

INITIAL STUDY
FOR
Operon HKI - Perris

Prepared for:

City of Perris
Kenneth Phung, Planning Manager
101 North D Street Perris, California 92376

Prepared by:

Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408
(909) 890-1818

November 2021

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SECTION 1 INTRODUCTION

Independently reviewed, analyzed and exercised judgment in making the determination, by the Planning Commission on _____, pursuant to Section 21082 of the California Environmental Quality Act (CEQA).

CEQA requires the preparation of an Initial Study when a proposal must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine whether or not a proposal, not except from CEQA, qualifies for a Negative Declaration (ND) or whether or not an Environmental Impact Report (EIR) must be prepared.

1. **Project Title:** Operon HKI - Perris
2. **Lead Agency Name:** City of Perris
Planning Division
101 North D Street
Perris, CA 92376
3. **Contact Person:** Alfredo Garcia, Associate Planner
Phone Number: (951) 943-5003
4. **Project Location:** Southeast corner of Indian Ave. and Harley Knox Blvd.
5. **Geographic Coordinates of Project Site:** 33°51'24.64"N; 117°13'56.88"W
6. **USGS Topographic Map:** Perris, California 7.5-minute USGS Topographic Quadrangle
7. **Public Land Survey System:** Township 4 South, Range 3 West, Section 6
8. **Thomas Guide Location:** Page 747, Grid F7; 2013, San Bernardino & Riverside Counties
9. **Assessor Parcel Number:** 302-090-027 & -028
10. **General Plan & Specific Plan Designations:** Perris Valley Commerce Center Specific Plan (PVCCSP) & Light Industrial (LI)
11. **Description of Project:** Operon Group is proposing the construction and operation of a warehouse facility to include three industrial buildings on an 8.69-acre property described as APNs 302-090-027 and -028. The Proposed Project includes approval of a Tentative Parcel Map to subdivide the Project Site into 3 parcels. With the right-of-way dedications, the Project Site would have a net area of 6.79 acres. The Project Site is within the boundaries of the City of Perris, Riverside County (see Figure 1 -Regional Location). It is located at the southeast corner of Harley Knox Boulevard and Indian Avenue (see Figure 2

- Project Vicinity). The property is within the PVCCSP planning area and has a Specific Plan land use designation of Light Industrial.

The three non-refrigerated warehouse buildings are proposed to have footprints of 45,900 square feet (SF), 42,500 SF and 49,300 SF (see Figure 3 – Site Plan, Figures 4a, 4b, 4c for Building Elevations). Each proposed warehouse building will include 1,100 SF of mezzanine floor. Proposed on-site improvements include paving, parking, screen walls, landscaping, drainage, and access improvements. Access to the Project Site would be provided by three proposed 40-foot-wide driveways, one for each building, along Harley Knox Boulevard. Total parking provided on the Project Site would be 115 standard spaces, 6 of which would be handicap accessible spaces. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), 11 of the parking spaces will be designated for low-emitting, fuel efficient, and carpool/vanpool vehicles. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, 7 parking spaces will be designated for the charging of electric vehicles.

There would be 8-foot-tall concrete walls between each warehouse building and located to screen the loading dock area from public view. In addition, an 8-foot-tall wall would be constructed along the eastern boundary of the Project Site the length of the truck court. Sliding gates are proposed for access to each building’s loading dock area. The Proposed Project would include approximately 38,960 SF of landscaping. The proposed landscaping is shown on Figure 5 – Landscape Plan. The Proposed Project would connect to existing sewer and water lines in Harley Knox Boulevard. Sidewalks are proposed along the western and northern Project Site frontage. As required by PVCCSP Industrial Development Standard 8.2.1.4, outdoor employee break areas would be provided adjacent to each of the three buildings.

This Initial Study addresses the potential impacts of the proposed warehouse facility (“Proposed Project”), including the associated discretionary actions and approvals required to implement the Proposed Project, as well as all subsequent construction and operation activities.

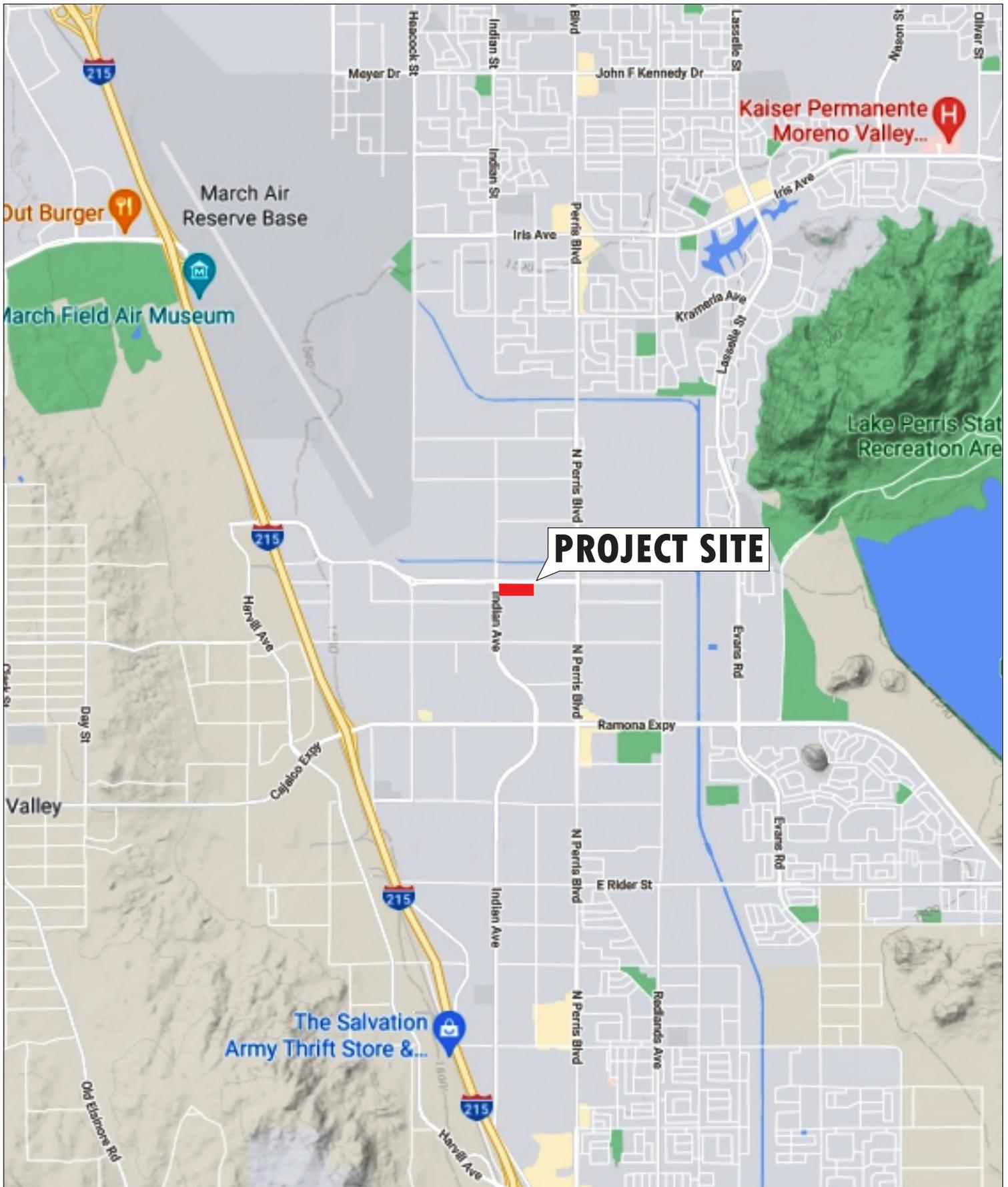
12. Surrounding Land Uses and Setting:

	Land Use (Specific Plan)	Land Use (General Plan Land Use Plan)	Existing
PROJECT SITE	Light Industrial	Perris Valley Commerce Center Specific Plan	Vacant
NORTH	Light Industrial	Perris Valley Commerce Center Specific Plan	Warehouse
EAST	Commercial	Perris Valley Commerce Center Specific Plan	Vacant
SOUTH	Light Industrial	Perris Valley Commerce Center Specific Plan	Warehouse
WEST	General Industrial	Perris Valley Commerce Center Specific Plan	Processing Plant

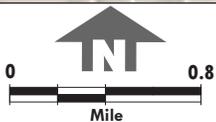
Source: Perris Valley Commerce Center Specific Plan Land Use Designation
City of Perris General Plan Map

13. Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):

- California Regional Water Quality Control Board, Santa Ana Region (RWQCB – Santa Ana Region, General Construction Permit, Storm Water Pollution Prevention Plan (SWPPP) and National Pollutant Discharge Elimination System (NPDES)
- Eastern Municipal Water District, approval of water and sewer improvement plans



PROJECT SITE



Source: Lilburn Corp., June, 2021.

LILBURN
CORPORATION

REGIONAL LOCATION

Operon HKI - Perris
City of Perris, California

FIGURE 1



PROJECT SITE

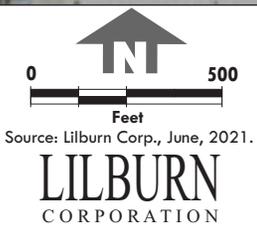
Indian Ave.

Harley Knox Blvd

Indian Ave.

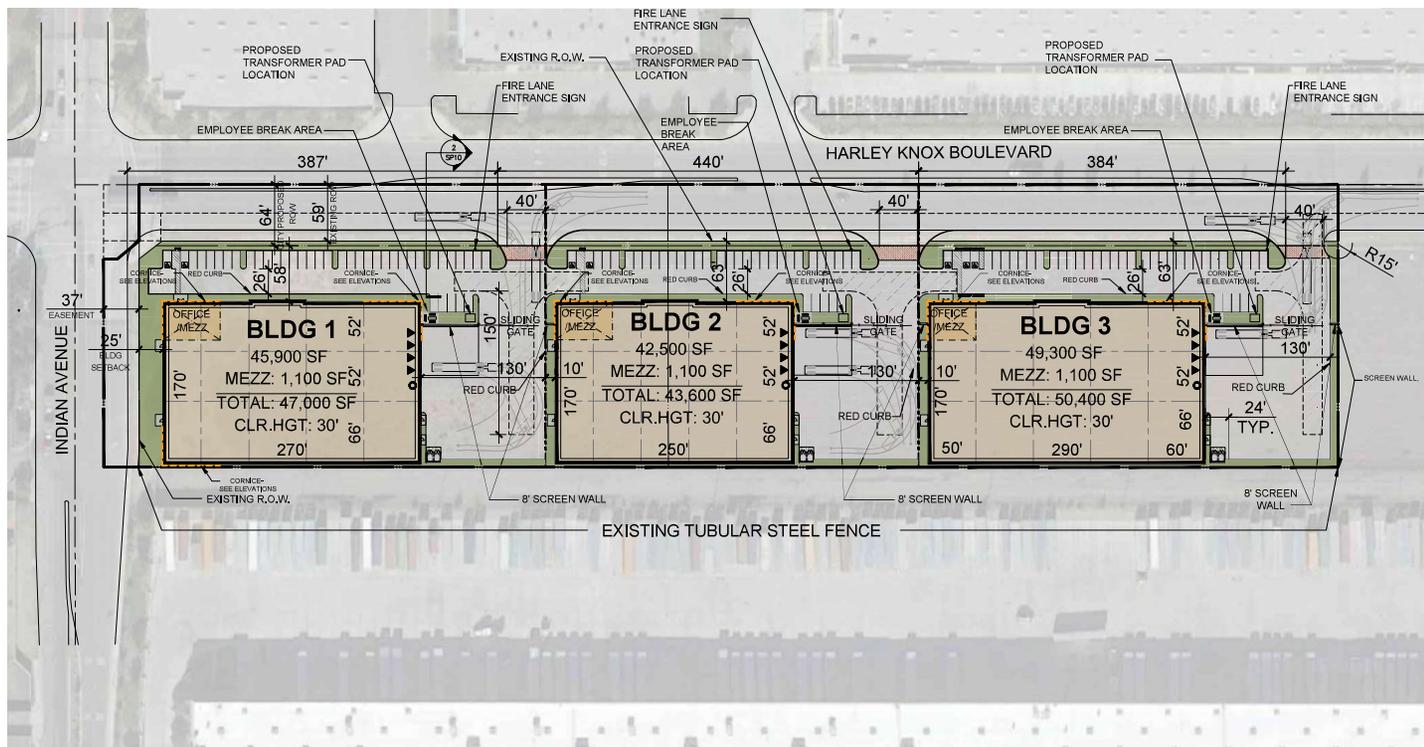
PROJECT VICINITY

Operon HKI - Perris
City of Perris, California

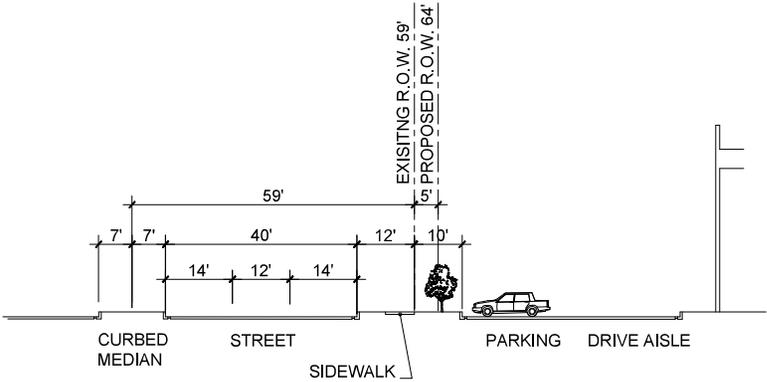


Source: Lilburn Corp., June, 2021.

FIGURE 2



SITE PLANNING
SCALE: 1"=50'



DEVELOPMENT STANDARDS:

- ZONING:** PVCCSP (L)
- MAX. F.A.R.:** 0.75
MAX. COVERAGE: 50%
MAX. HEIGHT: 50 FT¹
- BUILDING SETBACKS:**
 FRONT: 15 FT^{2,3}
 SIDE: 0 FT¹
 REAR: 0 FT¹
- LANDSCAPE SETBACKS:**
 FRONT: 0 FT
 SIDE: 0 FT
 REAR: 0 FT
- LANDSCAPE REQ.:** 12%⁴
- OFF-STREET PARKING:**
 STANDARD: 9X19⁵
 COMPACT: 8X16
 DRIVE AISLE: 25%
 DRIVE AISLE: 24 FT
 FIRE LANE: 26 FT
 OVERHANG: 2 FT
 TREE WELL: 8 FT
- REG. PARKING RATIO BY USE:**
 WAREHOUSE: 1/3,000 SF⁶
 OFFICE: 1/300 SF

- NOTES:**
- 1 Structure heights may be increased to a maximum of 100 feet above grade, provided that the front and street side yards are increased at least one foot for every one foot of height increase beyond the standard set forth and provided that side and rear yard setbacks are increased by one foot for every ten feet of increase beyond the standard set forth.
 - 2
 - 3 End walls shall be 11 feet wide.
 - 4 One tree for every 6 parking stalls.
 - 5 One space per 1,000 square feet of gross floor area for the first 20,000 square feet and one space per 2,000 square feet for that portion over 20,000 square feet.
 - 6 Setback measurements are for structure 20 feet or less in height on the public right of way. Front setbacks 10 feet at intersections along 15 feet along Ardenway; 20 feet along Ardenway and Fremont.
 - 7 None or 20 feet adjoining residential.
 - 8 Front yards for structure shall be increased by 5 feet for each 10 feet of structure height greater than setbacks from the property line/lighted away to maximum structure height.

