MM Noise 4: Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

MM Noise 5: New sensitive land uses, including residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries, to be located within the PVCC shall be protected from excessive noise, including existing and projected noise. Attenuation shall be provided to ensure that noise levels do not exceed an exterior standard of 60 dBA (65 dBA is conditionally acceptable) in outdoor living areas and an interior standard of 45 dBA in all habitable rooms. Specifically, special consideration shall be given to land uses abutting Ramona Expressway from Redlands Avenue to Evans Road and from Evans Road to Bradley Road; Rider Street from Evans Road to Bradley Road; Placentia Avenue from Perris Boulevard to Redlands Avenue, from Redlands Avenue to Wilson Avenue, from Wilson Avenue to Murrieta Road, and from Murrieta Road to Evans Road; Perris Boulevard from Orange Avenue to Placentia Avenue and from San Michele Road to Krameria Avenue; and Redlands Avenue from Nuevo Road to Citrus Avenue, from Citrus Avenue to Orange Avenue and from Orange Avenue to Placentia Avenue.

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document.

City of Perris General Plan
The City of Perris General Plan Noise Element establishes standards for outdoor noise levels for various land uses. Noise levels of up to 60 dBA CNEL are "normally acceptable" and levels up to 65 dBA CNEL are "conditionally acceptable" for both single-family and multi-family residential uses and noise levels of up to 65 dBA CNEL are "normally acceptable" and levels up to 75 dBA CNEL are "conditionally acceptable" for business commercial uses. Additional City of Perris General Plan goals and policies which apply to the proposed Project include the following:

Goal-I: Land Use Siting: Future land uses compatible with projected noise environments.

Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.

Implementation Measures

I.A.1 All new development proposals will be evaluated with respect to the State Noise/ Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.

I.A.2 Site plans for new residential development near roadway and train noise sources shall incorporate increased building setbacks and/or provide for sufficient noise barriers for useable exterior yard areas so that noise exposure in those areas does not exceed the levels considered "Normally Acceptable" in the State of California Noise/Land Use Compatibility Criteria.

I.A.3 Acoustical studies shall be prepared for all new development proposals involving noise sensitive land uses, as defined in Section 16.22.020J of the Perris Municipal Code, where such projects are adjacent to roadways and within existing or projected roadway CNEL levels of 60 dBA or greater.

I.A.4 As part of any approvals of noise sensitive projects where reduction of exterior noise to 65 dBA is not reasonably feasible, the City will require the developer to issue disclosure statements to be identified on all real estate transfers associated with the affected property that identifies regular exposure to roadway noise.

I.A.5 No new residential dwellings shall be placed in areas with mitigated or unmitigated exterior noise levels that exceed 70 dBA CNEL.

Goal-V: Stationary Noise Sources: Future non-residential land uses compatible with noise sensitive land uses.

Policy V.A: New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.

Implementation Measures

V.A.1 An acoustical impact analysis shall be prepared for new industrial and large scale commercial facilities to be constructed within 160 feet of the property line of any existing noise sensitive land use. This analysis shall document the nature of the commercial or industrial facility as well as all interior or exterior facility operations that would generate exterior noise. The analysis shall document the placement of any existing or proposed noise-sensitive land uses situated within the 160-foot distance. The analysis shall determine the potential noise levels that could be received at these sensitive land uses and specify specific measures to be employed by the large scale commercial or industrial facility to ensure that these levels do not exceed 60 dBA CNEL at the property line of the adjoining sensitive land use. No development permits or approval of land use applications shall be issued until the acoustic analysis is received and approved by the City of Perris Staff.

City of Perris Municipal Code

Section 7.34.050 General Prohibition. It unlawful for any person to willfully make, cause or suffer, or permit to be made or caused, any loud excessive or offensive noises or sounds which unreasonably disturb the peace and quiet of any residential neighborhood or which are physically annoying to persons of ordinary sensitivity or which are so harsh, prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of the City of Perris, or any section thereof.

Section 7.34.060 Hours of Construction. It is unlawful for any person between the hours of 7:00 PM of any day and 7:00 AM of the following day, or on 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 80 dBA L_{max} in residential zones in the City of Perris.

Section 7.34.070 Refuse Vehicles and Parking Lot Sweepers. No person shall operate or permit to be operated a refuse compacting, processing or collection vehicle or parking lot sweeper between the hours of 7:00 PM to 7:00 AM in any residential area unless a permit has been applied for and granted by the City of Perris.

Table N-1: City of Perris Noise Compatibility Guidelines

Land Use Category	Exterior Noise Level (CNEL)							
	55	60	65	70	75	80	85	
Low Density Single Family, Duplex, Mobile Homes								
Multi-Family								
Hotels/Motels, Transient Lodging								
Schools, Libraries, Churches, Hospitals, Nursing Homes								
Auditoriums, Concert Halls, Amphitheaters, Meeting Halls								
Sports Arena, Outdoor Spectator Sports								
Playgrounds, Neighborhood Parks								
Golf Courses, Riding Stables, Water Recreation, Cemeteries								
Office Buildings, Business Commercial and Professional, and Mixed-Use Developments								
Industrial, Manufacturing Utilities, Agriculture								

Acceptable:	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal construction, without any special noise insulation requirements.
Conditionally Acceptable:	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable:	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise reduction features included in the design.
Unacceptable:	New construction or development should generally not be undertaken.

Source: City of Perris General Plan, 2005.

Existing Noise Levels

As detailed in the Noise Impact Analysis (Appendix I), to identify the existing ambient noise level environment, short term noise level measurements were taken at three locations in the Project study area. The short-term noise level measurements were positioned as close to the nearest sensitive receiver locations, as possible to

assess the existing ambient noise levels surrounding the Project site. See Figure N-1, *Noise Measurement Locations*. The existing noise levels are provided in Table N-2.

Table N-2: Short Term Noise Measurement Summary

Daytime								
Site Location	Time Started	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
STNM1	1:37 PM	69.4	80.7	43.6	76.8	72.9	70.2	67.3
STNM2	2:21 PM	52.7	68.1	41.4	62.8	54.8	51.5	49.9
STNM3	2:41 PM	73.8	99.0	50.3	76.4	68.2	63.5	58.1

Source: Noise Impact Analysis, 2020 (Appendix I)

Additionally, long-term existing ambient noise levels were taken at one location, as shown of Figure N-1. The existing long-term noise levels are provided in Table N-3.

Table N-3: Long Term Noise Measurement Summary

24-Hour Ambient Noise								
LTNM1								
Hourly Measurements	Time Started	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
1	3:00 PM	66.5	81.7	43.3	69.1	68.6	68.0	66.2
2	4:00 PM	66.8	81.6	42.4	69.1	69.0	68.1	66.5
3	5:00 PM	67.2	83.7	44.7	70.4	69.9	68.8	67.1
4	6:00 PM	66.8	74.5	69.3	70.1	69.8	68.1	66.2
5	7:00 PM	68.4	95.1	46.6	76.1	69.3	68.2	66.1
6	8:00 PM	66.9	83.5	47.7	69.4	68.9	68.4	66.3
7	9:00 PM	66.0	90.5	46.6	72.5	68.6	67.3	64.8
8	10:00 PM	63.6	81.7	43.6	67.7	67.2	66.5	62.8
9	11:00 PM	62.2	75.9	41.4	66.3	65.9	65.1	61.7
10	12:00 AM	61.0	86.8	39.0	66.4	64.4	63.4	59.1
11	1:00 AM	59.2	80.0	37.5	66.0	65.0	63.9	55.5
12	2:00 AM	64.2	95.3	41.3	66.7	65.5	64.2	57.4
13	3:00 AM	61.5	78.1	41.7	65.8	64.7	64.3	61.2
14	4:00 AM	64.6	80.3	49.4	67.7	67.3	67.1	64.3
15	5:00 AM	64.5	82.4	51.9	68.1	67.6	66.7	64.1
16	6:00 AM	67.0	91.8	51.2	71.1	69.0	68.9	65.8
17	7:00 AM	66.3	85.6	51.3	69.1	68.2	67.9	65.9
18	8:00 AM	65.5	82.0	49.4	69.4	68.2	67.7	64.8
19	9:00 AM	64.9	83.7	41.4	68.0	67.4	66.8	64.7
20	10:00 AM	65.6	86.9	37.1	69.7	69.1	67.5	64.6
21	11:00 AM	65.5	89.9	37.5	69.4	68.0	66.6	64.6
22	12:00 PM	65.8	87.0	38.0	72.2	68.4	67.5	64.6
23	1:00 PM	65.9	86.1	38.1	72.1	68.2	67.9	65.1
24	2:00 PM	65.8	81.5	39.4	68.3	68.0	67.4	65.7

Source: Noise Impact Analysis, 2020 (Appendix I).

