

Final Initial Study/Mitigated Negative Declaration

First Harley Knox Industrial

Prepared for the Lead Agency
City of Perris
101 N. "D" Street
Perris, CA, 92570



February 2022



webbassociates.com

**Final
Initial Study/Mitigated Negative Declaration No. 2369**

FIRST HARLEY KNOX INDUSTRIAL

DPR 20-00014

Lead Agency

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

February 2022

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ACRONYMS LIST

<u>Acronym</u>	<u>Definition</u>
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
ADA	American Disabilities Act
AFY	Acre Feet Per Year
AICUZ	Air Installation Compatible Use Zone Study
ALUC	Airport Land Use Commission
AQMP	Air Quality Management Plan
APE	Area of Potential Effect
APN	Assessor Parcel Number
APZ	Accident Potential Zone
BLM GLO	Bureau of Land Management General Land Office
BMP	Best Management Practice
BSA	Biological Study Area
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHSC	California Health and Safety Code
City	City of Perris
CMP	Congestion Management Program
CNPS	California Native Plant Society
CNEL	Community Noise Equivalent Level
CNDDB	California Natural Diversity Database
CO	Carbon Monoxide
dBA	A-Weighted Decibels
DIF	Development Impact Fees
DOT	United States Department of Transportation Office of Hazards and Materials Safety
DPM	Diesel Particulate Matter
DPR	Development Plan Review
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EPA	U.S. Environmental Protection Agency
ERIS	Environmental Risk Information Services
ERRP	Enhanced Recharge and Recovery Program
ESA	Endangered Species Act
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping Management Program
GHG	Greenhouse Gas
GP	City of Perris Comprehensive General Plan 2030
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan

gpd/acre	Gallons per day per acre
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HCP	Habitat Conservation Plan
IPA LUCP	Inland Port Airport Land Use Compatibility Plan
I-215	Interstate 215
IS	Initial Study
JPR	Joint Project Review
LI	Light Industrial
LID	Low Impact Design
LOS	Level of Service
LST	Localized Significance Threshold
MARB/IPA	March Air Reserve Base/ <u>Inland Port Airport</u>
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Sewer System
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MTCO ₂ e	Metric Tons Carbon Dioxide Equivalent
MWD	The Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NEPSSA	Narrow Endemic Plant Species Survey Area
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NPRBBD	North Perris Road and Bridge Benefit District
NRHP	National Register of Historic Preservation
OHP	Office of Historic Preservation
PQP	Public/Quasi-Public
PM-2.5	Particulate Matter Less Than 2.5 Microns in Diameter
PM-10	Particulate Matter Less Than 10 Microns in Diameter
PPV	Peak Particle Velocity
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
PVCCSP	Perris Valley Commerce Center Specific Plan
PVCCSP EIR	Perris Valley Commerce Center Specific Plan Environmental Impact Report
PVRWRF	Perris Valley Regional Water Reclamation Facility
PVSDC	Perris Valley Storm Drain Channel
RCA	Regional Conservation Authority
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board

SARWQCB	Santa Ana Regional Water Quality Control Board
SGMA	Sustainable Groundwater Management Act
sf	Square Feet
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SKR	Stephen's Kangaroo Rat
SLF	Sacred Lands File
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TUMF	Transportation Uniform Mitigation Fees
USACE	U.S. Army Corps of Engineers
USDA – NRCS	United States Department Agriculture Natural Resources Conservation Service
USFWS	United States Fish and Wildlife Services
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment

ORGANIZATION OF FINAL IS/MND

In accordance with the California Environmental Quality Act (CEQA) Public Resources Code Sections 21000–21189.3 and the State *CEQA Guidelines* Code of California Regulations Sections 15000–15387, this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to determine potentially significant impacts upon the environment resulting from the construction and operation of the First Industrial Warehouse at Rider Street and Redlands Avenue Project (proposed Project).

In accordance with Section 15063 of the State *CEQA Guidelines*, this IS/MND is an analysis by the City of Perris as Lead Agency, to inform the Lead Agency decision makers, other affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

The final CEQA documents for the Project include:

- **Introduction to the Final IS/MND**, which provides the context for the Final IS/MND, with applicable citation pursuant to CEQA and the State *CEQA Guidelines*.
- **Introduction /Environmental Checklist Form**, which provides the Project Description, a brief discussion of the existing environmental setting, and environmental impact assessment.
- **References/List of Prepares/ Appendices**, which includes a list of references sources, list of prepares, and list of appendices to support the IS/MND.
- **Responses to Comments** (Appendix N), which includes a copy of each comment letter received regarding the IS/MND. Although CEQA does not require the Lead Agency to provide a formal response to each of the comments received on an IS/MND, responses have nonetheless been prepared in order to provide the City of Perris Planning Commission with additional information upon which to base their decision.
- **Mitigation Monitoring and Reporting Program (MMRP)** (Appendix O) prepared pursuant to State *CEQA Guidelines* Section 15097 to provide a mechanism for Perris to verify implementation of the mitigation measures adopted for the proposed Project.