SITE LEGEND

- [Hatched Box] FIRE LANE (HATCHED)
- [Circle with X] FIRE HYDRANT (VERIFY LOCATION WITH CIVIL DRAWINGS)

PROJECT DATA:

SITE AREA: 6.73AC
 GROSS: 378,404 SF
 NET: 295,974 SF

R.O.W. EASEMENTS: 82,430 SF
 6.73AC

BUILDING AREA: MEZZ/FLOOR: FOOTPRINT: TOTAL AREA:
 BUILDING 1: 1,101 SF 45,900 SF 47,000 SF
 BUILDING 2: 1,101 SF 42,500 SF 43,600 SF
 BUILDING 3: 1,101 SF 49,300 SF 50,400 SF
 TOTAL: 3,303 SF 137,700 SF 141,000 SF

BUILDING USE:
 WAREHOUSE: 130,200 SF
 OFFICE: 7,500 SF
 MEZZANINE: 2,300 SF

FAR: @ 8%

GROSS: NET: C37
 C48

COVERAGE: GROSS: 36%
 NET: 47%

BUILDING 1:
 DCK-HIGH DOORS: 4
 GRADE-LEVEL DOORS: 1

PARKING REQUIREE:
 WAREHOUSE: 20 STALLS
 34 25K: 12 STALLS
 Over 25K: 12 STALLS
 OFFICE: 12 STALLS
 TOTAL: 44 STALLS

PARKING COUNT WILL REQUIRE A MODIFICATION REDUCTION OF +/- 1%.

PARKING PROVIDED: 40 STALLS @0.83/1000 SF
 2 STALLS

REQ. ACCESSIBLE

BUILDING 2:
 DCK-HIGH DOORS: 4
 GRADE-LEVEL DOORS: 1

PARKING REQUIREE:
 WAREHOUSE: 20 STALLS
 34 25K: 12 STALLS
 Over 25K: 12 STALLS
 OFFICE: 12 STALLS
 TOTAL: 43 STALLS

PARKING COUNT WILL REQUIRE A MODIFICATION REDUCTION OF +/- 1%.

PARKING PROVIDED: 36 STALLS @0.83/1000 SF
 2 STALLS

REQ. ACCESSIBLE

BUILDING 3:
 DCK-HIGH DOORS: 4
 GRADE-LEVEL DOORS: 1

PARKING REQUIREE:
 WAREHOUSE: 20 STALLS
 34 25K: 14 STALLS
 Over 25K: 12 STALLS
 OFFICE: 12 STALLS
 TOTAL: 46 STALLS

PARKING COUNT WILL REQUIRE A MODIFICATION REDUCTION OF +/- 1%.

PARKING PROVIDED: 39 STALLS @0.77/1000 SF
 2 STALLS

REQ. ACCESSIBLE

LANDSCAPE PROVIDED: @ 13% 38,960 SF

WARE MALCOLM
 Leading Design for Commercial Real Estate

2801 University Ave. Suite 4250
 Costa Mesa, CA 92626
 P: 714.222.2300

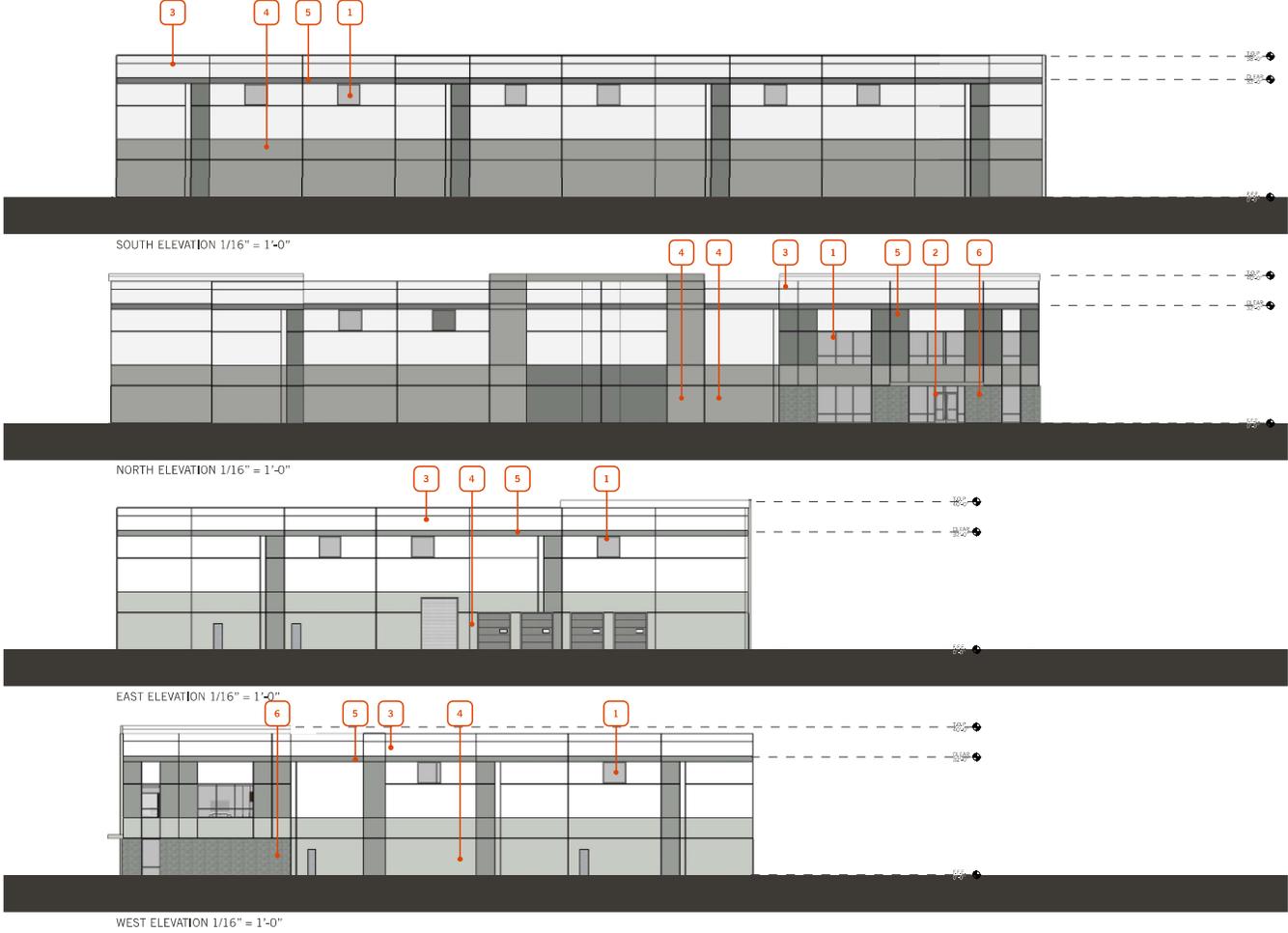
OPERON HKI - PERRIS
 EAST HARLEY KNOX & INDIAN AVENUE
 PERRIS, CA 92571

CONCEPTUAL SITE PLAN

DATE: 02/23/21
 CITY OF PERRIS/ENGINEERING DIV.

DESIGNED BY: M. SHALABY
 DRAWN BY: P. MOHAMMAD
 JOB NO.: P202000048

SHEET
A1.0

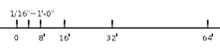


SOUTH ELEVATION 1/16" = 1'-0"

NORTH ELEVATION 1/16" = 1'-0"

EAST ELEVATION 1/16" = 1'-0"

WEST ELEVATION 1/16" = 1'-0"



BUILDING 2 ELEVATIONS

SCALE: 1/16" = 1'-0"

1

KEYNOTES:

- 5** TO BE PAINTED
SHERWIN WILLIAMS
SW 7067 CITYSCAPE
- 6** STONE CLADDING
- 7** SPANDREL GLASS
- 1** VISION GLASS
- 2** ALUMINUM STOREFRONT SYSTEM
- 3** TO BE PAINTED
SHERWIN WILLIAMS
SW 7005 PURE WHITE
- 4** TO BE PAINTED
SHERWIN WILLIAMS
SW 7066 GRAY MATTERS

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interiors
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Perris, CA 92370
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OPERON HKI - PERRIS
EAST HARLEY KNOX & INDIAN AVENUE
PERRIS, CA 92571

BUILDING 2 ELEVATIONS

DATE	REVISIONS
03/08/2021	CITY OF PERRIS PLANNING SUBMITTAL
3	
5	

DATE	03/08/2021
SCALE	1/16" = 1'-0"
PROJECT	OPERON HKI - PERRIS
CLIENT	OPERON HKI
ARCHITECT	WARE MALCOLM
DRAWN BY	AKL
CHECKED BY	HWJ/03/08/2021

A2.1

1.1 EVALUATION FORMAT

This Initial Study is prepared in compliance with the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines). This format of the study is presented as follows. The project is evaluated based upon its effect on twenty-one (21) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
--------------------------------	---------------------------------------	-----------------------	-----------

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures).
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

1.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant Impact” as indicated by the checklist on the following pages.

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

1.3 ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study, the City of Perris Environmental Review Committee finds:

- 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 would have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the Proposed Project MAY have a “potentially significant 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 EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Alfredo Garcia
 Signature
 Alfredo Garcia

11-12-21
 Date

Printed Name

For

SECTION 2 PROJECT DESCRIPTION

2.1 PURPOSE OF THIS DOCUMENT

The purpose of this Initial Study is to identify potential environmental impacts associated with a proposed warehouse facility to be located on the southeast corner of Harley Knox Blvd. and Indian Ave. in the City of Perris. This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines).

The Project Site is within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area. The PVCCSP was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284). The environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086), 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.

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 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 environmental document could be any of the following: negative declaration, mitigated negative declaration, supplemental EIR, or subsequent EIR.

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, 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 less than significant levels: (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.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Perris is the Lead Agency in the preparation of this Initial Study. The City has primary responsibility for approval or denial of

this project. The intended use of this Initial Study is to provide adequate environmental analysis related to project construction and operation activities of the Proposed Project.

2.2 PROJECT LOCATION

The Project Site is located at the southeast corner of Harley Knox Blvd. and Indian Ave. within Planning Area 1 of the Perris General Plan. It is also part of the PVCCSP planning area with a Specific Plan land use designation of Light Industrial (LI). The PVCCSP planning area includes undeveloped agricultural area that is planned to be transitioned into a commerce center providing for the needs of an expanding regional market for industrial uses. The Project Site is east of Interstate-215 and south of State Route-60 (refer to Figure 1, Regional). It is located on the southeast corner of Harley Knox Boulevard and Indian Avenue (see Figure 2 - Project Vicinity).

2.3 PROJECT DESCRIPTION

Operon Group is proposing the construction and operation of a warehouse facility to include three non-refrigerated industrial buildings on an 8.69-acre property described as APNs 302-090-027 and -028. With the right-of-way dedications, the Project Site would have a net area of 6.79 acres. Figure 3 Site Plan shows the Proposed Project on the 8.69-acre Project Site.

The warehouse buildings are proposed to have footprints of 45,900 square-foot (SF), 42,500 SF and 49,300 SF. Each proposed warehouse building will include 1,100 SF of mezzanine floor. Proposed on-site improvements include paving, parking, screen walls, landscaping, drainage, and access improvements. Access to the Project Site would be provided by three proposed 40-foot-wide driveways, one for each building, along Harley Knox Boulevard. Total parking provided on the Project Site would be 115 standard spaces, 6 of which would be handicap accessible spaces. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), 11 of the parking spaces will be designated for low-emitting, fuel efficient, and carpool/vanpool vehicles. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, 7 parking spaces will be designated for the charging of electric vehicles.

There would be 8-foot-tall concrete walls between each warehouse building and located to screen the loading dock area from public view. In addition, an 8-foot-tall wall would be constructed along the eastern boundary of the Project Site the length of the truck court. Sliding gates are proposed for access to each building's loading dock area. The Proposed Project would include approximately 38,960 SF of landscaping. The proposed landscaping is shown on Figure 4 – Landscape Plan. The Proposed Project would connect to existing sewer and water lines in Harley Knox Boulevard. Sidewalks are proposed along the western and northern Project Site frontage. As required by PVCCSP Industrial Development Standard 8.2.1.4, outdoor employee break areas would be provided adjacent to each of the three buildings.

2.4 EXISTING CONDITIONS AND SURROUNDING LAND USES

The Project Site occurs in the northern portion of the City of Perris within the PVCCSP planning area. The purpose of the PVCCSP is to provide high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City. The Project Site is

located in Planning Area 1 of the City of Perris General Plan. The PVCCSP states Planning Area 1 is designated as “North Industrial”. The General Plan recognizes that while there may be some residential land uses, the area will generally be used for industry. Industries in this area are anticipated to be related to air-cargo support, due to its proximity to March Global Port. High truck traffic volume is anticipated in the Planning Area.

The 8.69-acre Project Site is currently vacant. The Project Site is relatively flat and is level with the adjacent roads. The Project Site is surrounded by vacant land to the east, warehouses to the north and south and a processing plant to the west.

SECTION 3 ENVIRONMENTAL CHECKLIST FORM

I. AESTHETICS – Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant.** The development of the warehouse facility will include three industrial buildings. The Project Site is located within the PVCCSP planning area, which provides for industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The PVCCSP EIR Initial Study (Section 13, Aesthetics) concluded that the PVCCSP area is not located within a scenic vista, nor will the development of the PVCCSP, including the change in land uses, have an adverse effect on a scenic vista. Further, the PVCCSP EIR Initial Study concludes that the PVCCSP restricts building heights and includes architectural design and landscape guidelines that will meet the City’s development standards, further reducing the potential for visual impacts. The proposed structures would have a maximum height of 50 feet, as is allowed in the Light Industrial (LI) land use category. The LI designation requires landscaping on 12% of the Project Site; the Proposed Project would provide 13%. The proposed structures will be surrounded by plants. Trees would also be planted along Project Site boundary. See Figure 4: Landscape Plan. Therefore, the Proposed Project would not have a substantial adverse effect on a scenic vista. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **No Impact.** The PVCCSP EIR Initial Study (Section 13, Aesthetics) concluded that no specific scenic resources such as trees, rock outcroppings, or unique features exist within the PVCCSP boundaries, which includes the Project Site, and that the PVCCSP planning area is not located within a state scenic highway. No scenic resources are located at the

Project Site.¹ The nearest “Officially Designated” State Scenic highway is Highway 74, located approximately 5 miles south of the Project Site.² Therefore, implementation of the Project would not substantially degrade scenic resources within a state scenic highway. No impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant.** The Project Site is located within the urbanized City of Perris and is currently vacant and is surrounded by vacant land to the east, warehouses to the north and south, and a processing plant to the west. The Project Site is located within the PVCCSP planning area, which provides industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The Proposed Project would also provide at least 12% of landscaping for the Project Site, as is required for LI designation. The proposed structures will be surrounded by plants. Trees would also be planted along Project Site boundary. The Proposed Project would be part of the PVCCSP, where warehouses and other industrial and air-cargo support uses exist. There would be an 8-foot screen wall on the northeast corner of each warehouse building to screen the loading dock area from public view. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- d) **Less than Significant.** The Proposed Project would not generate a significant amount of light and glare when compared to the surrounding area, which includes streetlights and industrial land uses. The design and placement of light fixtures for the Proposed Project would be subject to City of Perris approval, which addresses the concerns of March Air Reserve Base/Inland Port Airport. All exterior lighting shall be low pressure sodium fixtures fully shielded to ensure that there are no light emissions above the horizontal plane of each fixture. All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture. Parking area lighting shall be provided pursuant to Section 19.02.110A of the PVCCSP.