Noise Measurement Locations

Sensitive Receptors

Construction Noise

As described above, construction noise sources are regulated within the City of Perris under Section 7.34.060 of the City's Municipal Code which prohibits construction activities other than between the hours of 7:00 AM and 7:00 PM. Construction activities are not permitted on a legal holiday, with the exception of Columbus Day and Washington's Birthday, or on Sundays. Section 7.34.060 also prohibits construction activity from exceeding 80 dBA L_{max} in residential zones within the City. To evaluate whether the project would generate potentially significant short-term noise levels at off-site sensitive receiver locations the City of Perris construction-related noise level threshold of 80 dBA L_{max} is used (EPD, 2020).

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction noise associated with the Project was calculated utilizing methodology presented in the FTA Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the Project site, which are listed in Table N-4 below.

For each phase of construction, the nearest piece of equipment was analyzed at the closest distance of the proposed activity to the nearest sensitive receivers. The closest sensitive receivers are located in the single-family residence approximately 330 feet from the southern property line and the buildings associated with the single-family residence approximately 26 feet from the western property line. The sensitive receivers to the east and north of the proposed Project are located approximately 0.26 miles from the eastern and northern property lines. Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings.

Table N-4: Estimated Construction Noise Levels at Sensitive Receptors

Construction Phase	Receptor Location	Existing Ambient Noise Levels (dBA Leq)[1]	Construction Noise Levels at Receptor Locations (dBA Leq)[2]	Combined Noise Levels (Leq)	Increase Over Ambient (dBA)	Construction Noise Levels at Receptor Locations (dBA Lmax)[2]
Demolition	West (STNM1)	69.4	66.4	71.2	1.8	71.8
	South (STNM3)	73.8	63.1	74.2	0.4	68.6
	East (STNM2)	52.7	56.2	57.8	5.1	61.6
	Northeast (LTNM1)	69.4	55.7	69.6	0.2	61.2
Site Preparation	West (STNM1)	69.4	65.2	70.8	1.4	69.2
	South (STNM3)	73.8	61.9	74.1	0.3	65.9
	East (STNM3)	52.7	55.0	57.0	4.3	58.9
	Northeast (LTNM1)	69.4	54.5	69.5	0.1	58.5
Grading	West (STNM1)	69.4	67.1	71.4	2.0	71.2
	South (STNM3)	73.8	63.8	74.2	0.4	68.0
	East (STNM3)	52.7	56.9	58.3	5.6	61.1
	Northeast (LTNM1)	69.4	56.4	69.6	0.2	60.6
Building Construction	West (STNM1)	69.4	61.7	70.1	0.7	67.4
	South (STNM3)	73.8	58.4	73.9	0.1	64.1
	East (STNM3)	52.7	51.5	55.1	2.4	57.2

	Northeast (LTNM1)	69.4	51.1	69.5	0.1	56.7
Paving	West (STNM1)	69.4	63.1	70.3	0.9	69.5
	South (STNM3)	73.8	59.8	74.0	0.2	66.2
	East (STNM3)	52.7	52.9	55.8	3.1	59.2
	Northeast (LTNM1)	69.4	52.5	69.5	0.1	58.8
Architectural Coating	West (STNM1)	69.4	53.8	69.5	0.1	57.7
	South (STNM3)	73.8	50.5	73.8	0.0	54.5
	East (STNM3)	52.7	43.5	53.2	0.5	47.5
	Northeast (LTNM1)	72.1	43.1	72.1	0.0	47.1

[1] Noise measurement locations are shown on Figure N-1.

[2] Construction noise calculations available in Appendix I.

Source: Noise Impact Analysis, 2020 (Appendix I).

As shown in Table N-4, the unmitigated construction noise levels, when combined with existing ambient noise levels, are expected to range from 47.1 to 71.8 dBA L_{max}, which would be less than the 80 dBA L_{max} significance threshold. Therefore, the noise impacts due to Project construction noise would be less than significant.

Operational Noise

Off-Site Vehicle Noise

Potential noise impacts associated with the operations of the proposed Project are a result of Project-generated vehicular traffic on the Project vicinity roadways. The noise impacts related to vehicular traffic were modeled in the Noise Impact Analysis using a version of the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA-RD-77-108), as modified for CNEL and the "Calveno" energy curves. The Opening Year (2022) without Project and Opening Year (2022) with Project average daily traffic (ADT) noise levels were calculated.

Table N-5 shows that at Project buildout, in 2022, there would be 0.1 dB increase in noise due to the increase of Project-related traffic on roadways in the Project vicinity. As the Project-related increase in traffic noise does not exceed 3 dBA, impacts related to operational noise from traffic would be less than significant.

Table N-5: Project Traffic Noise Contributions to Opening Year (2022) Scenario

	Opening Year (2022) without Project		Opening Year (2022) With Project			Is the increase significant?
Road Segments	ADT	dB CNEL	ADT	Total	Project-Specific Increase	
North/South						
Wilson Avenue						
s/o Rider Street	5,264	64.9	5,426	65.0	0.1	No
East/West						
Rider Street						
e/o Redlands Avenue	16,286	69.8	16,523	69.9	0.1	No
w/o Wilson Avenue	16,332	69.8	16,569	69.9	0.1	No
e/o Wilson Avenue	20,382	70.8	20,512	70.8	0.0	No

* The uniform distance of 50 feet from centerline allows for direct comparisons of potential increases or decreases in noise levels based upon various traffic scenarios; however, at this distance, no specific noise standard necessarily applies

Source: Noise Impact Analysis, 2020 (Appendix I)

On-Site Noise Sources

Parking Lot Areas

Sources of noise from parking lot areas are primarily from engine and tire noise, slamming of doors, and pedestrians. Instantaneous maximum sound levels generated by a car door slamming, engine starting up, and cars driving may be an annoyance to adjacent noise-sensitive receptors. Noise levels associated with parking lots typically range from approximately 60 to 70 dBA L_{max} at a distance of 50 feet (Appendix I). Parking lot noise would also be partially masked by background noise from Rider Street. As shown in Table N-2: Short-Term Noise Measurement Summary, the ambient noise levels in the Project area were measured between 52.7 and 73.8 dBA L_{eq} and 68.1 to 99 dBA L_{max} . The proposed parking lot would not result in substantially greater noise levels than currently exist at the Project site. Therefore, noise associated with parking lot activities would not exceed City standards of 80 dBA L_{max} daytime or 60 dBA L_{max} nighttime maximum noise level standards.

Loading Areas

In order to determine the noise created by the loading docks, a reference noise measurement of 71.2 dBA L_{max} at approximately 50 feet was utilized (Appendix I). The reference noise measurement included idling trucks, delivery truck activities, parking, backup alarms, and refrigerated containers associated with a warehouse use.

All loading areas on the project site would be located at least 415 feet from the property line of the nearest adjacent sensitive use to the south and at least 435 feet from the property line of the nearest adjacent sensitive uses to the west.

At a distance of 415 feet the loading area noise levels generated by the proposed project would be approximately 52.8 dBA L_{max} and at a distance of 435 feet the noise level would be approximately 52.4 dBA L_{max}. Additionally, the proposed building would be in between the adjacent uses to the west and the loading area and a concrete screening wall is to surround the loading docks. The proposed building and screening wall would break the line of sight between the loading dock and the nearest adjacent uses, reducing noise levels experienced at these adjacent uses even further. Therefore, the noise levels generated by the onsite loading areas would comply with the City's 80 dBA L_{max} daytime or 60 dBA L_{max} nighttime maximum noise level standards at receiver property boundaries, and impacts would be less than significant.

Rooftop Mechanical Equipment

In order to determine the noise created by a rooftop heating, ventilation, and air conditioning (HVAC) unit, a reference noise measurement of 77.7 dBA L_{eq} at 5 feet was utilized (Appendix I). The reference noise measurement was taken while an HVAC unit was operational on the rooftop of an existing commercial building. All rooftop HVAC units in operation on the project site would be located at least 40 feet or more from the property line of the residential uses located adjacent to the west of the project site and approximately 395 feet or more from the property line of the residential use located to the south of the project site. At approximately 40 feet, noise levels generated by the HVAC unit would decrease to 59.6 dBA L_{max} and at 395 feet noise level would be 39.8 dBA L_{max}. As such, the noise levels generated by operation of rooftop HVAC units would comply with the standards set forth by the City of Perris.

As shown in Table N-2: Short-Term Noise Measurement Summary, the existing noise levels within the Project vicinity range between 68.1 dBA L_{MAX} to 99 dBA L_{MAX} and 52.7 dBA L_{eq} to 73.8 dBA L_{eq}. The noise levels generated by onsite activities such as loading and unloading and operation of HVAC would reach up to approximately 59.6 dBA L_{max} at nearby sensitive receptors. Furthermore, noise from parking lot activities would not exceed existing noise levels. Therefore, project generated operational noise would not result in substantially greater noise levels than currently exist at the project site nor would they exceed the City of Perris' 80 dBA L_{max} daytime or 60 dBA L_{max} nighttime maximum noise level standards. Therefore, impacts would be less than significant.

The proposed Project would result in noise impacts that are less than those identified in the PVCCSP EIR. In addition, impacts would be further reduced with incorporation of the identified PVCCSP EIR mitigation measures.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in groundborne vibration and groundborne noise; however, construction would be setback from sensitive receptors and would comply with Perris Municipal Code Section 7.34.060, which limits construction to daytime hours and prohibits construction on Sundays and holidays. The PVCCSP EIR concluded that impacts from generation of groundborne vibration and groundborne noise levels would be less than significant with setbacks from sensitive receptors and compliance with the City's Noise Ordinance.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.

Construction

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading.

Table N-6: Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level (Lv) at 25 feet
Hydromill (slurry wall)	0.008 in soil	66
	0.017 in rock	75
Vibratory roller	0.210	94
Hoe ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, 2018.

As shown above in Table N-6, the highest degree of groundborne vibration would be generated during the paving construction phase due to the operation of a vibratory roller. Based on the Federal Transit Administration (FTA) data, vibration velocities from vibratory roller operations are estimated to be approximately 0.1980 inch-per-second PPV at 26 feet from the source of activity. As such, structures located greater than 26 feet from vibratory roller operations would not experience groundborne vibration above the Caltrans significance thresholds (i.e. 0.3 inch-per-second PPV for structures and 0.4 inch-per-second PPV for severe human annoyance).

As the nearest existing structures are located approximately 26 feet from the western property line and 40 feet from the southern property line any location within the Project boundary where a vibratory roller may be used (such as in preparation for paving of the parking lot), the Caltrans significance thresholds would not be exceeded. Therefore, impacts related to construction groundborne vibration would be less than significant.

Operation
The proposed Project would receive as many as 94 truck trips per day. On-site, within the loading dock area, these additional truck trips would operate at least 125 feet from the existing home located adjacent to the south of the Project site. Furthermore, along off-site travel routes these additional truck trips would operate at least 30 feet from existing residential uses along Rider Street. Using data provided in Table N-7: Vibration Source Levels for Construction Equipment, a loaded truck would typically produce a vibration level of 0.076 inch per second PPV at 25 feet or 0.054 inch per second RMS at 25 feet. It is anticipated that at the nearest residential structure (approximately 125 feet away) the vibration levels caused by a loaded truck operating on-site within the loading dock area would be around 0.007 inches per second PPV or 0.005 inch per second RMS. In addition, vibration levels at the nearest residential structures (approximately 30 feet from the edge of the roadway) from off-site travel routes would be anticipated to be around 0.058 inches per second PPV or 0.041 inch per second RMS. Therefore, truck vibration is not expected to be perceptible or exceed thresholds related to potential damage, and impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR discussed that certain portions of the PVCCSP planning area fall within the MARB CNEL noise contour ranging from 60 dBA to 80 dBA. The PVCCSP EIR found that while there is potential for noise events to occur from MARB, commercial, business park/professional office, light industrial, general industrial, and public/semi-public facilities within the PVCCSP are not considered to be sensitive receivers. Furthermore, the PVCCSP includes project design features that would limit exposure to noise from MARB for all land use types within the PVCCSP. Therefore, the PVCCSP EIR found that the PVCCSP would not expose people residing or working in the Project area to excessive noise levels, and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The MARB is located approximately 2.88 miles northwest of the Project site. According to the Perris General Plan Safety Element, a portion of the Project site falls within the 60 dBA noise contour, while the remainder of the site is outside of the 60 dBA noise contour for this airport. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels from airports. Impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

As detailed previously, the PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP and the PVCCSP EIR. Upon implementation of applicable PVCCSP EIR mitigation measures, no new impacts nor substantially more severe noise impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures related to noise are required.

Applicable PVCCSP EIR Mitigation Measures

MM Noise 1: During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers consistent with manufacturer's standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Noise 2: During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closet sensitive receptor. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Noise 3: No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.

MM Noise 4: Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Noise 5: New sensitive land uses, including residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries, to be located within the PVCC shall be protected from excessive noise, including existing and projected noise. Attenuation shall be provided to ensure that noise levels do not exceed an exterior standard of 60 dBA (65 dBA is conditionally acceptable) in outdoor living areas and an interior standard of 45 dBA in all habitable rooms. Specifically, special consideration shall be given to land uses abutting Ramona Expressway from Redlands Avenue to Evans Road and from Evans Road to Bradley Road; Rider Street from Evans Road to Bradley Road; Placentia Avenue from Perris Boulevard to Redlands Avenue, from Redlands Avenue to Wilson Avenue, from Wilson Avenue to Murrieta Road, and from Murrieta Road to Evans Road;. Perris Boulevard from Orange Avenue to Placentia Avenue and from San Michele Road to Krameria Avenue; and Redlands Avenue from Nuevo Road to Citrus Avenue, from Citrus Avenue to Orange Avenue and from Orange Avenue to Placentia Avenue. *[Status: Not Applicable to the proposed Project]*

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

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, included in the PVCCSP EIR, found that the PVCCSP may induce population growth by providing employment opportunities. However, a reduction in designated residential land uses would occur as part of the PVCCSP. The PVCCSP EIR does not include an analysis of population growth; and thus, was determined to be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The proposed Project would not directly result in unplanned population growth because it does not propose any residential dwelling units and development of the Project would be consistent with the General Plan land use and zoning designations for the site, which are used by both local and regional agencies to determine anticipated growth. The employment growth that would occur from the Project is within the growth analyzed by the PVCCSP EIR.

As described previously, the light industrial zoning designation allows for development of the site at a 0.75 FAR, and the proposed Project would result in a FAR of 0.51. The proposed building would be 116,441 less SF than would be allowed by the maximum FAR of 0.75, which would result in fewer employees than anticipated by the PVCCSP EIR and regional projections. Therefore, impacts related to unplanned population growth would not occur from the Project.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the PVCCSP planning area currently has residential uses. However, it determined that buildout of the PVCCSP would not displace substantial numbers of existing residents, which would require the construction of replacement housing. The PVCCSP would recognize existing residential land uses and provide development standards, as appropriate, to mitigate

potential long-term impacts from potentially incompatible land uses. Therefore, the Initial Study concluded that no impacts would occur related to housing displacement.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The proposed Project would replace three existing single-family residences with an industrial warehouse. However, the Project site is designated for Light Industrial uses through the PVCCSP and is not planned to provide for residential uses. In addition, the California, Department of Finance estimates that the City of Perris has a vacancy rate of 4.3 percent, which is approximately 837 vacant housing units. Therefore, the three residential units that would be demolished for the Project would not necessitate the construction of replacement housing elsewhere.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the PVCCSP EIR. The proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (No Impact) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No population and housing impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for population and housing.