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

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

¹ Site Visit conducted in April 21, 2021.

² CalTrans. State Scenic Highway Map. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed March 30, 2021.

II. 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 Department 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:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) No Impact. The Project Site is identified as “Farmland of Local Importance.” ³ As stated on the map legend, Farmland of Local Importance to the local agricultural economy is determined by each county's board of supervisors and a local advisory committee. Farmland of Local Importance does not meet the criteria of Farmland (Prime Farmland,				

³ Department of Conservation. California Important Farmland Finder. Accessed March 30, 2021.

Farmland of Statewide Importance, or Unique Farmland).⁴ Therefore, the Project would not convert Farmland to a non-agricultural use. No impacts are identified or anticipated, and no mitigation measures are required.

- b) **No Impact.** The Project Site is not under a Williamson Act Contract.⁵ Additionally, the City General Plan does not designate any of the land within the Project Site or in its immediate vicinity for future agricultural use.⁶ As stated previously, the Project Site has a PVCCSP land use designation of Light Industrial (LI). Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- c) **No Impact.** The Project Site located within the urbanized City of Perris and there are no properties within the City that are zoned for forest land or timberland. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- d) **No impact.** The Project Site does not support, nor is it near any forest land. Therefore, implementation of the Proposed Project would not convert forest land to non-forest use. No impacts are identified or anticipated, and no mitigation measures are required.
- e) **No Impact.** The Project Site does not support agricultural or forest land uses that would be lost as a result of the Proposed Project implementation. There are no such land uses in the vicinity. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

III. AIR QUALITY

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

	Potentially Significant Impact	Less than Significant with Mitigation.	Less than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁴ City of Perris. Perris Valley Commerce Center Specific Plan EIR.

⁵ Riverside County. Map My County GIS. Accessed March 30, 2021.

⁶ City of Perris. General Plan Conservation Element. Exhibit CN-6 "Agricultural Resources."

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

- a) **Less than Significant.** The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the SCAB establishes a program of rules and regulations administered by the SCAQMD to obtain attainment of the state and federal ambient air quality standards. The most recent AQMP (AQMP 2016) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories. Consistency with the AQMP 2016 for general development projects is determined by demonstrating compliance with local land use plans and/or employment projections.

The Project Site is located within the PVCCSP planning area. The Proposed Project is consistent with the PVCCSP land use designation of Light Industrial and would therefore be consistent with the land uses assumed in PVCCSP growth forecasts. The emissions associated with the Proposed Project would not result in a conflict or obstruction to the implementation of the AQMP. Therefore, project emissions are within the amounts already accounted for in the AQMP and no significant inconsistency with the AQMP would occur. The impact would be less than significant, and no mitigation measures are required.

- b) **Less than Significant.** 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. Therefore, the Proposed Project's construction and operational emissions were estimated using CalEEMod version 2020.4.0 (Appendix A). The emissions incorporate SCAQMD Rule 402 and 403 by default as required during construction. The criteria pollutants estimated for include: reactive organic gases (ROG), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), and fugitive particulates (PM₁₀ and PM_{2.5}). Two of the analyzed pollutants, ROG and NO_x, are ozone precursors. Both summer and winter season emission levels were estimated. By preparing this Initial Study analysis, the Project has complied with PVCCSP EIR mitigation measures MM Air-1 and MM Air-10.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, site grading (fine and mass grading), building construction, paving, and architectural coating. Construction is

anticipated to begin in middle of 2022 and be completed towards the middle of 2023. The resulting emissions generated by construction of the Proposed Project are shown in Table 1 and Table 2, which represent summer and winter construction emissions, respectively.

Table 1
Summer Construction Emissions
(Pounds per Day)

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation	3.2	33.1	20.4	0.0	21.5	11.6
Grading	2.0	20.9	15.9	0.0	8.2	4.3
Building Construction	2.3	18.0	22.0	0.0	2.5	1.3
Paving	1.4	10.2	15.1	0.0	0.7	0.5
Architectural Coating	67.8	1.4	2.7	0.0	0.4	0.1
Highest Value (lbs/day)	67.8	33.1	22.0	0.0	21.5	11.6
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2020.4.0 Summer Emissions.
Phases do not overlap and represent the highest concentration.

Table 2
Winter Construction Emissions
(Pounds per Day)

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation	3.2	33.1	20.3	0.0	21.5	11.6
Grading	2.0	20.9	15.8	0.0	8.2	4.3
Building Construction	2.2	18.1	21.1	0.0	2.5	1.3
Paving	1.4	10.2	15.0	0.0	0.7	0.5
Architectural Coating	67.8	1.4	2.6	0.0	0.4	0.1
Highest Value (lbs/day)	67.8	33.1	21.1	0.0	21.5	11.6
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2020.4.0 Winter Emissions.
Phases do not overlap and represent the highest concentration.

As shown in Table 1 and Table 2, construction emissions during either summer or winter seasonal conditions would not exceed the SCAQMD thresholds. Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM₁₀ and PM_{2.5}). The Proposed Project is also required to adhere to the applicable air quality mitigation measures identified in the PVCCSP EIR and highlighted below:

PVCCSP EIR MM Air 2: Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such

as flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

PVCCSP EIR MM Air 3: To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:

- *Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain);*
- *Keeping disturbed/loose soil moist at all times;*
- *Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered;*
- *Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip;*
- *Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site;*
- *Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour;*
- *Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation;*
- *Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and/or,*
- *Replacement of ground cover in disturbed areas as quickly as possible.*

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

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

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

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

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

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

Operational Emissions

The operational truck and passenger car source emissions were calculated using CalEEMod with the vehicle trip generation estimates from the Focused Traffic Study, dated August 19, 2021, prepared for the Proposed Project by Ganddini Group, Inc. The Focused Traffic Study determined that the Proposed Project would generate approximately 245 total daily trips, of which 179 vehicle trips would be produced by passenger cars, while 66 vehicle trips would be produced by a combination of 2-axle, 3-axle and 4-axle+ trucks. The CalEEMod default value trip length for Commercial-Non-Work (C-NW) trips was changed to meet the City of Perris approved 40 mile trip length. Emissions associated with the Project's estimated vehicle trips were modeled and are listed in Table 3 and Table 4, which represent summer and winter operational emissions, respectively.

**Table 3
Summer Operational Emissions Summary
(Pounds per Day)**

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	3.2	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.1	0.1	0.0	0.0	0.0
Mobile	0.4	6.6	9.2	0.1	4.9	1.4
Totals	3.7	6.7	9.3	0.1	4.9	1.4
SCAQMD Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2020.4.0 Summer Emissions.

**Table 4
Winter Operational Emissions Summary
(Pounds per Day)**

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	3.2	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.1	0.1	0.0	0.0	0.0
Mobile	0.4	7.0	7.8	0.1	4.9	1.4
Totals	3.6	7.1	7.9	0.1	4.9	1.4
SCAQMD Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2020.4.0 Winter Emissions.

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Although the Proposed Project does not exceed SCAQMD thresholds, the Proposed Project shall adhere to applicable air quality mitigations measures identified in the PVCCSP EIR and highlighted below:

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

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

Opt-in for NOx] funding programs, as identified on SCAQMD's website (<http://www.aqmd.gov>). Tenants would be required to use those funds, if awarded.

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

PVCCSP EIR 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.

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

PVCCSP EIR 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.

PVCCSP EIR 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.

With implementation of the PVCCSP EIR air quality mitigation measures, the Proposed Project would not 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.

In an email dated July 14, 2021, the RTA stated that after reviewing the Site Plan for the Project, the agency had no comments on the Project. As such, the Proposed Project has complied with PVCCSP EIR mitigation measure MM Air 18.

- c) **Less than Significant.** For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, convalescent facility or anywhere that it is possible for an individual to remain for 24 hours. Additionally, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees do not typically remain on-site for a full 24 hours, but are usually present for shorter periods of time, such as eight hours.

The Project Site is approximately 8.69 acres and therefore the “five-acre” LSTs were utilized for the analysis and represents a worst-case scenario as the larger the site, the higher the screening threshold. The closest sensitive receptor is a residence approximately 0.4-mile (650 meters) southwest of the Site.; therefore, LSTs are based on a 500-meter distance. The Proposed Project’s construction and operational emissions with the appropriate LST are presented in Table 5.

**Table 5
Localized Significance Thresholds
(Pounds Per Day)**

Source	NO _x	CO	PM ₁₀		PM _{2.5}	
Construction Emissions (Max. from Table 1 and Table 2)	33.1	22.0	21.5		11.6	
Operational Emissions (Max. Total from Table 3 and Table 4) ¹	7.1	9.3	4.9		1.4	
Highest Value (lbs/day)	33.1	22.0	21.5	4.9	11.6	1.4
LST	780	22,530	207*	50 [†]	105*	26 [†]
Greater Than Threshold	No	No	No	No	No	No

Sources: CalEEMod.2020.4.0 Summer and Winter Emissions; SCAQMD Final Localized Significance Threshold Methodology; SCAQMD Mass Rate Look-up Tables for a five-acre site in SRA No. 24 Perris Valley, distance of 500 meters. Note: PM10 and PM2.5 emissions are separated into construction and operational thresholds in accordance with the SCAQMD Mass Rate LST Look-up Tables.

* Construction emissions LST

[†] Operational emissions LST

As shown in Table 5, the Proposed Project’s localized emissions are not anticipated to exceed the LSTs. Therefore, the Proposed Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations.

PVCCSP EIR MM Air 20 requires 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 transport refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per weeks and that are subject to CEQA an are located adjacent to sensitive land uses, shall have a Health Risk Assessment (HRA) performed.

Each proposed building would have 4 dock doors. 66 vehicle trips would be produced by a combination of 2-axle, 3-axle and 4-axle+ trucks per day, Furthermore, the Proposed Project does not include TRUs. As such, the Proposed Project would not require

preparation of a HRA and any potential health risks associated diesel particulate emissions would be less than significant.

Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant.** The Proposed Project does not contain land uses typically associated with the emission of 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; and the temporary storage of domestic solid waste (refuse) associated with the Proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of project construction activity. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City of Perris's solid waste regulations. The Project would be also required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant with Mitigation.** A Biological Resources Assessment (BRA), Jurisdictional Delineation (JD) and Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis was prepared in April 2021 for the Proposed Project by Jennings Environmental, LLC and is summarized herein (Appendix B). The BRA addresses potential effects of the Proposed Project to designated critical habitats and/or any species currently listed or formally proposed for listing as endangered or threatened under the federal Endangered Species Act (ESA) and the California Endangered Species Act (CESA) or species designated as sensitive by the California Department of Fish and Wildlife (CDFW) or the California Native Plant Society (CNPS).

Prior to performing the field survey, existing documentation relevant to the Project Site was reviewed. The most recent records of the California Natural Diversity Database (CNDDB) managed by CDFW (CDFW 2021), the USFWS Critical Habitat Mapper (USFWS 2021), and the California Native Plant Society’s Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California (CNPS 2021) were reviewed for the following quadrangle containing and surrounding the Project Site: *Perris*, USGS 7.5-minute quadrangle.

According to the CNDDB, CNPSEI, and other relevant literature and databases, 35 sensitive species including 8 listed species, have been documented in the *Perris* quad. This list of sensitive species and habitats includes any State and/or federally listed threatened or endangered species, CDFW designated Species of Special Concern (SSC), and otherwise Special Animals. Suitable habitat for the sensitive and listed species do not occur on site. As such, these species are considered absent from the Project Site.

Species observed or otherwise detected on or in the vicinity of the Project Site during the field surveys included; house sparrow (*Passer domesticus*) and northern mocking bird (*Mimus polyglottos*). The Project Site is located within a relatively developed area of Perris. Although the site is undeveloped, very little evidence of any wildlife existed on-site and only two bird species were observed during the site survey.

Based on the field survey, the site does not contain suitable habitat for Burrowing Owls (BUOW). The property is continually maintained. No burrowing owls were observed during the site visit. No burrows of any kind were located within the property site. No portion of the Project Site showed any evidence of past or present BUOW activity. No feathers, whitewash, or castings were found, and no suitable burrow surrogate species were present on-site. No suitable habitat exists on-site; therefore, no focused surveys are required and PVCCSP EIR mitigation measure MM Bio 2 is not applicable to the Proposed Project.

No State and/or federally listed threatened or endangered species or other sensitive species were observed on-site during surveys. However, the Project Site and immediate surrounding area does contain habitat suitable for nesting birds. Therefore, PVCCSP EIR mitigation measure Bio 1 must be implemented to avoid violation of the Migratory Bird and Treaty Act (MBTA) and the California Fish and Game Code.

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.

With implementation of PVCCSP EIR mitigation measure MM Bio 1, the Proposed Project would not have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species.

- b) **Less than Significant.** The habitat on-site consists of a mix of ruderal vegetation/bare ground with wall barley (*Hordeum murinum*) being the dominant ruderal vegetation. The ruderal vegetation is classified as *Avena spp.-Broums spp.* Herbaceous Semi-Natural Alliance or wild oats and annual brome grasslands. The site shows signs of recent vegetation management in the form of mowing and historical disturbance in the form of vehicle use, disking and pedestrian traffic. According to the databases, no USFWS designated critical habitat occurs within or adjacent to the Project Site.

Riparian/Riverine areas are lands which contain habitat dominated by trees, shrubs, persistent emergent vegetation, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from nearby freshwater sources, or areas with freshwater flow during all or a portion of the year. The Project site does not contain any areas that meet the definition of Riparian/Riverine. Therefore, no significant impacts are identified or anticipated, and PVCCSP EIR mitigation measures MM Bio 4 and MM Bio 5 are not applicable to the Proposed Project.

- c) **Less than Significant.** A general assessment of jurisdictional waters regulated by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and CDFW was conducted for the Project Site.