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

a) Fire Protection and Emergency Services

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the North Perris Fire Station #90 is located at 333 Placentia Avenue, adjacent to the PVCCSP boundary to the south would provide first response to the PVCCSP area. The Perris Fire Station #1 is located approximately 4 miles south of the PVCCSP planning area and is expected to also serve the proposed Project. Ordinance Number 1182 establishes a developer impact fee to mitigate the cost of public facilities needed to serve new development. The Fire Department would receive a portion of the development impact fees to offset the impact of developing new facilities to support fire services. Future development within the PVCCSP would be required to comply with Ordinance No. 1182 in order to offset potential impacts to the local fire department. Therefore, the Initial Study found that impacts related to fire protection from buildout PVCCSP would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. Perris Fire Department Station Number 2, located at 333 Placentia Avenue Perris, CA 92570, is the closest fire station to the Project site. Fire Station Number 2 is approximately 3 minutes or one roadway mile away. As part of the permitting process, the Project plans would be reviewed by the City's Fire Department and the Building Department (part of the Development Services Department) to ensure that the Project plans meet the fire protection requirements. Additionally, the proposed industrial warehouse would be required to comply with City fire suppression standards including current California Building Code and adequate fire access.

Due to the small increase in onsite people that would occur from implementation of the Project, an incremental increase in demand for fire protection and emergency medical services would occur. However, the increase in employees onsite is limited, and would not increase demands such that the existing fire station would not be able to accommodate servicing the Project in addition to its existing commitments, and provision of a new or physically altered fire station would not be required that could cause environmental impacts.

Additionally, the Project would be required to comply with the provisions of Municipal Code Chapter 19.68, which requires payment of the Development Impact Fee to assist the City in providing for fire protection services. Payment of the Development Impact Fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project. Therefore, impacts related to fire protection services from the proposed Project would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

b) Police Protection

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that police service to the PVCCSP planning area would be provided by the Riverside County Sheriff's Department. Ordinance Number 1182 establishes a developer impact fee to mitigate the cost of public facilities needed to serve new development. The Sheriff Department receives a portion of these development impact fees. Money from these fees is collected and distributed in order to offset the impact of developing new facilities to support sheriff services. Future development within the PVCCSP would be required to comply with Ordinance No. 1182 in order to offset potential impacts to the local police department. Therefore, the Initial Study concluded that impacts related to police protection from buildout of the PVCCSP would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The City of Perris contracts with the Riverside County Sheriff to provide police services for the City. The Riverside County Sherriff's Perris Station would provide police services to the Project. The Perris Station is located at 137 N. Perris Blvd, Perris, CA 92570, approximately 4.1 roadway miles or approximately 10 minutes from the Project site.

Due to the small increase in onsite people that would occur from implementation of the Project, an incremental increase in demand for police protection would occur. However, the Project would include security lighting and other security measures. In addition, the increase in demand would be limited, and would not require provision of a new or physically altered police facility that could cause environmental impacts and impacts would be less than significant. Additionally, the Project would be required to comply with the provisions of Municipal Code Chapter 19.68 which requires payment of the Development Impact Fee to assist the City in providing for public services, including police protection services. Payment of the Development Impact Fee would ensure that the Project provides its fair share of funds for additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

c) School Services

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the PVCCSP planning area is located within the boundaries of the Val Verde Unified School District. The EIR determined that the PVCCSP would not directly create a source of school-aged children, as the PVCCSP does not increase residential land use designations. However, it may indirectly affect schools by providing a source of employment that may draw new residents into the area. Appropriate developer impact fees, as required by state law, shall be assessed and paid to the school district. With the payment of these fees, the EIR determined that impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The Project does not include any housing and would not directly create additional students to be served by the Val Verde Unified School District. Thus, the Project would not generate the need for new or physically altered school facilities and impacts would be less than significant. Additionally, the Project would be required to contribute fees to the Val Verde Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

d) Parks

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the PVCCSP would not directly require the construction or expansion of recreational facilities as it does not propose new residential uses. However, it may indirectly affect recreational facilities by providing a source of employment that may draw new residents into the area. Appropriate developer impact fees, as required by Ordinance No. 1182, shall be assessed and paid toward parks. With the payment of these fees, the PVCCSP EIR determined that impacts to parks and other recreational facilities would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. As noted previously in the response to Issue 5.14(a), the Project would not create an additional need for housing; and would not directly increase the residential population of the City and generate additional need for parkland. Thus, impacts would be less than significant. In addition, the payment of development impact fees per Municipal Code Chapter 19.68 would further reduce any Project impacts related to parks.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

e) Other Public Facilities

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the PVCCSP would not directly increase the demand for library or other public services as it does not propose new residential uses. The City of Perris contracts with Riverside County Public Library System and provides library services at Cesar E. Chavez Library located at 163 E. San Jacinto Boulevard, approximately 4 miles south of the PVCCSP planning area. All new development is subject to development impact fees that are used to construct new library facilities or expand library facilities subsequent to increased demand. Since fees are required for all new development, the Initial Study determined that potential impacts to library services resulting from development under the PVCCSP would be less than significant.

The nearest emergency medical service available to the PVCCSP planning area is the Riverside County Regional Medical Center in Moreno Valley, approximately 4.5 miles northeast of the PVCCSP area. Healthcare facilities are developed in response to perceived market demand by free enterprise. Therefore, the Initial Study determined that buildout under the PVCCSP would not result in construction of new or expanded medical facilities. Substantial adverse physical impacts associated with the provisions of new or physically altered medical facilities was determined to be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. As noted in the response to Issue 5.14(a) above, development of the Project would not result in a direct increase in the population of the Project area and would not increase the demand for public services, including public health services and library services which would require the construction of new or expanded public facilities. Therefore, impacts related to other public services would be less than significant. In addition, the Project would be required to comply with the provisions of Municipal Code Chapter 19.68 which requires payment of the Development Impact Fee to assist the City in providing public services.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No public services impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for public services.

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

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the because the PVCCSP does not include new residential uses, it would not create an increase in the use of recreation facilities. As part of the General Plan, the Metropolitan Water District (MWD) property through the PVCCSP is planned to contain a trail, connecting the PVCCSP to adjacent residential uses. The PVCCSP may also indirectly affect recreational facilities by providing a source of employment that may draw new residents into the area. However, the EIR determined that with the payment of development impact fees, the impacts to parks and other recreational facilities would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The Project would not cause a substantial physical deterioration of any park facilities or would accelerate the physical deterioration of any park facilities because the Project does not include residential dwelling units which would increase the residential population that would use parks. Hence, impacts would be less than significant. In addition, the payment of development impact fees per Municipal Code Chapter 19.68 would reduce any indirect Project impacts related to recreational facilities. Thus, impacts to recreation would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

See the response to threshold 5.16(a), above.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. As noted in the response to Issue 5.16(a) above, the Project does not propose any recreational facilities or require the construction or expansion of recreational

facilities which might have an adverse effect on the environment. In addition, no offsite parks or recreational improvements are proposed or required as part of the Project.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No new impacts nor substantially more severe recreation impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for recreation.

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

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout of the PVCCSP would impact the circulation system by increasing traffic on roads in the PVCC. Therefore, the PVCCSP EIR included the mitigation measures to address potential project-specific traffic impacts and design considerations to determine the needed roadway improvements to be constructed with each implementing project. The PVCCSP EIR concluded that the PVCCSP would conflict with policies addressing level of service in the Perris General Plan; therefore, impacts would be significant and unavoidable.

The PVCCSP EIR also describes that buildout of the PVCCSP includes requirements to improve bus stops, sidewalks, and bike racks. Therefore, the PVCCSP EIR concluded that impacts to alternative transportation would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

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.

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.

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 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.

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 will 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. The 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.

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

MM Trans 6: Each implementing development project that is located adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail.

MM Trans 7: Implementing project-level traffic impact studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCC 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 will be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City.

MM Trans 8: Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD.

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document.
The proposed Project involves removal of three single-family residences and construction of a 248,483 square foot industrial development. Vehicular access to the Project site would be provided via ingress and egress driveways on Rider Street and Wilson Avenue. Passenger cars would utilize the driveway on Rider Street and the northerly driveway on Wilson Avenue, while trucks would use the southerly driveway on Wilson Avenue. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The proposed Project includes internal driveways that would provide circulation for truck and passenger car traffic. A Traffic Impact Assessment (TIA), dated January 11, 2021, was prepared for the proposed Project by EPD Solutions (see Appendix J).

In compliance with PVCCSP EIR mitigation measure MM Trans 7, a Traffic Impact Assessment (TIA), dated January 11, 2021, was prepared for the proposed Project by EPD Solutions (see Appendix J). The Project site has been designed to construct on-site roadway improvements consistent with the PVCCSP, as outlined in PVCCSP EIR mitigation measure MM Trans 1. The proposed Project will participate in the phased construction of off-site traffic signals through payment of the Project's fair share of traffic signal mitigation fees which include TUMF, DIF, and NPRBBD as outlined in mitigation measure PVCCSP EIR mitigation measure MM Trans 3. The fees shall be collected and utilized as needed by the City to construct the improvements necessary to maintain the required Level of Service (LOS) and build or improve roads to their build-out level.

The Riverside Transit Agency (RTA) operates Routes 41 in the Project vicinity (RTA). The PVCCSP also includes pedestrian paths and sidewalks into roadway design, and bike trails into its Standards and Design Guidelines to accommodate non-motorized forms of transportation along roadways within the Specific Plan area and to encourage bus stops to be provided at large commercial and employment centers along existing and future bus routes. Additionally, as required by PVCCSP EIR MM Trans 4, the RTA has been contacted about the Project in order to discuss potential future bus stop provisions along the Rider Street frontage. Compliance with these policies and implementation of PVCCSP EIR mitigation measure MM Trans 5 will ensure that the Project will not conflict with the City's adopted policies, plans, or programs supporting alternative modes of transportation.

Overall, the proposed Project would be less than significant with implementation of the mitigation included in the PVCCSP EIR.

In addition, with the impacts of the Project are less than the significant and unavoidable impacts that were identified in the PVCCSP EIR. Therefore, no new or increased impact would occur than identified in the PVCCSP EIR.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not evaluate impacts related to conflicts or inconsistencies with CEQA Guidelines Section 15064.2, subdivision (b) as the threshold was not included in CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. CEQA analysis of Vehicle Miles Travelled (VMT) went into effect July 1, 2020, and therefore was not a CEQA consideration in 2012, when the PVCCSP EIR was adopted.

Impacts Associated with the Proposed Project

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

State CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT.

The City of Perris TIA Guidelines for CEQA were consulted to determine whether a VMT analysis would be required for the Project. Based on the scoping criteria from the City of Perris TIA Guidelines and evaluation using the Western Riverside Council of Governments (WRCOG) VMT Screening Tool, the Project would have a less than significant impact on VMT because it is located within a low VMT area (Appendix J). The City of Perris VMT Scoping Form for Land Use Projects identifies that there is a citywide employment-based VMT of 11.62 VMT/Employee and the Traffic Analysis Zone (TAZ) that the Project site is within has an employment-based VMT of 9.95 VMT/Employee. Additionally, the WRCOG Screening Tool identifies that the jurisdictional average VMT per service population of 27.59, and the VMT of the Project vicinity (the TAZ) is 21.99 per service population. Therefore, impacts related to VMT would be less than significant; and the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that all proposed streets and intersections in the PVCCSP area are required to meet the City standards for safe turning movements, site distances, etc. Traffic aspects of the PVCCSP were considered compatible with current uses found in the surrounding area. The roads in the PVCCSP area meet standard design criteria and intersections are controlled by stop signs or signals as traffic projections warrant. Because all traffic improvements completed with future development must be consistent with City standards, the Initial Study determined that traffic hazard issues related to buildout of the PVCCSP would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.
Vehicular access to the Project site would be provided via ingress and egress driveways connecting to Rider Street and Wilson Avenue. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The proposed Project would not introduce any new roadways or introduce a land use that would conflict with existing urban land uses in the surrounding area. The proposed Project includes internal driveways that would provide resident access to residential units. Design of the proposed Project, including the internal private roadway, ingress, egress, and other streetscape changes are subject to the City's and PVCCSP development standards. For example, the design of the Project streets would be reviewed to ensure fire engine accessibility and turn around area is provided to the fire code standards. As a result, impacts related to vehicular circulation design features would be less than significant, which is consistent with the impacts identified in the PVCCSP EIR.

d) Result in inadequate emergency access?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated as Appendix A in the PVCCSP EIR, found that development under the PVCCSP area to be consistent with the PVCCSP would improve emergency access by widening and improving roads within the area. Emergency access throughout the PVCCSP area would be maintained and provided in accordance with the Multi-Hazard Functional Plan (MHFP). Therefore, the Initial Study found that impacts related to emergency access would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.
Construction
The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of driveways and connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of Rider Street or Wilson Avenue for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process. Thus, implementation of the Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less than significant level.

Operation
As described previously, the proposed Project area would be accessed from one driveway on Rider Street and two driveways on Wilson Avenue. The construction permitting process would provide adequate and safe circulation to, from, and through the Project area, and would provide routes for emergency responders to access different portions of the Project area. Because the Project is required to comply with all applicable

City codes, as verified by the City potential impacts related to inadequate emergency access would be less than significant.

The proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

As detailed previously, the PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP and the PVCCSP EIR. Upon implementation of PVCCSP EIR mitigation measures, no new impacts nor substantially more severe transportation and traffic impacts would result from implementation of the proposed Project; one new mitigation measure is required for project-specific payment of fees related to transportation and traffic.

Applicable PVCCSP EIR Mitigation Measures

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP. Satisfied through a Traffic Impact Assessment (TIA), dated November 3, 2020, was prepared for the proposed Project by EPD Solutions (see Appendix J) which requires the payment of a 3.84 percent fair share towards the cost of installation of a traffic signal at the Wilson Avenue/Rider Street intersection as a condition of approval].*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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 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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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 will 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. *[Status: RTA has been contacted about the Project, no changes to Site Plan are required.]*

MM Trans 5: Bike racks shall be installed in all parking lots in compliance with City of Perris standards. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Trans 6: Each implementing development project that is located adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail. *[Status: Not Applicable to the proposed Project]*

MM Trans 7: Implementing project-level traffic impact studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCC 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 will be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City. *[Status: Implemented through preparation of the Traffic Impact Analysis (Appendix J)]*

MM Trans 8: Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD. *[Status: Not Applicable to the proposed Project]*

Project Specific Mitigation Measures -

MM Trans 1A: Prior to issuance of certificate of occupancy, the project developer shall pay a 3.84 percent fair share towards the cost of installation of a traffic signal at the Wilson Avenue/Rider Street intersection.