Aerial imagery of the site was examined and compared with the surrounding USGS 7.5-minute topographic quadrangle maps to identify drainage features within the survey area as indicated from topographic changes, blue-line features, or visible drainage patterns. The U.S. Fish and Wildlife Service National Wetland Inventory and Environmental Protection Agency (EPA) Water Program “My Waters” data layers were also reviewed to determine whether any hydrologic features and wetland areas had been documented within the vicinity of the site. Similarly, the Soil maps from the U.S. Department of Agriculture (USDA) - Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA 2021) were reviewed to identify the soil series on-site and to check if they have been identified regionally as hydric soils. Upstream and downstream connectivity of waterways (if present) was reviewed in the field, on aerial imagery, and topographic maps to determine jurisdictional status. No obvious signs of jurisdictional features were observed during the literature review.

Waters of the United States and Waters of the State

The USACE has the authority to permit the discharge of dredged or fill material in Waters of the U.S. under Section 404 CWA, while the Regional Water Quality Board has authority over the discharge of dredged or fill material in Waters of the State under Section 401 CWA as well as the Porter-Cologne Water Quality Control Act. The Project Site was surveyed with 100 percent visual coverage and no drainage features were present on site. As such, the Project Site does not contain any wetlands, Waters of the U.S., or Waters of the State.

Fish and Game Code Section 1602 - State Lake and/or Streambed

The CDFW asserts jurisdiction over any drainage feature that contains a definable bed and bank or associated riparian vegetation. The Project Site was surveyed with 100 percent visual coverage and no definable bed or bank features exist on the site. As such, the property does not contain any areas under CDFW jurisdiction.

Therefore, no significant impacts are identified or anticipated, and PVCCSP EIR mitigation measure MM Bio 3 is not applicable to the Proposed Project.

- d) **Less than Significant.** Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts to wildlife. Habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. The Project Site is currently vacant and is surrounded by vacant land to the north and east, warehouses to the north and south, and a processing plant to the west. It is located in an industrial area with paved roads. Therefore, the Project Site would not be suitable as a native resident or migratory wildlife corridor or for facilitating the movement of any native resident or migratory wildlife species. Implementation of the Proposed Project would not 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. No significant impacts are identified or anticipated, and no mitigation measures are required.
- e, f) **Less than Significant with Mitigation.** The Project Site is located within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). As such, a MSHCP consistency analysis was performed for the Proposed Project.

A summary of the MSHCP Conservation Goals and Policies as they relate to the Proposed Project is provided below in Table 6.

Table 6
MSHCP Conservation Goals for Project Site

Conservation Goals	Within /Adjacent	Not Within /Adjacent
Proposed Constrained Linkages: None		X
Core Areas: None		X
Linkages: None		X
Constrained Linkage:		X
Habitat Block:		X
Core: None		X
Criteria Cell:		X
Pre-existing conservation Area		X
Riparian/Riverine or Vernal Pool Habitat		X
Narrow Endemic Plant Survey Area		X
Urban/Wildlife Interface		X
Mammal Survey Area		X
Amphibian Survey Area		X
Burrowing Owl Survey Area	X	

Public Quasi-Public Lands (PQP) and Covered Roads

PQP Lands are a Subset of MSHCP Conservation Area lands totaling approximately 347,000 acres of lands known to be in public/private ownership and expected to be managed for open space value and/or in a manner that contributes to the Conservation of Covered Species. The Project Site is not located within or adjacent to any PQP Lands and will not impact a covered road.

Narrow Endemic Plant Species

Focused surveys for narrow endemic plant species are required for properties within the mapped areas if the appropriate habitat is present. The survey area maps have been reviewed and assessed, and the Project Site is not located within a Narrow Endemic Plant Species Survey Area.

Additional Survey Needs and Procedures

The Project Site is located in an area where additional surveys are needed for BUOW in conjunction with MSHCP implementation in order to achieve coverage for these species. Pursuant to MSHCP Section 6.3.2, surveys shall be conducted within suitable habitat for BUOW, according to accepted protocols. As discussed previously, the Project Site does not contain suitable habitat for this species. The Project Site is continually maintained. No burrowing owls were observed during the site visit. No burrows of any kind were located within the property site. No portion of the Project Site showed any evidence of past or present BUOW activity. No feathers, whitewash, or castings were found, and no suitable burrow surrogate species are present on-site. No suitable habitat exists on-site; therefore, no focused surveys are required.

Riparian/Riverine

The Project Site does not contain any areas that meet the definition of Riparian/Riverine.

Vernal Pools

Vernal Pools are seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season. The Project Site does not contain the appropriate soils, vegetation, or hydrology to allow for vernal pools.

Fairy Shrimp

The MSHCP contains coverage for three species of fairy shrimp (Riverside, vernal pool, and Santa Rosa fairy shrimps). The Project Site does not contain vernal pools. Vernal pools are a required constituent element for all three fairy shrimp species in the MSHCP. As such, they are considered absent from the Project Site.

Riparian Birds

The MSCHP includes coverage for many riparian birds, including least Bell's vireo, southwestern willow flycatcher, and yellow-billed cuckoo. The Project Site does not

contain any riparian or riverine habitats which are a required constituent element for the riparian bird species. As such, these species are considered absent from the Project Site.

Delhi sands flower-loving fly

Because the Delhi Sands flower-loving fly requires a specific habitat type, this species will require site-specific considerations, protection and enhancement of this limited habitat type, and species-specific management to maintain the habitat and populations. The Project Site does not contain the appropriate soils for this species and is not within or near known areas for this species.

Species Not Adequately Conserved

Of the 146 Covered Species addressed in the MSHCP, 118 species are considered adequately conserved. The remaining 28 Covered Species will be considered adequately conserved when certain conservation requirements are met as identified in the species-specific conservation objectives for those species. For 16 of the 28 species, particular species-specific conservation objectives must be satisfied to shift those particular species to the list of Covered Species Adequately Conserved. For the remaining 12 species, a Memorandum of Understanding must be executed with the Forest Service that addresses management for these species on Forest Service Land in order to shift these species to the list of Covered Species Adequately Conserved. The Project Site does not contain the appropriate habitats for any of these species. There is no occurrence potential for any of these species within the Project Site.

Urban/Wildlands Interface

Section 6.1.4 of the MSHCP presents guidelines to minimize the indirect effects of projects in proximity to the MSCHP Conservation areas. This section provides mitigation measures for impacts associated with Drainage, Toxics, Lighting, Noise, Invasives, Barriers, and Grading/Land Development. The Project Site is not within or adjacent to any area the meets the definition of an urban/wildland interface.

Best Management Practices (BMPs)

Appendix C of the MSHCP details Best Management Practices (BMPs) that should be implemented. The Proposed Project would not impact any of the covered species or habitats described in the MSHCP or any federally or state-listed species. As such, there are only two BMPs that could qualify as required for this project and are recommended as mitigation measures. Mitigation Measure BIO-1 and BIO-2 are recommended to address any potential impacts to MSHCP covered species and provide consistency with the plan. Mitigation Measures BIO-1 and BIO-2 replace PVCCSP EIR mitigation MM Bio 6.:

BIO-1: To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food-related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

BIO-2: Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the

minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with an orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, b) **Less than Significant with Mitigation.** A Phase I Cultural Resources Assessment was prepared for the Project Site by Jean A. Keller in May 2021 (Appendix C). Findings of the study are summarized herein.

The purpose of the Phase I Cultural Resources Assessment was to: 1) obtain information pertaining to previous land uses of the Project Site through research and a comprehensive field survey, and 2) to make a determination, and to what extent, existing cultural resources would be adversely impacted by the Proposed Project.

Results of the records search conducted by staff at the Eastern Information Center indicated that the Project Site had been included in one previous cultural resources study. No archaeological sites of prehistoric (i.e., Native American) or historical origin were recorded within the property boundaries during the study. The Project Site is in a very well-studied area with 46 previous cultural resources studies having been conducted. During the course of field surveys for these studies, 19 cultural resources properties have been recorded. With only one exception, all recorded sites represent early-to-mid 20th century resources.

A search of the Sacred Lands File for the Project Site was completed on April 13, 2021, by the Native American Heritage Commission. Based on the provided USGS quadrangle information, the search had negative results. At this time, a response to the 14 project scoping letters sent to tribes interested in the Perris area has only been received from the Rincon Band of Luiseño Indians Cultural Resources Department. Their letter, received June 1, 2021, stated that after a review of the provided documents and their internal

documents, they have specific concerns that the Proposed Project may impact tangible Tribal Cultural Resources (TCRs), Traditional Cultural Landscapes (TCLs), and potential Cultural Properties (TCPs). Therefore, the Band recommended that an archaeological/cultural resources study be conducted that includes an archaeological records search and an intensive survey of the subject property. The current Phase I Cultural Resources Assessment satisfies this request, with no cultural resources observed within the boundaries of the Project Site and only one archaeological site recorded approximately one mile to the northwest.

A literature search of available publications and archival documents pertaining to the Project Site followed the records and Sacred Lands File searches. The literature search offered no information specific to the Project Site. Cartographic research indicates that between 1897-1898 (years of survey for the 1901 USGS Elsinore topographic map) and 2016 (year of aerial photos used for the 2018 USGS Perris Topographic map), no structures existed within the boundaries of the Project Site, indicating that it has been vacant during this time. As early as 1897-1898, virtually all currently existing roads were in place, having been developed by the Perris Land Company for the Riverside Tract in 1891. Between 1898 and 1987, the improvement status of the individual roads in the vicinity of the property changed, but the general configuration remained the same until the time when Martin Street became the Ramona Expressway in 2007 and Oleander Avenue became Harley Knox Boulevard in 2009.

A comprehensive pedestrian field survey of the Project Site was conducted on April 23, 2021, for the purpose of locating, documenting, and evaluating all existing cultural resources within its boundaries. No cultural resources of prehistoric or historical origin were observed within the boundaries of property during the field survey. No bedrock outcrops exist within the property boundaries and loose lithic material is sparse. While an abundance of debris has been scattered throughout the property, all that was observed was of contemporary origin. No indications of a possible subsurface cultural deposit were evidenced.

The Project Site is located within a culturally and historically sensitive area. The Perris Indian School was located one mile southeast of the property, however, the school was essentially demolished in 1906 (the main school building remained), and while it was in operation, it is highly improbable that any activities from the school would have extended northwest to the Project Site. Much of the Perris Valley was farmed since at least the late 19th Century and there are a number of structures in the vicinity of the property that represent agricultural endeavors in the early-to-mid 20th century. While it is true that over 200 archaeological sites have been recorded in the Perris Reservoir/Bernasconi Hills area approximately four miles west of the site, only 19 cultural resource properties are within a one-mile radius. Of these, only one small site (P-33-014136) is of prehistoric (i.e. Native American) origin, with the remainder generally representing remnants of mid-20th century agricultural activities; three sites are associated with March Air Force Base/Inland Port Airport.

Jean A. Keller concluded that the probability of either a Native American or a historical period subsurface cultural deposit existing within the property boundaries is very low. Therefore, neither further research nor mitigation is recommended for the Proposed Project. However, Mitigation Measure CR-1 is recommended to address any potential impacts to cultural resources. Mitigation Measure CR-1 replaces PVCCSP EIR mitigation measures MM Cultural 2, MM Cultural 3, and MM Cultural 4.

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

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

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

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the Project proponent and Project archaeologist shall notify the City of Perris Planning Division and the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of

CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken 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 CR-2 below 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.

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 tribal 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) **Less than Significant with Mitigation.** The PVCCSP EIR Initial Study 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. However, the discovery of human remains is always a possibility during ground-disturbing activities. Therefore, possible significant adverse impacts have been identified or anticipated and mitigation measure CR-2 is required as a condition of project approval to reduce these impacts to a less than significant level. Mitigation Measure CR-2 replaces PVCCSP EIR mitigation measure MM Cultural 6.

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 median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

VI. ENERGY

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant.**

Construction Energy Demands

Electricity

The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the Proposed Project. Based on the 2017 National Construction Estimator, Richard Pray (2017), the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32. Building construction is anticipated to be 8 months. Electricity would be required during construction for lighting and equipment. The Proposed Project would be serviced by Southern California Edison (SCE). As shown in Table 7, the total

power cost of the on-site electricity usage during construction of the Proposed Project is estimated to be \$2,616.96.

**Table 7
Construction Electricity Cost**

Land Use	Power Cost (per 1000 SF of construction per month) ¹	Size (in 1000 SF)	Construction Duration (months) ²	Construction Power Cost
Warehouse	\$2.32	141.00	8	\$2,616.96

- 1) Pray, Richard. 2017 National Construction Estimator. Carlsbad, Craftsman Book Company, 2017.
- 2) CalEEMod Outputs. Estimated duration of Building Construction phase.

Fuel

During construction of the Proposed Project, transportation energy consumption is dependent on the type of vehicles used, number of vehicle trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Temporary transportation fuel use such as gasoline and diesel during construction would result from the use of delivery vehicles and trucks, construction equipment, and construction employee vehicles. Additionally, most construction equipment during grading would be powered by gas or diesel. Based on output from CalEEMod v. 2020.4.0 the Proposed Project construction activities would consume an estimated 38,141.47 gallons of diesel fuel for operation of heavy-duty equipment. Tables 8 through 10 show the modeled fuel consumption for all construction activities.

**Table 8
Construction Equipment Fuel Consumption Estimates**

Phase	Number of Days	Offroad Equipment Type	Amount	Hours per Day	Horse Power	Load Factor	Total Fuel Consumption (gal diesel fuel) ¹
Site Preparation	10	Rubber Tired Dozer	3	8	247	0.4	1,254.36
	10	Tractors/Loaders/Backhoes	4	8	97	0.37	675.31
Grading	20	Graders	1	8	187	0.41	648.93
	20	Excavators	1	8	158	0.38	508.18
	20	Rubber Tired Dozer	1	8	247	0.4	836.24
	20	Tractors/Loaders/Backhoes	3	8	97	0.37	1,012.96
Building Construction	230	Cranes	1	7	231	0.29	5,705.47
	230	Forklifts	3	8	89	0.2	5,777.45
	230	Generator Sets	1	8	84	0.74	6,725.21
	230	Tractors/Loaders/Backhoes	3	7	97	0.37	10,192.90
	230	Welders	1	8	46	0.45	2,239.57
Paving	20	Pavers	2	8	130	0.42	924.27
	20	Paving Equipment	2	8	132	0.36	804.42
	20	Rollers	2	8	80	0.38	572.01
Architectural Coating	20	Air Compressors	1	6	78	0.48	264.18
Total Fuel Used in Gallons							38,141.47

Source: CalEEMod 2020.4.0

(1) United States Environmental Protection Agency. 2018. Exhaust and Crankcase Emission Factors for Nonrod Compression-Ignition Engines in MOVES2014b. July 2018. Available at: <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UXEN.pdf>.

**Table 9
Construction Worker Fuel Consumption Estimates**

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Fuel Consumption (gallons) ¹
Site Preparation	10	18	14.7	110.25
Grading	20	15	14.7	183.75
Building Construction	230	124	14.7	17,468.5
Paving	20	15	14.7	183.75
Architectural Coating	20	25	14.7	306.25
Total Construction Worker Fuel Consumption				18,252.5

Source: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

- (1) United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: <https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf>.