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

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not analyze tribal cultural resources (TCR) under its own threshold, as it was not included as its own thresholds in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the PVCCSP EIR did discuss impacts related to TCRs in thresholds in the Cultural Resources Section. The PVCCSP EIR discussed that in response to the NOP, comment letters were received from the Native American Heritage Commission, Pechanga, and the Soboba Band of Luiseño Indians. The PVCCSP EIR concluded that previously unknown historical resources might be discovered during construction of individual implementing development projects. Therefore, the EIR found that with implementation of the below mitigation measures, impacts to historical resources would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

MM Cultural 1. (Previously enumerated under checklist question 5.5 (a), above)

MM Cultural 2. (Previously enumerated under checklist question 5.5 (b), above)

MM Cultural 3. (Previously enumerated under checklist question 5.5 (a), above)

MM Cultural 4. (Previously enumerated under checklist question 5.5 (a), above)

MM Cultural 6. (Previously enumerated under checklist question 5.5 (a), above)

Impacts Associated with the Proposed Project

No New Impact. Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on "tribal cultural resources" with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project's potential impact to a tribal cultural resource. As such, the City sent notices on January 22, 2021 regarding the Project to the following California Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity:

- Soboba Band of Luiseño Indians
- Agua Caliente Band of Cahuilla Indians,
- Torres Martinez Desert Cahuilla Indians,
- Luiseno Indians,
- Morongo Band of Mission Indians
- Pechanga Band of Mission Indians
- Rincon Band of Mission Indians

None of the notified tribes provided any information regarding known tribal cultural resources within the Project site or requested further consultation or mitigation prior to February 22, 2021. As such, Project-specific mitigation measure MM CR 1[5] would be implemented to require monitoring during any ground disturbing activities on the Project site and to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. Project-specific mitigation measure CR 2[6] would be implemented if any human remains – including Native American human remains – are unearthed by Project construction activities. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines or PRC Section 5020.1(k) and no new substantial environmental impacts would occur in comparison to the PVCCSP EIR.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not analyze tribal cultural resources (TCR) under its own threshold, as it was not included as its own thresholds in CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the PVCCSP EIR did discuss impacts related to TCRs in thresholds in the Cultural Resources Section. The PVCCSP EIR discussed that in response to the NOP, comment letters were received from the Native American Heritage

[5] Project-specific mitigation measure MM CR 1 replaces PVCCSP EIR mitigation measures MM Cultural 2, MM Cultural 3, and MM Cultural 4.
[6] Project-specific mitigation measure MM CR 2 replaces PVCCSP EIR mitigation measure MM Cultural 6

Commission, Pechanga, and the Soboba Band of Luiseño Indians. The PVCCSP EIR concluded that previously unknown TCRs might be discovered during construction of individual implementing development projects. Therefore, the EIR found that with implementation of the mitigation measures listed above in 5.18.a, impacts to historical resources would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document. As discussed above, to avoid potential adverse effects to tribal cultural resources, PVCCSP EIR Mitigation Measures MM Cultural 2, MM Cultural 3, and MM Cultural 4 have been included to provide for Native American and archaeological monitoring of excavation and grading activities to avoid potential impacts to tribal cultural resources that may be unearthed by project construction activities. No information has been provided to the Lead Agency indicating any likelihood of uncovering tribal cultural resources on the Project site, there are no known tribal cultural resources on or adjacent to the Project site, and no potentially significant impacts are anticipated. The PVCCSP EIR mitigation measures are included in the event of any inadvertent discoveries during construction activities.

Additionally, as described previously, California Health and Safety Code, Section 7050.5 and PVCCSP EIR Mitigation Measure MM Cultural 6 require that if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, with implementation of the PVCCSP EIR mitigation measures related to tribal cultural resources, impacts to TCRs would be less than significant and no new substantial environmental impacts would occur in comparison to the PVCCSP EIR.

Mitigation/Monitoring Required

As detailed previously, the Project-specific mitigation measures MM CR 1 and MM CR 2 would be implemented for the protection of tribal cultural resources. No significant tribal cultural resources impacts would result from implementation of the proposed Project.

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

a) Require or result in the 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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in the expansion of EMWD recycled water lines; however, these lines would only impact already disturbed streets making impacts from the expansion of EWMD recycled water lines less than significant. The PVCCSP EIR also found that buildout would result in expansion of other water, wastewater treatment, and stormwater drainage lines. However, the PVCCSP EIR concluded that these expansions would not cause significant environmental effects as they would be constructed within already impacted streets, and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.

Water Infrastructure

The Project applicant would redevelop the Project site, which is currently served by EMWD's water infrastructure, and would install new water infrastructure at the Project site that would connect to existing water infrastructure within Rider Street and Wilson Avenue. The new onsite water system would convey water supplies to the proposed industrial building and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water.

The proposed Project would continue to receive water supplies through the existing water lines located within the Rider Street and Wilson Avenue rights-of-way that have the capacity to provide the increased water supplies needed to serve the proposed Project, and no expansions of the water pipelines that convey water to the Project site would be required. Installation of the new water distribution lines would only serve the proposed Project and would not provide new water supplies to any off-site areas.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed Project is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this IS/MND. For example, construction emissions from excavation and installation of the water infrastructure is included in Sections 3, *Air Quality* and 8, *Greenhouse Gas Emissions*. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater
The Project site is currently served by the existing sewer lines within Rider Street and Wilson Avenue. The Project includes installation of onsite sewer lines that would connect to the existing sewer lines within Rider Street and Wilson Avenue. The existing sewer lines would accommodate development of the Project site and would not require expansion to serve the proposed Project. The necessary on-site installation of wastewater infrastructure is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this MND.

Storm Drainage
As discussed previously, the Project site is relatively flat, and runoff onsite would be conveyed into a biofiltration unit and eventually end up in the onsite infiltration basin at the northeastern portion of the Project site. Higher degree runoff would bypass the biofiltration unit and exit the basin an outlet stormwater pipe, which would connect to stormwater Line A-B in Rider Street.

Due to the appropriate sizing of the onsite drainage features, as ensured through the Project permitting process, operation of the proposed Project would not substantially increase stormwater runoff, and the Project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing off-site facilities, the construction of which could cause significant environmental effects. The required installation of the proposed drainage features is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Overall, impacts related to stormwater drainage facilities would be less than significant.

Electric Power
The Project would connect to the existing Southern California Edison electrical distribution facilities that are adjacent to the Project site and would not require the construction of new electrical facilities.

Natural Gas
The Project would connect to the existing Southern California Gas natural gas distribution facilities that are adjacent to the Project site.

The installation of the utilities at the locations as described above are evaluated throughout this MND and found to be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would increase the demand for water supplies from the EWMD. According to the Water Supply Assessment (WSA) conducted for the PVCC, at buildout, the PVCC is expected to have a projected water demand of 2,671.5 acre-foot per year (AFY). The PVCCSP EIR concluded that the EWMD would have sufficient water supplies to provide for the buildout of the PVCCSP, and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. Water service would be provided to the Project site by the EMWD. The 2015 EMWD UWMP, adopted in June 2016, was prepared for the EMWD and therefore accounts for the water usage that would be attributed to development of the Project site, consistent with its existing land use designation and zoning classification. According to the UWMP, the EWMD has four sources of water to provide to its service area: purchased imported water from the State Water Project; groundwater from the Hemet/San Jacinto and West San Jacinto basins; desalinated water from the West San Jacinto basin; and recycled water (UWMP 2015).

The Water Supply Reliability Assessment within the UWMP concludes that the district has adequate supplies to meet projected demands under multiple dry year scenarios, taking into account the recent prolonged drought (UWMP 2015). Therefore, water demand from the proposed Project would be within the EMWD's current and projected water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. All new development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s). Thus, impacts related to water supplies would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in an increase in the amount of wastewater generated in the EWMD's service area. Based on the proposed PVCC land use designations, the PVCCSP was anticipated to generate approximately 5,316,295 gallons of wastewater per day. The PVCCSP EIR concluded that the wastewater generated by the project would be within the capacity of the EWMD and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The Project site receives wastewater service from EMWD with connections to sewer lines in Rider Street and Wilson Avenue. EMWD currently treats approximately 43 million gallons per day of wastewater at its four active regional water reclamation facilities. Wastewater from the Project site would be treated at the Perris Valley Regional Water Reclamation Facility. The Facility sees typical daily flows of approximately 13.8 million gallons per day and

has capacity for 22 million gallons per day. Therefore, the proposed Project's wastewater generation would be within the current capacity for the Perris Valley Regional Water Reclamation Facility.