**Table 10
Construction Vendor Fuel Consumption Estimates**

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Fuel Used (gallons)	Estimated Fuel Consumption (gallons)
Site Preparation	0	6.9	0.00	0.00	0
Grading	0	6.9	0.00	0.00	0
Building Construction	49	6.9	45.69	10,508.51	10,508.51
Paving	0	6.9	0.00	0.00	0
Architectural Coating	0	6.9	0.00	0.00	0
Total Construction Vendor Fuel Consumption					10,508.51

Source: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: <https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf>.

As shown in Table 9, all construction worker trips are from light duty autos, it is estimated 18,252.5 gallons of fuel will be consumed. Fuel consumption from construction vendor (material deliver) trips is 10,508.51 gallons, as shown on Table 10. Construction worker and vendor fuel consumption are based on CalEEMod’s default data for vehicles miles traveled (VMT). Construction would represent a “single-event” diesel and gasoline fuel demand and would not require continuous or permanent commitment of these fuel resources. Impacts related to transportation energy use during construction would be temporary and would not require the use of additional use of energy supplies or the construction of new infrastructure.

Operational Energy Demands

Electricity

The Proposed Project is the development of a warehouse facility to include three industrial buildings. Southern California Edison (SCE) would provide electricity for the Proposed Project. In 2019, the Industry sector of the Southern California Edison planning area consumed 17,806.763595 GWh of electricity.⁷ The Project Site is currently vacant and does not use electricity. The implementation of the Proposed Project would result in an increase in electricity demand. The estimated electricity demand for the Proposed Project is 0.327 GWh per year.⁸ Operational use of the EV spaces would require approximately 102,200 kWh per year. Refer to Table 11 for electricity demand from the EV spaces and assumptions. Therefore, the total electricity demand for the Proposed Project is 0.429 GWh per year. The Proposed Project’s estimated annual electricity consumption compared to the 2019 annual electricity consumption of the overall Industry Sector in the SCE Planning Area would account for approximately 0.0024 percent of total electricity consumption. The existing SCE electrical facilities are sufficient to meet this increased demand. The increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for SCE’s entire service area. Therefore, projected electrical demand would not significantly impact SCE’s level of service. Moreover, implementation of PVCCSP EIR MM Air 19 would reduce energy consumption of the Proposed Project and implementation of PVCCSP EIR MM Air 20 would increase the energy efficiency of proposed buildings. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Table 11
Energy Consumption from EV Spaces

Consumption per Recharge¹	Daily Demand per EV space²	Total Daily Demand³	Total Annual Consumption⁴
40kWh	40kWh	280 kWh	102,200 kWh

- 1) <https://driveclean.ca.gov/electric-car-charging>. A Nissan Leaf has a 40-kWh battery with a 150-mile range.
- 2) <https://www.energysage.com/electric-vehicles/charging-your-ev/charging-nissan-leaf/>. A Nissan Leaf would take 4-8 hours to charge with a Level 2 charger level. In this estimate, a charging time of 8 hours was applied.
- 3) Assume all 7 spaces are being operated at the same time.
- 4) 365-day operation (worst case assumption).

Natural Gas

The Project Site would be serviced by Southern California Gas Company (SoCalGas). The Project Site is currently vacant and has no demand for natural gas. Consequently, development of the Proposed Project would create a permanent increase in demand for natural gas. According to the California Energy Commission’s Energy Report, the Industry Sector was responsible for 1,724,870,500 Therms of natural gas consumption in the SoCalGas Planning Area in 2019.⁹ The Proposed Project’s estimated annual natural gas

⁷ California Energy Commission. <https://ecdms.energy.ca.gov/Default.aspx>. Accessed April 15, 2021.

⁸ Per CalEEMod Outputs: Annual Emissions.

⁹ California Energy Commission. <https://ecdms.energy.ca.gov/Default.aspx>. Accessed April 15, 2021.

demand is 2,834.1 therms.¹⁰ The Proposed Project’s estimated annual electricity consumption compared to the 2019 annual natural gas consumption of the overall Industry Sector in the SoCalGas Planning Area would account for approximately 0.00016 percent of total natural gas consumption. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, the existing SoCalGas facilities is expected to meet the increased demand for natural gas.

Fuel

During operations of the Proposed Project, fuel consumption would result from employee vehicle trips and trucks using the warehouse buildings. As a worst-case analysis, half the miles were modeled with an automobile fuel efficiency of 24 miles per gallon and half were modeled at 7 miles per gallon.¹¹ As shown on Table 12, the Proposed Project would result in an estimated 160,382.1 gallons¹² of fuel consumption per year based on 2,181,593 miles driven.

Trip generation and VMT generated by the Proposed Project were considered less than significant. The Proposed Project does not include uses or operations that would inherently result in excessive or wasteful vehicle trips and VMT, or associated wasteful vehicle energy consumption. It is not expected to result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Furthermore, mitigation measures identified in Section III, Air Quality, also serve to reduce energy and fuel consumption. Specifically, PVCCSP EIR mitigation measure MM Air 11 would reduce fuel usage by limiting truck idling times to five minutes on the site. Therefore, the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of fuel resources used for transportation.

Table 12
Estimated Vehicle Operations Fuel Consumption

Operational Trips			
Land Use	Annual Miles	MPG	Gallons
Unrefrigerated Warehouse-No Rail	2,181,593	24	4,554
Unrefrigerated Warehouse-No Rail	2,181,593	7	155,828.1
Grand Total			160,382.1

Source: CalEEMod output based on trips generated; represents modeled estimation, not actual consumption.
 United State Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: <https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf>.

¹⁰ Per CalEEMod Outputs: Annual Emissions.

¹¹ United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: <https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf>.

¹² CalEEMod output based on trips generated; represents modeled estimation, not actual consumption.

No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant.** Project design and operation would comply with the City of Perris Climate Action Plan and the State Building Energy Efficiency Standards related to appliance efficiency regulations, and green building standards. Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur.

The Proposed Project is to adhere to City of Perris Climate Action Plan and Title 24 order to help decrease energy consumption and GHG emissions to become a more sustainable community and to meet the goals of AB 32. The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and therefore no significant impacts are anticipated, and no mitigation measures are recommended.

VII. GEOLOGY AND SOILS

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a)				
i. Less Than Significant. Perris Valley lies between the San Jacinto Fault and the Elsinore Fault, within the Perris Block. ¹³ Active faults of most concern to the General Plan planning area are the San Andreas, San Jacinto, Cucamonga, and Elsinore Faults. None of these faults are located in the City of Perris or its Sphere of Influence; therefore, ground surface rupture is not identified as a seismic hazard. ¹⁴ A Geotechnical Engineering Investigation (geotechnical report), dated August 17, 2020, was prepared for the Proposed Project by NorCal Engineering (see Appendix D). By preparing the geotechnical report, the Project has implemented PVCCSP EIR mitigation measure MM. Geo 1. The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. ¹⁵ As stated in the geotechnical report, potential for damage due to direct fault rupture is considered unlikely. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.				
ii. Less Than Significant. The Project Site occurs within a seismically active region; however, no major faults are located in the City of Perris. The nearest identified seismic and geologic hazards to the Project Site include the San Jacinto Fault, located approximately 6.0 miles east and the Elsinore Fault, located approximately 14.0 miles southwest of the Project Site.				

¹³ City of Perris. General Plan: Safety Element. Adopted October 25, 2005.

¹⁴ City of Perris. General Plan: Safety Element. Adopted October 25, 2005.

¹⁵ City of Perris. General Plan: Safety Element: Exhibit S-2 "Earthquake Fault Zones."

Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. Construction of all structures would be required to comply with the 2019 California Building Code to ensure that potential impacts from seismic events are reduced to the extent possible. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- iii. **Less Than Significant.** Liquefaction is a phenomenon in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength and exhibit fluid-like flow behaviors due to seismic-related ground failure. The Project Site occurs in an area moderately susceptible to liquefaction.¹⁶ The design of the proposed structures would be in conformance with current Building Code provisions for earthquakes. Building design is expected to mitigate ground shaking hazards that are typical to southern California. Furthermore, development of the Project Site will be required to be in accordance with the applicable construction requirements of the City of Perris. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are recommended.
- iv. **No Impact.** The Project Site is not located within an area susceptible to landslides.¹⁷ A site visit performed by Lilburn Corporation in April 2021 found the Project Site and immediate vicinity are relatively flat with no prominent geologic features. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- b) **Less than Significant.** During the development of the Project Site, which would include disturbance of approximately 8.69 acres, project-related dust may be generated due to the operation of construction equipment on-site or due to high winds. Additionally, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs is anticipated to ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- c) **Less than Significant.** A site visit performed by Lilburn Corporation in April 2021 found the Project Site to be relatively flat with no prominent geologic features occurring on or within the vicinity of the Project Site. The Project Site is not located within an area susceptible to landslides.¹⁸ Construction of all structures would be required to comply with

¹⁶ City of Perris. General Plan: Safety Element: Exhibit S-3 “Liquefaction Hazards.”

¹⁷ City of Perris. General Plan: Safety Element: Exhibit S-4 “Slope Instability.”

¹⁸ City of Perris. General Plan: Safety Element: Exhibit S-4 “Slope Instability.”

the 2019 California Building Code. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant with Mitigation.** Expansive soils (shrink-swell) are fine grained clay soils generally found in historical floodplains and lakes. Expansive soils are subject to swelling and shrinkage in relation to the amount of moisture present in the soil. If the expansion index of the soils on-site is 21 or higher, the site has expansive soils. The soil samples taken from the Project Site have an expansion index of 70 and 78.¹⁹ Therefore construction will incorporate performance standards to place building materials at or slightly above moisture levels to prevent cracking in slabs, walls, sidewalks, and pavement. Since expansive soils were encountered, Mitigation Measure GEO-1 should be implemented to avoid potential significant impacts due to expansive soils.

GEO-1: *The Expansive Soil presented in the geotechnical report shall be incorporated into project design. These include:*

- *Drainage should be away from structures and pavement. Grades should be maintained to allow flow of irrigation and ran water to approved drainage devices to the street. Installation of rain gutters that discharge into a drainage device or onto pavement that drain to roadways is recommended.*
- *Irrigation should be strictly controlled around building foundations, slabs and pavement.*
- *Planting scenes should be analyzed carefully.*
- *A six-inch thick or greater deepened edge on slabs may be considered. Slabs of 6 to 12 inches or more of non-expansive soils will improve performance.*
- *Increase the amount of steel reinforcing in concrete slabs, foundations and other structures to resist the forces of expansive soils.*

- e) **No Impact.** The Proposed Project would connect to the City's existing sewer collection system which includes sewer lines in Harley Knox Boulevard. No septic tanks or alternative wastewater disposal are proposed. No impacts are identified or are anticipated, and no mitigation measures are required.

- f) **Less Than Significant with Mitigation.** Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Paleontological sites generally occur as small outcroppings visible on the surface or sites encountered during grading. Generally, it is geologic formations that contain fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation.

The City's General Plan identifies objectives and policies that promote conservation of natural resources. Applicable goals are listed below:

¹⁹ NorCal Engineering. Geotechnical Engineering Investigation. August 17, 2020.

Goal IV-Cultural Resources: Protection of historical, archaeological and paleontological sites.

IV.A.4 In Area 1 and Area 2 shown on the Paleontological Sensitivity Map, paleontologic monitoring of all projects requiring subsurface excavations will be required once any excavation begins. In Areas 4 and 5, paleontologic monitoring will be required once subsurface excavations reach five feet in depth, with monitoring levels reduced if appropriate, at the discretion of a certified Project Paleontologist.

The Project Site is located in Area #1, which is an area with Pleistocene older valley deposits and high paleontological sensitivity.²⁰ Therefore, potential significant impacts have been identified and Mitigation Measure GEO-2 below is required to reduce impacts to a less than significant level. Mitigation Measure GEO-2 replaces PVCCSP EIR mitigation measure MM Cultural 5.

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. Selection of the paleontologist shall be subject to 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.

²⁰ City of Perris. General Plan. Exhibit CN-7: Paleontological Sensitivity.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant.** Emissions were estimated using CalEEMod version 2020.4.0 with construction anticipated to begin in the middle of 2022 and be completed in the middle of 2023. The CalEEMod defaults were used for other parameters which are used to estimate construction emissions, such as the worker and vendor trips and trip lengths. The operational truck and passenger car source emissions were calculated using the Focused Traffic Study, dated August 19, 2021, prepared for the Proposed Project by Ganddini Group, Inc. The Focused Traffic Study determined that the Proposed Project would generate approximately 245 total daily trips, of which 179 vehicle trips would be produced by passenger cars, while 66 vehicle trips would be produced by a combination of 2-axle, 3-axle and 4-axle+ trucks.

Many gases make up the group of pollutants which contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO₂), Methane (CH₄), and Nitrous oxide (N₂O). SCAQMD provides guidance methods and/or Emission Factors that are used for evaluating a project's emissions in relation to the thresholds. A threshold of 10,000 MTCO₂e per year has been adopted by SCAQMD for industrial uses. The modeled emissions anticipated from the Proposed Project compared to the SCAQMD threshold are shown below in Table 13 and Table 15. The Proposed Project is required to provide 7 electrical vehicle (EV) spaces. As CalEEMod does not include EV spaces as an emission source, the GHG emissions from the use of EV spaces have been calculated separately, as shown in Table 13, and included in Table 14.

Table 13
Greenhouse Gas Construction Emissions
(Metric Tons per Year)

Source/Phase	CO ₂	CH ₄	N ₂ O
Site Preparation	17.5	0.0	0.0
Grading	27.4	0.0	0.0
Building Construction (2022)	310.0	0.0	0.0
Building Construction (2023)	175.5	0.0	0.0
Paving	21.3	0.0	0.0
Architectural Coating	4.6	0.0	0.0
Total (MTCO₂e)	563.8		
Construction Amortized 30 Years	18.8		

Source: CalEEMod.2020.4.0 Annual Emissions.

Table 14
Greenhouse Gas Emissions from EV Spaces

Land Use	Electricity Use	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Unrefrigerated Warehouse No rail	327120	78.9347	0.0049	0.00059	79.234
EV Spaces	102,200	24.661061	0.001530876	0.00018433	24.75457

Emission factors were calculated from CalEEMod.2020.4.0 Annual Emissions.

Table 15
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source/Phase	CO ₂	CH ₄	N ₂ O
Area	0.0	0.0	0.0
Energy for Unrefrigerated Warehouse (No rail)	94.1	0.0	0.0
Energy for EV spaces	24.7	0.0	0.0
Mobile	1,058.9	0.0	0.1
Waste	26.9	1.6	0.0
Water	112.8	1.1	0.0
Construction Amortized 30 Years	18.8		
Total (MTCO₂e)	1,423.2		
SCAQMD Threshold	10,000		
Significant	No		

Source: CalEEMod.2020.4.0 Annual Emissions.

As shown in Table 13 and Table 15, the Proposed Project's emissions would not exceed the SCAQMD's 10,000 MTCO_{2e} threshold of significance. Adherence to mitigation measures identified within Section III, Air Quality of the Initial Study will ensure no significant impacts occur.

b) **Less than Significant.** The City Perris adopted its Climate Action Plan (CAP) in 2016 to address global climate change. The CAP utilizes Western Riverside County Council of Government's (WRCOG) analysis of existing GHG reduction programs and policies that have already been implemented in the sub-region and of applicable best practices from other regions to assist in meeting GHG reduction targets of AB 32. CAP measures include the following:

- An energy measure that directs the City to create an energy action plan to reduce energy consumption citywide.
- Land use and transportation measures that encourage alternate modes of transportation (walking, biking, and transit), reduce motor vehicle use by allowing a reduction in parking supply, voluntary transportation demand management to reduce vehicle miles traveled, and land use strategies that improve jobs-housing balance (increased density and mixed-use).
- Solid waste measure that reduce landfilled solid waste in the City.

The Proposed Project's emissions would not exceed the SCAQMD's 10,000 MTCO_{2e} threshold of significance. The project design incorporates standards of Title 24 to lower GHG emissions. Compliance with any applicable policies from the City of Perris's General Plan would be achieved through compliance with State Title 24 requirements. The Proposed Project would be required to comply with any mandatory regulations and design guidelines enforced through design review by the City of Perris. The Proposed Project is consistent with the PVCCSP land use designation of Light Industrial and would therefore be consistent with the land uses assumed in PVCCSP growth forecasts.

The Scoping Plan by the Air Resources Board's (ARB) identifies strategies to reduce California's GHG emissions in support of AB 32 which requires the State to reduce its GHG emissions to 1990 levels by 2020. The Proposed Project is consistent with Assembly Bill 32 (AB 32) and Senate Bill (SB) 32. Additionally, the project design incorporates standards of Title 24 to lower GHG emissions. With adherence to the CAP, Greenhouse Gas Reduction Measures, construction and operation of the Project will not conflict with any applicable plan, local or regional greenhouse gas plans.

IX. HAZARDS AND HAZARDOUS MATERIALS

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

a, b) **Less Than Significant.** Hazardous or toxic materials transported in association with construction of the Project may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations.

All materials required during construction would be kept in compliance with State and local regulations and will comply with Best Management Practices. The warehouse facility

would not create a significant hazard to the public or the environment due to the use of hazardous materials. The Project Site is currently zoned Light Industrial (LI). Uses allowed within this zone include manufacturing, research, warehousing/ distributing, assembly of non-hazardous products and materials, retail related to manufacturing. Operational activities would also include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. The Proposed Project would require implementation of Best Management Practices (BMPs) and compliance with all applicable regulations. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- c) **No Impact.** The nearest school to the Project Site is Val Verde Regional Learning Center, approximately 1.33 miles southwest of the Project Site. The Proposed warehouse facility would not require the routine transport or use of hazardous materials. No schools exist within a quarter-mile of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- d) **Less Than Significant.** The Project Site is not included on a list of hazardous material sites as compiled pursuant to Government Code Section 65962.5 and reported in the EnviroStor database.²¹ In the event that hazardous materials are identified on the Project Site during construction, standard reporting and remediation regulations would apply. Therefore, no significant adverse impacts are identified or anticipated. PVCCSP EIR mitigation MM Haz 7 would be applicable to the Proposed Project.

PVCCSP EIR 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.

- e) **Less Than Significant.** The Project Site is located approximately 0.66 miles southeast of the March Air Reserve Base/Inland Port Airport (MARB/IPA). The Project Site is within the MARB/IPA Influence Area and within the Airport Compatibility Zone C1 (Primary Approach/Departure Zone).²² Accident potential risks are moderate in that aircraft fly at low altitudes over or near Zone C1. Exposure to noise in this area is above 60 dB, however, the accident potential risks at this distance from the runway are reduced by the altitude at

²¹ Department of Toxic Substances Control. EnviroStor Database. Accessed April 15, 2021.

²² Riverside County. Map My County GIS tool. Accessed April 15, 2021.

which aircraft typically fly over the area.²³ Single-event noise levels are potentially disruptive in this zone. MARB/IPA prohibits any uses that may cause hazards to flight, such as physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Proposed structures would be no higher than 40 feet. All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture. Risk concerns are primarily associated with uses that have very high intensity activities within Accidental Potential Zones (APZs). As the Project site is located outside of APZs,²⁴ the March Air Reserve Base Air Installations Compatible Use Zones (AICUZ) exempts density restrictions for “Warehousing and Storage Areas”, as noted in Appendix A of the 2018 March Air Reserve Base AICUZ. With adherence to the Perris Development Code and the applicable land use requirements and standards of the MARB/IPA, the Proposed Project is not anticipated to result in a safety hazard for people residing or working in the Project Site. However, the following PVCCSP EIR mitigation measures are applicable to the Proposed Project:

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.

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

PVCCSP EIR MM Haz 4: The following notice shall be provided to all potential purchasers and tenants:

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

PVCCSP MM Haz 5: The following uses shall be prohibited:

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.

²³ City of Perris. General Plan: Land Use Element. 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Amendment - City Council Adoption– August 30, 2016

²⁴ City of Perris. Perris Valley Commerce Center Specific Plan DEIR. Figure 4.6-3 “Accidental Potential Zones for MARB”

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.

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.

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

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

- f) **No Impact.** The Project Site is currently vacant and does not contain any emergency facilities. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City of Perris. Project operations would not interfere with an adopted emergency response or evacuation plan. The three driveways along Harley Knox Boulevard would be maintained for ingress/egress at all times. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- g) **No Impact.** The Project Site is not located in an area of wildland fire risks.²⁵ The Project Site does not occur on or near wildlands. The Proposed Project would not expose people or structures to significant risk or loss, injury, or death involving wildland fires. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede substantial groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

²⁵ City of Perris. General Plan: Safety Element. Exhibit S-16: Wildfire Constraint Areas.

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 off-site;
- 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?

- | | Potentially Significant Impact | Less than Significant with Mitigation | Less than Significant | No Impact |
|---|--------------------------------|---------------------------------------|-------------------------------------|--------------------------|
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with or obstruct implementation of a water quality control plan or substantial groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- a) **Less than Significant with Mitigation.** The Proposed Project would disturb an approximate 8.69-acre site and would therefore be subject to the NPDES permit requirements. The State of California is authorized to administer various aspects of the NPDES. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters during construction.

The NPDES also requires a WQMP which will be subject to review and approval by the City. A Preliminary WQMP, dated November 16, 2020, was prepared for the Proposed Project by Walden & Associates (Appendix E). The WQMP includes mandatory compliance of BMPs as well as compliance with NPDES Permit requirements. Review and approval of the WQMP by the City would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. To ensure potential impacts are reduced to less than significant, the following mitigation measure shall be implemented:

WQ-1: The Project Proponent shall implement all Non-Structural Source Control Best Management Practices and Structural Source BMPs as listed in the final WQMP as approved by the City.

- b) **Less Than Significant.** The Project Site is located within the service area of the Eastern Municipal Water District (EMWD) for water and wastewater treatment. EMWD’s local water supplies include groundwater, desalinated groundwater, and recycled water.

Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. As of 2020, (latest date of the UWMP), the long-term adjusted base production right for EMWD is 7,303 acre-feet per year (AFY). Protecting the available groundwater supply is an integral component of EMWD's planning efforts.²⁶ EMWD is actively working with other agencies and groups to ensure that groundwater will be a reliable resource far into the future. To improve groundwater reliability, EMWD and other groundwater producers are reducing production of native groundwater and using imported water to supplement natural recharge.

Development of the Proposed Project would result in new impervious surfaces on-site. Harley Knox Boulevard was improved between Indian Avenue and N. Perris Boulevard per work order P8-1167 in 2014 which included an upgraded catch basin for future development along the Project Site frontage. A Preliminary Drainage Study was prepared for the Proposed Project by Walden & Associates in March 2021 (see Appendix F). Each building will have its own on-site drainage system maintaining similar drainage patterns while collecting on-site surface run-off into its own drainage system, which includes two grated catch basins, a biotreatment facility and associated pump station and an under-walk culvert to Harley Knox Boulevard. The small landscape area towards Indian Avenue will provide its own treatment. As such, direct infiltration of runoff from impervious surfaces would be captured and would allow for treatment and groundwater recharge.

Therefore, the Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede substantial groundwater management of the basin. Impacts would be less than significant, and no additional mitigation measures are required.

c)

i) **Less than Significant.** During development of the Project Site, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a SWPPP. The SWPPP must list BMPs to avoid and minimize soil erosion. Adherence to BMPs is anticipated to ensure that the Proposed Project does not result in substantial erosion or siltation on- or off-site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

ii, iii) **Less than Significant.** As described in the preliminary Drainage Study, the site is currently vacant with the topography sloping southeasterly then northeasterly to the existing catch basin in Harley Knox Boulevard. Each building will have its own on-site drainage system, maintaining similar drainage patterns while collecting on-site surface run-off into its own drainage system, which would include two grated catch

²⁶ Eastern Municipal Water District. 2020 Final Urban Water Management Plan.

basins, a biotreatment facility and associated pump station and an under-walk culvert to Harley Knox Boulevard. Each building will have emergency overflow drain protection if drainage clogging should occur. The Proposed Project is not anticipated to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or 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. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- iv) **Less than Significant.** As stated in the Drainage Study, each proposed building will have its own on-site drainage system maintaining similar drainage patterns while collecting on-site surface run-off into its own drainage system, which would include two grated catch basins, a biotreatment facility and associated pump station and an under-walk culvert to Harley Knox Boulevard. Therefore, no increase in flows would result with implementation of the Proposed Project. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- d) **Less Than Significant.** The National Flood Insurance Program (NFIP) identifies Special Flood Hazard Areas (SFHAs), or areas within the floodplain of a community subject to a 1-percent or greater chance of flooding in any given year, known as the 100-year flood. The Project Site is within Flood zone A, which signifies areas of the 100-year floodplain for which base flood elevations and flood hazards have not been determined.²⁷ Mandatory flood insurance purchase requirements apply for any development within this zone. A development permit shall be obtained before any construction within any area of special flood hazard. The finish floor elevation of the proposed buildings will be at least 1.0' higher than the top of the existing curb along the surrounding streets and would therefore be safe from the 100-year storm. Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards at the site. The Project Site and vicinity is within relatively flat terrain and there are no nearby hillsides that would result in mudflows. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- e) **Less than Significant.** The Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. All necessary drainage improvements both on- and off-site will be required as conditions of approval for the construction of the Proposed Project so that downstream properties are not negatively impacted by any increases or changes in volume, velocity, or direction of storm water flows originating from or altered by the Proposed Project. As stated previously, the Proposed Project would disturb an approximate 8.69-acre site and therefore would be subject to the NPDES permit requirements. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement an SWPPP. The SWPPP must include BMPs to prevent project-related

²⁷ City of Perris. General Plan Safety Element. Exhibit S-5: Planning Area 1 Flood Zones.

pollutants from impacting surface waters during construction. The Proposed Project is also not anticipated to interfere with groundwater recharge. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **No Impact.** The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project does not include the construction of a linear feature. Therefore, the Proposed Project would neither physically divide an established community nor cause a significant environmental impact due to conflict with any land use plans or policies. No impacts would occur and no mitigation measures are required.

b) **Less Than Significant.** The Proposed Project is the construction and operation of a warehouse facility to include three non-refrigerated industrial buildings. The Project Site is part of the PVCCSP and has a Specific Plan land use designation of Light Industrial (LI). This zone is to provide for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous products/materials, and retail related to manufacturing. This zone correlates with the ‘Light Industrial’ General Plan Land Use designation. The Proposed Project is permitted within the LI land use designation.

As shown below, the Proposed Project would be consistent with each of the policies identified within the City’s General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect that are applicable to the Project:

Policy No.	Policy	Project Consistency
Land Use Element		
II.A	Require new development to pay its full, fair-share of infrastructure costs	The Project applicant will pay applicable development impact fees pursuant to City Ordinance No. 1182 to mitigate the cost of public facilities and infrastructure to support new development.
II.B	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.
III.A	Accommodate diversity in the local Economy	The Proposed Project is consistent with the Light Industrial designation for the Site within the PVCCSP, which was adopted by the City to ensure quality, organized development within the Specific Plan area.
V.A	Restrict development in areas at risk of damage due to disasters	The Proposed Project is consistent with the Light Industrial designation for the Site within the PVCCSP, which was adopted by the City to ensure quality, organized development within the Specific Plan area outside of areas that are subject to potential disasters.
Circulation Element: Consistency is discussed in Section XVII Transportation.		
Conservation Element		
II.A	Comply with state and federal regulations to ensure protection and preservation of significant biological resources	As discussed in the Biological Resources section of this Initial Study, 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.
III.A	Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in	The Biological Resources Assessment was completed to ensure

Policy No.	Policy	Project Consistency
	accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	project compliance with the MSHCP.
IV.A	Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	A Phase I Cultural Resource Investigation was conducted for the Project Site. Mitigation Measure identified within the Cultural Resources and Geology and Soils sections of this Initial Study would ensure less than impacts to historical, archaeological, and paleontological resources.
V.A	Coordinate land-planning efforts with local water purveyors	The EMWD has provided a Will Serve letter dated September 11, 2020 for the Proposed Project.
VI.A	Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	The Proposed Project was designed to meet NPDES standards.
VII.A	Preserve significant hillsides and rock outcroppings in the planning areas.	There are no hillsides and rock cropping within the Project Site boundaries.
VIII.B	Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	The Proposed Project will adhere to City waste management standards. 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.
Noise Element		
I.A	The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.	The Project Site is within the MARB/IPA Airport Influence Area. The State of California Noise/Land Use Compatibility Criteria are incorporated into the City of Perris General Plan Noise Element and have been used to determine the compatibility of the Proposed Project

Policy No.	Policy	Project Consistency
		with the MARB/IPA noise levels from aircraft operations.
V.A	New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	The Project Site is surrounded by vacant land to the north and east, warehouses to the north and south, and a processing plant to the west. There are no sensitive land uses within 160 feet of the site.
Safety Element		
I.B	The City of Perris shall restrict future development in areas of high flood hazard until it can be shown that risk is or can be mitigated	The Project Site is within Flood zone A, which signifies areas of the 100-year floodplain for which base flood elevations and flood hazards have not been determined. ²⁸ The finish floor elevation of the proposed buildings will be at least 1.0' higher than the top of the existing curb along the surrounding streets and would therefore be safe from the 100-year storm.
I.D	Consult the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area development restrictions when considering development project applications.	Risk concerns are primarily associated with uses that have very high intensity activities within APZs. As the Project Site is located outside of APZs, ²⁹ the AICUZ exempts density restrictions for "Warehousing and Storage Areas." The Project Site is within the MARB/IPA Airport Influence Area and within the Airport Compatibility Zone C1. ³⁰ March Air Reserve Base prohibits any uses that may cause hazards to flight, such as physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations within this zone. Proposed structures would be no higher than 40 feet. All lighting fixtures shall be fully shielded with cut-off fixtures so that

²⁸ City of Perris. General Plan Safety Element. Exhibit S-5: Planning Area 1 Flood Zones.