All new development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s). As such, the Perris Valley Regional Water Reclamation Facility would have adequate capacity to serve the Project. The proposed Project would connect to and operate under capacity of the current water treatment facility, allowing for sufficient service to the Project area. The Project would not result in any of the wastewater treatment plants discussed above exceeding wastewater treatment requirements. Therefore, impacts related to wastewater generation are less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in approximately 104,671.09 tons of solid waste from construction over 20 years. The solid waste projected to be generated from PVCCSP construction is limited in terms of landfill capacity and would not be excess of the capacity of local landfills. Solid waste from operation of the PVCCSP at buildout would represent approximately 10.65 percent of annual landfill capacity. Therefore, the PVCCSP EIR concluded that the PVCCSP 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, and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.
In 2019, over 84 percent of the solid waste from the City, which was disposed of in landfills, went to the El Sobrante Landfill. The El Sobrante Landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051. In June 2019, a maximum of 13,796 tons in a day was disposed at the El Sobrante Landfill, which provides for a remaining capacity of 2,258 tons per day.

Construction
Construction of the proposed Project would require demolition of the three existing single-family residences and associated structures. Demolition of the existing onsite buildings would result in a total of 1,469 tons of debris. However, Section 5.408.1 of the 2016 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, demolition activities, which would generate the most solid waste would generate approximately 514.2 tons of solid waste. As shown in Table 4 of the Project Description section, demolition and site preparation activities would occur over 15 working days. This equates to approximately 34.28 tons of debris per day.

As described above, the El Sobrante Landfill has additional capacity of approximately 2,258 tons per day. Therefore, the facility would be able to accommodate the addition of 34.28 tons of waste per day during demolition of the proposed Project. Therefore, the El Sobrante Landfill would be able to accommodate solid waste from construction of the proposed Project.

Operation
The CalEEMod solid waste generation rate for general light industrial land use is 1.24 tons per year per 1,000 square feet. Thus, the proposed industrial warehouse would generate approximately 308 tons of solid waste per year. However, at least 75 percent of the solid waste is required by AB 341 to be recycled,

which would reduce the volume of landfilled solid waste to approximately 77 tons per year or 1.48 ton per week.

As the El Sobrante Landfill has additional capacity of approximately 2,258 tons per day, the facility would be able to accommodate the addition of 1.48 tons of waste per week from the Project. Therefore, the El Sobrante Landfill would be able to accommodate solid waste from operation of the proposed Project, and impacts related to landfill capacity would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

e) Comply with federal, state, and local statutes and regulations related to solid waste?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR concluded that Federal, State and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The PVCCSP would comply with all regulatory requirements regarding solid waste and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the 2016 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

In addition, as stated in Response 5.19(d) above, the proposed Project would be required comply with the City's Municipal Code Chapter 7.44, *Construction and Demolition Waste Management*, which requires that developments must divert at least 50 percent of waste generated from demolition and construction and submit a waste management plan. In addition, the proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. Therefore, the proposed Project is anticipated to result in less than significant impacts related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No significant utilities and service systems impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding utilities and service systems.

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

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to wildfires, as these were not individual and separate thresholds for impact analysis in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the PVCCSP EIR evaluated the PVCCSP's potential to substantially impair an adopted emergency response plan or emergency evacuation plan in the Hazards and Hazardous Materials impact analysis and in the Transportation impact analysis and found that the PVCC would not impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact. According to the CAL FIRE Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2020). The proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. As stated in Section 5.9 of this IS/MND, the proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The City's General Plan Safety Element discusses Emergency Management, which outlines goals and policies aimed at emergency preparedness to protect the health, safety and welfare of the general public during and after natural, man-made (technological), or attack-related emergencies. Additionally, the proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Therefore, impacts related to emergency response

and evacuation plans associated with construction of the proposed Project would be less than significant.

The proposed Project does not include any changes to public or private roadways that would physically impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Further, the proposed Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events. In addition, during the operational phase of the proposed Project, on-site access would be required to comply with standards established by the City and Perris Fire Department. The size and location of fire suppression facilities (e.g., hydrants) and fire access routes would be required to conform to City and Fire Department's standards. The proposed Project would provide adequate emergency access to the site via driveways from Rider Street and Wilson Avenue; the driveways would connect to an internal access way that would ensure access for emergency vehicles within the interior of the site. Further, access to and from the Project site for emergency vehicles would be reviewed and approved by the Perris Fire Department and the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable codes and ordinances for emergency vehicle access. Because the Project is required to comply with all applicable City codes, as verified by the City, any potential impacts related to an emergency response or evacuation (if any) would be less than significant.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to wildfires, as these were not individual and separate thresholds for impact analysis in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written.

Impacts Associated with the Proposed Project

No Impact. As stated previously, the Project site is not located within a VHFHSZ. Additionally, the Project site and surrounding area are currently developed or are being developed, and therefore, lack extensive combustible materials and vegetation necessary for the uncontrolled spread of a wildfire.

The Project site is relatively flat and there are limited elevation changes in the Project vicinity. The Project proposes an industrial development on a relatively in an area characterized by existing industrial, commercial, and office uses. As such, the Project itself would not exacerbate wildfire risks as compared to existing conditions because it is representative of existing development in the area. Thus, no impact related to other factors that would expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would occur from the Project. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the PVCCSP EIR.

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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to wildfires, as these were not individual and separate thresholds for impact analysis in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. The PVCCSP EIR discussed impacts related to the installation of associated infrastructure in the Utilities and Service Systems analysis and found impacts to be less than significant.

Impacts Associated with the Proposed Project

No Impact. The Project does not require the installation or maintenance of associated infrastructure (including roads, fuel breaks, emergency water sources, power lines, or other utilities) that would exacerbate fire risk or that would result in impacts to the environment. Although the Project includes new driveways within the Project site, the Project does not include any changes to public or private roadways that would exacerbate fire risk or that would result in impacts to the environment. Although utility improvements, including domestic water, recycled water, sanitary sewer, and storm drain lines proposed as part of the Project would be extended throughout the Project site, these utility improvements would be underground and would not exacerbate fire risk. Project design and implementation of utility improvements would be reviewed and approved by the City part of the Project approval process to ensure the proposed Project is compliant with all applicable design standards and regulations. Therefore, the proposed Project would not include infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities), that would exacerbate fire risk or that would result in impacts to the environment.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to wildfires, as these were not individual and separate thresholds for impact analysis in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the PVCCSP EIR did incorporate the Initial Study which discussed landslide impacts in the Geological Resources and Soils analysis and discussed impacts related to flooding in the Hydrology and Water Quality analysis.

Impacts Associated with the Proposed Project

Less Than Significant Impact. According to the City of Perris General Plan Safety Element, part of the Project site is located in Flood Hazard Zone AE, where flood elevations for a 100-year flood are known. The rest of the Project site is located in Zone X, which is at risk for flooding from a 500-year flood.

As established in Section 5.10 of this IS/MND, during Project construction soil would be compacted and drainage patterns would be temporarily altered due to grading, and there would be an increased potential for flooding compared to existing conditions. However, construction BMPs would be identified and implemented as part of the proposed Project. Implementation of construction BMPs would control and direct surface runoff to prevent flooding, and as such, Project construction would not expose people or structures to significant risks related to downslope and downstream flooding. Therefore, impacts would be less than significant.

During operation, the proposed Project would not substantially alter the existing on-site drainage patterns. Compliance with the proposed operational BMPs would ensure on-site storm drain facilities would be sized to accommodate stormwater runoff from the Project site so that on-site flooding would not occur. The Project would also comply with Perris Municipal Code Chapter 15.05 Provisions for Flood Hazard Reduction, which sets requirements for developments in flood hazard zones and is aimed at minimizing risks associated with development in these zones. Therefore, impacts would be less than significant.