²⁹ City of Perris. Perris Valley Commerce Center Specific Plan DEIR. Figure 4.6-3 "Accidental Potential Zones for MARB"

³⁰ Riverside County. Map My County GIS tool. Accessed April 15, 2021.

Policy No.	Policy	Project Consistency
		there is no glare emitted onto adjacent properties or above the lowest part of the fixture.
I.E	All development will be required to include adequate protection from damage due to seismic incidents	The Proposed Project would be developed to California Building Code Standards.
Healthy Community Element		
HC 1.3	Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space	The Site Plan would be subject to City approval to ensure adherence to policy.
HC 6.3	<p>Promote measures that will be effective in reducing emissions during construction activities</p> <ul style="list-style-type: none"> <input type="checkbox"/> Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations <input type="checkbox"/> 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 the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD <input type="checkbox"/> 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 	Mitigation Measures identified within the Air Quality Section of this Initial Study would ensure adherence to the policy.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a, b) No Impact. The Project Site occurs within an area identified as Mineral Resource Zone-3 (MRZ-3). ³¹ MRZ-3 designations apply to areas containing known or inferred mineral occurrences of undetermined mineral resource significance. An area with undetermined mineral significance would not be valuable to the region or residents of the state until its mineral significance is confirmed. Moreover, neither the City of Perris General Plan, the County of Riverside General Plan, nor the PCVVSP designate any sites with the City of Perris limits for mineral resource extraction. The Project Site is surrounded by lands intended primarily for industrial uses. The size of the Project Site and surrounding uses make the site unsuitable for mineral resources extraction. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.				

XIII. NOISE

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 expose people residing or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

³¹ County of Riverside. General Plan: Multipurpose Open Space Element. Figure OS-6 “Mineral Resource Zones.”

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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working in the project area to excessive noise levels?

a) **Less than Significant.**

Construction

Construction activities would generate noise associated with the transport of workers and movement of construction materials to and from the area, from ground clearing/excavation, grading, and building activities. Construction activities would be short-term and would occur within the daytime hours permitted by the City per section 7.34.060 of the Municipal Code. Permitted construction hours in the City are identified in Subsection 7.34.060 of the Municipal Code and summarized below:

“It is unlawful for any person between the hours of seven p.m. of any day and seven a.m. of the following day, or 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 eighty dBA [L_{max}] in residential zones of the city.”

The Proposed Project is required to comply with the applicable construction-related mitigation measures from the PVCCSP EIR identified below. PVCCSP EIR mitigation measures MM Noise 2 and MM Noise 3 address construction noise levels in close proximity to sensitive receptors and occupied residences. These two PVCCSP EIR mitigation measures are not applicable to the Proposed Project since there are no such uses in close proximity to the Project Site.

PVCCSP EIR MM N-1: During all project site excavation and grading on site, the construction contractors shall equip all construction equipment, fixed or mobile, 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.

PVCCSP EIR 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.

The Proposed Project would not generate a substantial temporary increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance with adherence to the applicable PVCCSP noise mitigation measures.

Operation

A Focused Traffic Study, dated August 19, 2021, was prepared for the Proposed Project by Ganddini Group, Inc. (see Appendix G). As concluded in the study, no off-site improvements or corrective measures are recommended for the Proposed Project due to any significant increase in trips on surrounding roadways. The project requirements for evaluation of transportation impacts under CEQA was also assessed using the City of Perris VMT Scoping Form for Land Use Projects as appended to the City of Perris TIA Guidelines. The Proposed Project satisfies VMT screening criteria E because the project's net daily trips is less than 500 average daily trips (ADT). The Proposed Project is anticipated to generate 347 daily PCE trips. Additionally, the Proposed Project is located within the Perris Valley Commerce Center Specific Plan, specifically within Planning Area I. This area is designated as "North Industrial," which will generally be used for industry and is anticipated to have high truck traffic volume. There are no sensitive receptors nearby.

The Proposed Project design includes 8-foot-tall concrete walls between each warehouse building and located to screen the loading dock area from public view. In addition, an 8-foot-tall wall would be constructed along the eastern boundary of the Project Site the length of the truck court. The proposed walls would serve to mitigate any potential project noise impacts during operations. Therefore, no significant impacts are anticipated during project operations.

The Proposed Project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the Project Site.

- b) **Less than Significant.** Construction activities can produce vibration that may be felt by adjacent uses. Although the primary sources of vibration during construction would be from bulldozers and vibratory rollers, other vibratory equipment could be used during installation of pavement. Construction of the Proposed Project would be temporary and would not present any long-term impacts. Construction activities would be short-term and would occur within the daytime hours permitted by the City per section 7.34.060 of the Municipal Code. Permitted construction hours in the City are identified in Subsection 7.34.060 of the Municipal Code.

The City of Perris has not identified or adopted specific vibration level standards. However, the United States Department of Transportation Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment* methodology provides guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 90 VdB for industrial (workshop) use, 84 VdB for office use and 78 VdB for daytime residential uses.

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed Project. The significance criteria summary matrix is shown below.

SIGNIFICANCE CRITERIA SUMMARY

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Operational	Noise-Sensitive	At residential land use ¹	80 dBA Lmax	60 dBA Lmax
		Within 160 Feet of residential use ²	60 dBA CNEL	
		If resulting noise level is < 60 dBA L _{eq} ³	≥ 5 dBA Leq Project increase	
		If resulting noise level is > 60 dBA Leq	≥ 3 dBA Leq Project increase	
Construction	Noise-Sensitive	Noise Level Threshold ⁴	80 dBA Lmax	
		Vibration Level Threshold ⁵	78 VdB	
	Office	84 VdB		
	Industrial	90 VdB		

¹ City of Perris Municipal Code, Section 7.34.040 (Appendix 3.1).

² City of Perris General Plan Noise Element, Implementation Measure V.A.1.

³ PVCC SP EIR, Page 4.9-20.

⁴ City of Perris Municipal Code, Section 7.34.060 (Appendix 3.1).

⁵ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual "Daytime" = 7:01 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:00 a.m.

At distances ranging from 389 feet to 1,854 feet from typical Project construction activities (at the Project site boundary), construction vibration levels are estimated to range from 30.9 to 51.2 VdB and will satisfy the FTA *Transit Noise and Vibration Impact Assessment* vibration criteria at all receiver locations. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less Than Significant.** The Project Site is located approximately 0.66 miles southeast of the March Air Reserve Base/Inland Port Airport (MARB/IPA). According to the Noise Element of the City of Perris General Plan as well as the PVCCSP EIR, the western-most portion of the Project Site is within the 60-65 dBA CNEL noise contour for MARB/IPA while the remainder of the site is exposed to aircraft noise levels less than 60 dB CNEL. The Noise Element indicates that industrial uses, such as the Proposed Project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL. Therefore, people working at the Project would not be exposed to excessive noise levels from aircraft operations. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

XIV. POPULATION AND HOUSING

Potentially Significant Impact Less than Significant with Mitigation Less than Significant No Impact

Would the project:

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing

new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

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

- a) **Less Than Significant.** Construction of the Proposed Project would not be expected to attract a substantial number of new employees to the area since there is an existing pool of construction labor in Perris and surrounding cities. In 2019, the City was estimated to have 4,552 construction laborers and Riverside County was estimated to have 92,614 construction laborers.³² Construction activities would be temporary and would not attract new employees to the area.

The Proposed Project is the development of an industrial facility to include three non-refrigerated warehouse buildings with a total building footprint of 137,700 SF. It would also include 3,300 SF of mezzanine/office space. The Proposed Project would require approximately 121 employees, based on 1 employee per 1,195 SF of warehouse area and 1 employee per 697 SF of office area.³³ Employment in the City is anticipated to increase by 10,300 jobs between 2016 and 2045.³⁴ The Proposed Project would represent approximately 1.1% of the City's projected employment growth between 2016 and 2045. In addition, the Proposed Project is consistent with the PVCCSP Light Industrial (LI) designation for the Site. Therefore, it would not induce substantial unplanned population growth within the City. This would be considered a less than significant impact and therefore, no mitigation measures are required.

- b) **No Impact.** The Project Site is currently vacant and does not contain any residential housing. Implementation of the Proposed Project would not require displacement of any existing housing units or the construction of replacement housing elsewhere. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

³² U.S. Census Bureau. 2019: ACS 5-Year Estimates Data Profiles.

³³ SCAG. Employment Density Study. October 31, 2001.

³⁴ SCAG. Demographics and Growth Forecast Technical Report. Adopted on September 3, 2020.

XV. PUBLIC SERVICES

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a)

Fire Protection

Less than Significant. The Proposed Project would be designed, constructed, and operated according to applicable fire prevention/protection standards established by the City of Perris. The California Department of Forestry and Fire Protection (CDF), under contract with the County of Riverside and operating as the Riverside County Fire Department, provide fire prevention and suppression to the City of Perris.³⁵ The County of Riverside Fire Department is an all-risk fire agency; with services including fire suppression, emergency medical, technical rescue, hazardous material, and other related emergency services. The closest station to the Project Site is Riverside County Fire Department Station 90, located at 333 Placentia Avenue, approximately 2.46 miles southeast of the Project Site. The Proposed Project is required to provide a minimum of fire safety and support fire suppression activities, fire sprinklers, and paved fire access. Additionally, developer impact fees will be collected at the time of building permit issuance to provide funding for necessary service increases associated with growth and development. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

³⁵ City of Perris. General Plan: Safety Element.

Police Protection

Less than Significant. The Riverside County Sheriff's Department, under contract with the City of Perris and operating as the Perris Police Department, provides law enforcement services to the City of Perris. The Riverside County Sheriff's Department provides a full range of law enforcement and community programs. The closest station is located approximately 4.7 miles south of the Project Site at 137 N. Perris Boulevard. The design, construction, and operation of the Proposed Project in accordance with City Standards and payment of Development Impact Fees would offset any increase in demand for police services. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Schools

Less than Significant. The Val Verde Unified School District provides services for an area that includes the Project Site. Construction and operation of new school facilities would be funded through school impact fees assessed on new developments that occur within the school district. The Proposed Project is not anticipated to substantially increase population growth within the area, as the future employees would likely come from the local area (see XIV a) above), and therefore would not generate new students. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Parks

Less than Significant. The City of Perris currently operates 16 parks.³⁶ Implementation of the Proposed Project would not induce residential development and would not significantly increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of any facilities would result. Additionally, collection of developer impact fees would ensure no significant impacts to parks would occur. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Other Public Facilities

Less than Significant. The Proposed Project is not expected to have a significant impact on public facilities/services, such as libraries, community recreation centers, and/or animal shelters. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

³⁶ City of Perris. Perris City Parks. <https://www.cityofperris.org/our-city/community-info/perris-city-parks>

XVI. RECREATION

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Less than Significant. The City of Perris currently operates 16 parks. Implementation of the Proposed Project would not induce residential development and would not significantly increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of any facilities would result. Additionally, collection of developer impact fees would ensure no significant impacts to parks would occur. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.				
b) No impact. The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.				

XVII. TRANSPORTATION

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less Than Significant.** The Circulation Element of the City General Plan identifies existing and planned transportation routes, terminals, and facilities. The intent of the Element is to:

- Identify the transportation needs and issues within the City, as well as regional relationships that affect the City's transportation system.
- Describe the proposed circulation system in terms of design elements, operating characteristics, and limits of operation, including current standards, guidelines, and accepted criteria for the location, design, and operation of the transportation system;
- Consider alternatives other than the single-occupant vehicle as essential in providing services and access to facilities;
- Establish policies that coordinate the circulation system with General Plan land use maps and provide direction for future decision-making in the realization of the Circulation Element goals; and
- Develop implementation strategies and identify funding sources to provide for the timely application of the Circulation Element goals and policies.

The following analysis details project consistency with the applicable Circulation Element policies:

Policy I.B: Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-and-ride facilities, and pedestrian facilities.

Consistency: Bike racks will be installed at the Project site to encourage employees to bike to work and the Project developer will be responsible for constructing sidewalk improvements on the frontage of Harley Knox Boulevard and Indian Avenue. The Project applicant will also pay applicable development impact fees (DIF), which may be used by the City to support development of transportation options.

Policy II.B: Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.

Consistency: A Focused Traffic Study, dated August 19, 2021, was prepared for the Proposed Project by Ganddini Group, Inc. (see Appendix G). As concluded in the study, no off-site improvements or corrective measures are recommended for the Proposed Project. Further, installation of sidewalks and bike racks at the Project Site will support development of alternative travel modes

Policy III.A: Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.

Consistency: The Proposed Project is consistent with the land use designations in the Perris GP and PVCCSP, and traffic associated with development of the site as a warehouse facility can be accommodated by the City's planned transportation system. Additionally, the Project applicant will also pay applicable development impact fees (DIF), which may be used by the City to support development of transportation options.

Policy V.A: Provide for safe movement of goods along the street and highway system.

Consistency: The Proposed Project is located within the Perris Valley Commerce Center Specific Plan, specifically within Planning Area I. This area is designated as "North Industrial" and high truck traffic volume is anticipated.³⁷ The outbound truck traffic will make a loop maneuver around the block using Perris Boulevard, Markham Street and Indian Avenue to get back on Harley Knox Boulevard to travel westbound to utilize the 1-215 Interchange at Harley Knox Boulevard. Truck traffic will exit the Project Site to go eastbound on Harley Knox Boulevard, turning right on Perris Boulevard to go southbound, turning right on Markham Street to go westbound, turning right on Indian Avenue to go northbound, and then turning left on Harley Knox Boulevard to travel to westbound to reach the 1-215 Interchange at Harley Knox Boulevard. Harley Knox Boulevard (Major Arterial), Perris Boulevard (Major Arterial) and Indian Avenue (Major Arterial) are designed as truck routes on the City's Circulation Element. Markham Street is designated as a Secondary Arterial with several developments with truck access on the roadway.

Policy VII.A: Implement the Transportation System in a manner consistent with federal, State, and local environmental quality standards and regulations.

Consistency: Implementation of the City's Transportation System and consistency of this System with Federal, State, and local environmental quality standards and regulations is the responsibility of the City. The Proposed Project is consistent with the land use designation of the proposed Project Site in the Perris GP and PVCCSP. The Project includes sidewalk improvements along the Project Site frontage Along Harley Know Boulevard and Indian Avenue. These improvements will be required to be constructed in accordance with City standards.

As demonstrated, the Proposed Project is not anticipated to conflict with the applicable Circulation Element policies of the General Plan.

The Proposed Project would not conflict with the Infrastructure Plan for the PVCCSP. There are no bike paths in the area of the Project Site.³⁸ In accordance with the Mass Transit Routes section in the PVCCSP, bus route 41 has an existing potential stop at the crossing of Ramona Expressway and Indian Ave. In addition, the PVCCSP also identifies a transfer point in the crossing of Ramona Expressway and Perris Blvd. In an email dated July 14,

³⁷ City of Perris. Perris Valley Commerce Center Specific Plan.

³⁸ City of Perris. Perris Valley Commerce Center Specific Plan. Figure 3.0-5 "Trails System"

2021, the Riverside Transit Agency (RTA) stated that after reviewing the Site Plan for the Project, the agency had no comments on the Project.

Although no significant adverse impacts have been identified or anticipated, the following PVCCSP EIR mitigation measure are applicable to the Proposed Project:

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

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

PVCCSP MM Trans 3: Each implementing development project shall participate in the phased construction of off-site traffic signals through payment of that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which include NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.

PVCCSP MM Trans 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.

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

PVCCSP MM Trans 7: Implementing project-level traffic impact studies shall be required for all subsequent implementing development proposals within the boundaries of the 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 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.

PVCCSP 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.

As stated previously, the RTA stated that after reviewing the Site Plan for the project, the agency had no comments on the project. As such, the Proposed Project has complied with PVCCSP EIR mitigation measure MM Trans 4.

Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant.** As part of the Focused Traffic Study, Ganddini Group, Inc. also prepared a VMT Assessment and Screening. The project VMT impacts were assessed in accordance with guidance from the City of Perris Transportation Impact Analysis Guidelines for CEQA (May 12, 2020) [“the City TIA Guidelines”]. The City TIA Guidelines provide a framework for “screening thresholds” for when a project is expected to cause a less than significant impact without conducting a detailed VMT study. The project requirements for evaluation of transportation impacts under CEQA was assessed using the City of Perris VMT Scoping Form for Land Use Projects as appended to the City of Perris TIA Guidelines. The Proposed Project satisfies VMT screening criteria E because the project’s net daily trips is less than 500 average daily trips (ADT). The Proposed Project is anticipated to generate 347 daily PCE trips. Therefore, the Proposed Project is presumed to have a less than significant impact on VMT since it satisfies one or more of the VMT screening criteria established by the City of Perris which is “projects generating less than 500 ADT”. No additional VMT modeling or mitigation measures are required. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.
- c) **No Impact.** The Project Site is not adjacent to windy roads. The intersection of Harley Knox Boulevards and Indian Avenue currently consists of traffic lights, which decreases potential safety hazards resulting from implementation of the Proposed Project. The Proposed Project is the development of a warehouse facility, which is consistent with the Specific Plan land use designation of Light Industrial. Furthermore, the Proposed Project is located within the Perris Valley Commerce Center Specific Plan, specifically within Planning Area I. This area is designated as “North Industrial,” which will generally be used for industry and is anticipated to have high truck traffic volume. As stated in the Focused Traffic Study, dedicated right turn deceleration lanes at the three project driveways on Harley Knox Boulevard are not anticipated to be necessary, since project driveways are expected to operate at acceptable Levels of Service during the peak hours for all analyzed scenarios. Shared through/right turn lanes at both project driveways on Harley Knox Boulevard are anticipated to provide adequate ingress.

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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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)
 - i) **Less Than Significant.** Dr. Jean Keller prepared a Phase 1 Cultural Resources Assessment that confirmed that the Project Site does not contain any features or resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. The Project Site is located in a well-studied area with 46 previous cultural resource studies have been conducted within a one-mile radius. During the course of these studies, 19 cultural resources properties have been recorded; none of which included the Project Site. With only one exception, all recorded sites represent early-to-mid 20th century resources. Additionally, the Native American Heritage Commission determined that the Sacred Lands File search results were negative. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.
 - ii) **Less Than Significant.** California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. On September 23, 2021, the City provided notification to the following tribes in accordance with AB52: the Agua Caliente Band of Cahuilla Indians, Torres Martinez Desert Cahuilla Indians, Luiseño Indians, Morongo Band of Mission Indians, Pechanga Band of Luiseño Indians, Rincon Band of Mission Indians, and Soboba Band of Luiseño Indians. None of the tribes responded to the notification within the 30-day noticing period. Therefore, the City formally concluded consultation efforts on October 22, 2021. On October 25, 2021, the Pechanga Band of Luiseño Indians sent an email requesting further consultation. The City will continue dialog with the Pechanga Band of Luiseño Indians to address their possible concerns regarding the project.

In the event of an accidental discovery of cultural and/or historical resources at the site; implementation of mitigation measures CR-1 and CR-2 will ensure impacts remain less than significant. Therefore, impacts to tribal cultural resources would be less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Less Than Significant. The Eastern Municipal Water District (EMWD) operates and maintains four Publicly Owned Treatment Works (POTWs) located in San Jacinto, Moreno Valley, Temecula and Perris. The Perris Valley Regional Water Reclamation Facility provides wastewater treatment services for the area of the Project Site. The plant treats approximately 15.5 million gallons per day (MGD) and has a maximum of capacity of 100 MGD. ³⁹ The Proposed Project will connect to an existing City sewer line in Harley Knox Boulevard and sewer collected from this area is treated at the Perris Valley Regional Water Reclamation Facility. Water service would also be provided by the EWMD. The Proposed Project would connect to existing water line along Harley Knox Boulevard. The Project Applicant has received a Will Serve letter from the EWMD (see Appendix H),				

³⁹ Eastern Municipal Water District. Perris Valley Regional Water Reclamation Facility. January 2021.

dated September 11, 2020, confirming that the EWMD would be able to provide water and sewer services to the Proposed Project.

Development of the Proposed Project would result in new impervious surfaces on-site. Harley Knox Boulevard was improved between Indian Avenue and N. Perris Boulevard per work order P8-1167 in 2014 which included an upgraded catch basin for future development along the Project Site frontage. Each proposed building will have its own on-site drainage system, maintaining similar drainage patterns while collecting on-site surface run-off into its own drainage system, which would include two grated catch basins, a biotreatment facility and associated pump station and an under-walk culvert to Harley Knox Boulevard.

Southern California Edison (SCE) provides electrical service to the area of the Project Site. The Proposed Project will receive electrical power by connecting to Southern California Edison's existing underground power lines along Harley Knox Boulevard. The Project Site is surrounded by existing uses that currently have a demand for electricity which is met by existing SCE facilities. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. The Proposed Project would not require the expansion or construction of new electrical facilities.

The Southern California Gas Company (SoCalGas) provides natural gas service to the area of the Project Site. Therefore, the Proposed Project will receive natural gas from SoCalGas by connecting to the existing line along Perris Boulevard, east of the Project Site. The existing SoCalGas facilities are expected to sufficiently serve the increased demand of natural gas. Therefore, the natural gas demand from the Proposed Project would represent an insignificant percentage to the overall demand in SoCalGas' service area.

The Proposed Project would be serviced by Verizon for landline and internet requirements. The Proposed Project is not anticipated to require the expansion or construction of new communications systems facilities.

The Proposed Project is not anticipated to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- b) **Less than Significant.** The multiple-dry year period represents the lowest average water supply availability to the agency for a consecutive five-year period. As stated in the UWMP, the EMWD will have sufficient supplies to meet both retail and wholesale demands from 2020 to 2045 under average year conditions. In addition, the EMWD will have sufficient supplies to meet both retail and wholesale demands from 2020 to 2045 under single-dry year conditions. Lastly, the EMWD will have sufficient supplies to meet both retail and wholesale demands from 2020 to 2045 under multiple-dry year conditions. During dry periods, the EMWD would be able to utilize stored groundwater from the proposed Enhanced Recharge and Recovery Program (ERRP) project or import more water

from Metropolitan to meet demands, if needed.⁴⁰ Therefore, the EMWD's supplies are sufficient to meet demand within the district's service area. The Proposed Project is consistent with the PVCCSP land use designation of Light Industrial. Therefore, the Proposed Project's demand for water has already been anticipated by the EMWD. The Proposed Project will not require or result in the relocation or construction of new or expansion of water treatment facilities. No significant impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less Than Significant.** The EMWD operates and maintains four Publicly Owned Treatment Works (POTWs) located in San Jacinto, Moreno Valley, Temecula and Perris. The Perris Valley Regional Water Reclamation Facility provides service area of the Project Site. The plant treats approximately 13.8 Million Gallons Per Day (MGD) and has a maximum of capacity of 100 MGD after expansion. The estimated average daily wastewater generated by the Perris Valley Commerce Center Specific Plan area at ultimate build-out is approximately 3.7 mgd.⁴¹ The Proposed Project is consistent with the PVCCSP land use designation of Light Industrial. Therefore, sewage generated by the Proposed Project has already been anticipated by the EMWD. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- d) **Less than Significant.** CR&R provides solid waste and recycling collection services to the City.⁴² Solid waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road, approximately 6.0 miles south of the Project Site. The temporary generation of construction debris would not permanently affect the long-term landfill capacity. The Proposed Project would generate an estimated 2,299 pounds of solid waste per day or approximately 1.15 tons per day, based on 19 pounds per employee per day.⁴³ The Proposed Project is anticipated to be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- e) **Less than Significant.** The Proposed Project will be required to comply with the City of Perris waste reduction programs, including recycling and other diversion programs to divert the amount of solid waste disposed of in landfills. CR&R provides waste services to the City. The City participates with local collection programs for recyclables, such as paper, plastics, glass and aluminum, in accordance with local and State programs, including the California Solid Waste Reuse and Recycling Act of 1991. The Proposed Project shall adhere the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations. AB 939 requires all counties to prepare a County Integrated Waste Management Plan (CIWMP). The County of Riverside adopted its CIWMP in 1998. The CIWMP includes the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements, the Household Hazardous Waste Elements, and Non-disposal Facility Elements

⁴⁰ EMWD. 2020 UWMP. Tables 7-5 and 7-6.

⁴¹ City of Perris. Perris Valley Commerce Center Specific Plan: Infrastructure.

⁴² City of Perris. General Plan: Conservation Element.

⁴³ City of Perris. General Plan: Conservation Element – Solid Waste.

for Riverside County and each city in Riverside County. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

XX. WILDFIRE

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- a-d) **No Impact.** The Project Site is not located in or near any of the Fire Hazard Severity Zones (Moderate, High, Very High) within a State Responsibility Area (SRA). Also, as shown in the General Plan Exhibit S-16 Wildfire Constraint Areas, the Project Site is not located within the City’s designated Wildlife Constraint area.⁴⁴ Therefore, the Proposed Project would have no impact on wildfire. No significant impacts are identified or are anticipated, and no mitigation measures are required.

⁴⁴ City of Perris. General Plan: Safety Element. Exhibit S-16: Wildfire Constraint Areas.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant with Mitigation.** A Biological Resources Assessment (BRA), Jurisdictional Delineation (JD) and Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis was prepared in April 2021 for the Proposed Project by Jennings Environmental, LLC. Based on the literature review and personal observations made in the immediate vicinity, no State and/or federally listed threatened or endangered species are documented/or expected to occur within the Project Site. Additionally, no plant species with the California Rare Plant Rank (CRPR) of 1 or 2 were observed on-site or documented/expected to occur on-site. No other sensitive species were observed within the Project Site or buffer area. There are no streams, channels, washes, or swales that meet the definitions of Section 1600 of the State of California Fish and Game Code (FGC) under the jurisdiction of the CDFW, Section 401 (“Waters of the State”) of the Clean Water Act (CWA) under the jurisdiction of the Regional Water Quality Control Board (RWQCB), or “Waters of the United States” (WoUS) as defined by Section 404 of the CWA under the jurisdiction of the U.S. Army Corps of Engineers (Corps) within the Project Site. Therefore, no permit from any regulatory agency will be required. The Proposed Project is also consistent with the MSHCP policies found in Section 6 which include Riparian/Riverine Areas/ Vernal Pools; Narrow Endemic Plant Species; Urban/Wildlands Interface; and Surveys for Special Status Species. The Project Site is not located within an area mapped for Narrow Endemic or Criteria Area Plant Species, Special Status Species, Riparian/Riverine/Vernal Pools, and Urban/Wildlife Interface. Therefore, the Proposed Project is consistent with MSCHP policies and conditions. Since there is some habitat

within the Project Site and adjacent area that is suitable for nesting birds in general, *PVCCSP EIR MM Bio* should be implemented to avoid any potential project-related impacts to nesting birds. Mitigation Measure BIO-1 and BIO-2 are recommended to address any potential impacts to MSHCP covered species and provide consistency with the HCP. Therefore, with implementation of *PVCCSP EIR MM Bio 1* and Mitigation Measures BIO-1 and BIO-2, the Proposed Project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal

As summarized in the Phase I Cultural Resources Assessment, the Project Site had been included in one previous cultural resources study. No archaeological sites of prehistoric (i.e., Native American) or historical origin were recorded within the property boundaries during the study. The Project Site is in a very well-studied area with 46 previous cultural resources studies having been conducted within a one-mile radius. During the course of these studies, 19 cultural resources properties have been recorded; none of which included the Project Site. With only one exception, all recorded sites represent early-to-mid 20th century resources. Jean A. Keller concluded that the probability of either a Native American or a historical period subsurface cultural deposit existing within the property boundaries is very low. Therefore, neither further research nor mitigation is recommended for the Proposed Project. However, Mitigation Measures CR-1 and CR-2 are recommended to address any potential impacts to cultural resources.

- b) **Less than Significant.** Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:
- (a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
 - (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

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

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

However, as demonstrated by the analysis in this Initial Study, the Proposed Project will not result in any unavoidable significant environmental impacts. The Project is consistent with local and regional plans, and the Project's air quality emissions do not exceed established thresholds of significance. Additionally, the Proposed Project will not cause a substantial increase in ambient noise levels. Pursuant to the 2018 update to the State CEQA Guidelines, level of service and congestion may no longer be used to evaluate traffic and transportation impacts under CEQA. However, the transportation impacts of the Proposed Project would not exceed the current thresholds of significance. Although the impacts of the Proposed Project are determined to be less than significant, the Project would be subject to all of the applicable mitigation measures from the PVCCSP EIR, which would further reduce any project contribution to these cumulative impacts.

The Proposed Project would potentially result in project-related localized biological resources, cultural resources, tribal cultural resources, and paleontological resources impacts that could be potentially significant without the incorporation of mitigation. Thus, when coupled with the similar impacts related to the implementation of other related projects throughout the broader project area, the Project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

However, with the incorporation of mitigation identified herein, the Proposed Project's localized biological resources, cultural resources, tribal cultural resources, and paleontological resources impacts would be reduced to less than significant levels and would not considerably contribute to cumulative impacts in the greater project region. Additionally, these other related projects would presumably be bound by their applicable lead agency to (1) comply with all applicable federal, state, and local regulatory requirements and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less than significant levels.

Although cumulative impacts are always possible, the Project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than cumulatively considerable. Therefore, with the incorporation of mitigation identified in this document, the Proposed Project would result in individually limited, but not cumulatively considerable, impacts.

- c) **Less the Significant with Mitigation.** The development of the Proposed Project would not cause adverse impacts on humans, either directly or indirectly. The Project Site is not

located in an area that is susceptible to seismic hazards. Mitigation Measure GEO-1 will be implemented to address potential adverse impacts due to expansive soils. Implementation of PVCCSP EIR mitigation measures Noise 1 and Noise 4 would ensure that potential impacts from the construction/operation noise. With adherence to the Perris Development Code and the applicable land use requirements and standards of the March Air Reserve Base/Inland Port Airport, the Proposed Project is not anticipated to result in a safety hazard for people residing or working at the Project Site.

SECTION 4 REFERENCES

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