As established in Section 5.7 of this IS/MND, there are no landslide zones close to or within the boundaries of the Project site. The Project site is relatively flat; therefore, the risk of slope failure represents a limited level of concern on the Project site. Further, projects in the City of Perris are required to comply with the CBC, which would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. These features would reduce potential impacts related to landslides to a less than significant level. Therefore, with implementation of the CBC, the Project would not expose people or structures to significant risks, including downslope or downstream landslides, and impacts (if any) would be less than significant.

Mitigation/Monitoring Required

No new impacts nor substantially more severe wildfire impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding wildfires.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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?	☐	☒	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☒

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR determined that impacts to plant and wildlife species were found to be less than significant with incorporation of mitigation measures MM Bio 1 through MM Bio 6. The PVCCSP EIR also discussed impacts to historical and prehistorical resources in the Cultural Resources section and found impacts to be less than significant with the incorporation of mitigation measures MM Cultural 1 through MM Cultural 6. Therefore, the Project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, and impacts would be less than significant with mitigation.

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document. As discussed in Section 5.4 of this IS/MND, the Project site is not populated or used by any species identified as a candidate, sensitive, or special status, and does not contain habitat that would support sensitive species. Furthermore, the Biological Resources Assessment determined that the proposed Project would be consistent with the provisions of the MSHCP through payment of fees and conduct of surveys for burrowing owl and special status plant species. As required by the PVCCSP EIR, the proposed Project has incorporated PVCCSP EIR mitigation measure MM Bio 3 through conduct of a site-specific burrowing owl survey and has found that

burrowing owl are not present on the Project site. The proposed Project has also incorporated PVCCSP EIR mitigation measure MM Bio 6 through conduct of a site-specific focused plant survey and has found that special status plant species are not present on the Project site. Furthermore, PVCCSP EIR mitigation measures MM Bio 3, MM Bio 4, and MM Bio 5 have been implemented through surveys for riparian, wetland, and vernal pools on the Project site. The proposed Project would also incorporate PVCCSP EIR mitigation measure MM Bio 1 to limit impacts to nesting birds. Therefore, impacts related to biological resources would be less than significant with incorporation of the PVCCSP EIR mitigation measures.

As discussed in Section 5.5, *Cultural Resources*, there are no historic resources located with the Project site. In addition, due to the development of the Project site and previous disturbances associated with the construction and operation of the existing site use, the potential for encountering paleontological and archeological resources is considered low. However, in the event that cultural resources are inadvertently discovered during ground-disturbing activities, implementation of Project-specific mitigation measures MM CR 1 and MM CR 2, and MM Geo 2 would ensure that impacts to cultural and paleontological resources would be less than significant. Therefore, the proposed Project would not eliminate important examples of the major periods of California history or prehistory. With implementation of existing regulations and the PVCCSP EIR's mitigation measures, impacts would remain less than significant. There are no new impacts.

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)?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that implementation of the PVCCSP could potentially result in cumulatively considerable impacts related to exceedance of SCAQMD air quality emission thresholds due to the potential for the entire PVCCSP area and individual projects to exceed applicable SCAQMD thresholds. Similarly, the PVCCSP EIR found that impacts related to noise would be cumulatively considerable. Potential impacts to I-215 would be significant and unavoidable and cumulatively significant. However, no other impacts were considered cumulatively considerable.

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document. As discussed above, the proposed Project's potential cumulative impacts were analyzed in the PVCCSP EIR as part of build out of the PVCCSP and would not result in new impacts beyond those analyzed in the PVCCSP EIR. Therefore, the proposed Project would not result in new cumulatively considerable impacts under any impact area, including aesthetics, air quality, cultural resources, GHG emissions, hazards and hazardous materials, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, or utilities and service systems. With implementation of existing regulations and the PVCCSP EIR's mitigation measures, the proposed Project would not result in any new significant impacts.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR identified that impacts related to air quality emissions and noise would potentially cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the PVCCSP EIR concluded that impacts related to air quality and noise would be significant and unavoidable.

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document. As described throughout Section 5, above, the proposed Project has no new potentially significant impacts and no new mitigation measures would be required. The implementation of the PVCCSP EIR mitigation measures, City standards, and City guidelines would ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. There would be no new impacts.

Mitigation/Monitoring Required

As detailed previously, the PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP and the PVCCSP EIR. Upon implementation of applicable PVCCSP EIR mitigation measures and Project-specific mitigation measures, no new impacts nor substantially more adverse impacts would result from the implementation of the proposed Project.

6 Document Preparers and Contributors

Lead Agency:
City of Perris
Planning Department
101 N. D Street
Perris, CA 92570

CEQA Document Preparer:
EPD Solutions, Inc.
Konnie Dobreva, JD
Renee Escario
Brad Perrine
Meaghan Truman
Meghan Macias
Alex Garber
Vince Mirabella
Katie Wilson

7 References

Badlands Sanitary Landfill Site Activity Details. CalRecycle. (2020). Accessed from: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2367

CalEEMod Emission Summary. Prepared by Vince Mirabella (Vince 2020). Appendix A.

State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, May 2020. Accessed: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/

CalRecycle Solid Waste Information System Facility/Site Search. Available at: https://www2.calrecycle.ca.gov/SWFacilities/Directory/

CalRecycle Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility (ca.gov). Accessed: https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility

California Fire Hazard Severity Zone Viewer. Cal FIRE. Accessed from: https://egis.fire.ca.gov/FHSZ/

California Important Farmland Finder. California Department of Conservation. Accessed from: https://maps.conservation.ca.gov/DLRP/CIFF/

California State Scenic Highway System Map. Accessed from: https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983]

City of Perris General Plan. Accessed from: https://www.cityofperris.org/departments/development-services/general-plan

City of Perris Municipal Code. Accessed from: https://library.municode.com/search?stateId=5&clientId=3828&searchText=energy%20efficiency&contentTypeId=CODES

County of Riverside General Plan Open Space Element. Accessed from: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833

Eastern Municipal Water District 2015 Urban Water Management Plan. Accessed from: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1537303453

El Sobrante Landfill Site Activity Details. CalRecycle (2020) Accessed from: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402

EnviroStor. Department of Toxic Substances Control. Accessed from https://www.envirostor.dtsc.ca.gov/public/

Estimated Solid Waste Generation Rates. CalRecycle. Accessed from https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

Fault Activity Map of California. California Department of Conservation. Accessed from: https://maps.conservation.ca.gov/cgs/fam/

FEMA Flood Map Center. Accessed from: https://msc.fema.gov/portal/search?AddressQuery=3060%20Wilson%20Ave%2C%20Perris%2C%20CA%2092571#searchresultsanchor

General Biological Assessment and Western Riverside County MSHCP Consistency Analysis. Prepared by Hernandez Environmental Services. (HES 2020) Appendix B.

Geotechnical Investigation. Prepared by Southern California Geotechnical (SCG 2020). Appendix E.

March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan. Riverside County Airport Land Commission (November 2014). Accessed from: http://www.rcaluc.org/Portals/13/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700

Noise Impact Analysis. Prepared by EPD Solutions (EPD 2020a). Appendix I.

Phase I Cultural Resources Assessment. Prepared by Material Culture Consulting (MCC 2021). Appendix C.

Phase I Environmental Site Assessment. Prepared by Partner Engineering and Science, Inc (Partner 2020). Appendix F.

Phase I Paleontological Resources Assessment. Prepared by Material Culture Consulting (MCC 2020b). Appendix D.

Preliminary Water Quality Management Plan. Prepared by Albert A. Webb Associates (Webb 2020). Appendix G.

Preliminary Drainage Study. Prepared by Albert A. Webb Associates (Webb 2020b). Appendix H.

Riverside County General Plan Socioeconomic Build-Out Projections Assumptions & Methodology (2008). Accessed from: https://planning.rctlma.org/Portals/14/genplan/general_plan_2008/technical_appendices/App_E_Methodology_Adopted_Final.pdf

Traffic Impact Analysis. Prepared by EPD Solutions (EPD 2020b). Appendix J.

This page intentionally left blank.