Where comments received on the IS/MND and the City of Perris responses resulted in changes to the text of the Draft IS/MND, such changes are shown in the Final IS/MND text using the following conventions:

- Text added to the Final IS/MND is shown as double underline
- Text deleted from the Final IS/MND is shown as ~~strikethrough~~

The textual and graphic changes to the Final IS/MND do not constitute “substantial revision” as defined in State *CEQA Guidelines* Section 15073.5(b); therefore, recirculation of the Draft IS/MND is not required.

REVISIONS TO THE FINAL IS/MND

To further clarify that the Project applicant does not propose development within Moreno Valley as part of this Project, the following clarifications are provided in the Final IS/MND.

The first paragraph in Section 2.1 Project Location and Setting (IS/MND, p. 3) is revised as follows:

The approximately 8.1~~9.3~~-gross-acre Project site is located at the northwest corner of Harley Knox Boulevard and Redlands Avenue, within the PVCCSP planning area in the City of Perris, Riverside County, California (Assessor’s parcel number (APN): 302-100-

029). The Project site is located within Section 5, Township 4 South, Range 3 West, San Bernardino Base and Meridian, as shown on the Perris, 7.5-minute topographical quadrangle map. **Figure 1 – Vicinity Map, Figure 2 – Aerial Map, and Figure 3 – USGS Topographic Map** depict the regional location and local vicinity of the Project site, respectively.

The Project site boundaries on **Figure 2 – Aerial Map** have been revised to show only property within the City of Perris.

To clarify the acreage of the Project site and the location of the fencing to be removed and protected the first two paragraphs in Section 2.2 Project Description (IS/MND, p. 3) are revised as follows:

The proposed First Harley Knox Industrial and associated offsite improvements (herein collectively referred to as proposed Project or Project) involves the construction and operation of an approximately 154,250-square-foot (SF) industrial, non-refrigerated warehouse distribution use that includes 4,300 SF of mezzanine space for a total building size of 158,550 SF. The proposed site upon which the building is proposed to be constructed is part of a larger approximate ~~9.3~~ 8.1 gross acre site, ~~of which 1.22 acres are located in the City of Moreno Valley¹ and of which approximately 0.18~~ 0.21 acre will be dedicated for Redlands Avenue leaving a net site area of ~~7.91~~ 7.92 acres (see **Figure 7A – Proposed Site Plan**). The Project applicant will also be responsible for constructing a six-foot-wide sidewalk along the Project site frontage on the west side of Redlands Avenue and the north side of Harley Knox Boulevard. The speculative warehouse/distribution building is assumed to operate 24 hours a day 7 days a week.

As part of the site preparation prior to construction, existing fencing throughout the interior of the Project site, a brick wall, and concrete pads will be demolished and removed. Additionally, existing power poles and overhead electrical lines will be removed and undergrounded along Redlands Avenue. Earthwork will be balanced on the Project site with approximately 36,379 cubic yards (CY) cut and 38,183 CY fill with 1,504 CY shrinkage as shown in **Figure 7B – DPR No.20-00014**. The existing fence along the Project site’s northern boundary will be protected in place.

The footnote on the bottom of page 10 is revised as follows:

¹To clarify that the Project does not propose any development within the City of Moreno Valley, the gross acreage only includes property within the City of Perris. The portion of the property within the City of Moreno Valley is not a part of this Project. This approximately 1.22-acre area will be covered with gravel for weed abatement.

Figure 7A – Proposed Site Plan (IS/MND, p. 12), **Figure 7B – DPR No.20-00014** (IS.MND, p. 13), and **Figure 9 – Landscape Plan** (IS/MND, p. 15) are revised to clarify that none of the Project site is within Moreno Valley.

To clarify the size of the Project site, the second bullet in Section 2.3 Project Approvals (IS/MND, p. 17) are revised as follows:

- Approve Development Plan Review (DPR No. 20-00014) to allow the development of the approximately ~~8.19~~^{8.10} gross acre site with an approximately 158,550 square-foot warehouse including approximately 154,250 square feet of industrial space and 4,300 square feet of mezzanine space.

To clarify the size of the Project site, the first paragraph of the discussion under Threshold 5b, (IS/MND, p. 54.) are revised as follows:

5b. Less than significant impact with mitigation. As discussed in *Threshold 5a* above, a total of eleven resources were recorded within one-mile of the Project area; however, none were recorded inside the ~~8.10~~^{8.10} gross acre Project site. BFSAs requested a records search of the Sacred Lands File (SLF) of the Native American Heritage Commission (NAHC), as of February 3, 2020, BFSAs has not received a response. (BFSAs-A, p. 23.) The Assembly Bill 52 (AB 52) consultation efforts by the City and discussion about the AB 52 consultation is addressed under Section 5.18 – Tribal Cultural Resources of this Initial Study.

To clarify the size of the Project site and the project wastewater generation, the fourth paragraph under Threshold 19c (IS/MND, p. 121) is revised as follows:

Based on the wastewater generation factor of 1,700 gallons per day per acre (gpd/acre) for both General Industrial and Light Industrial PVCCSP land use designations applied in the PVCCSP EIR, the Project's proposed development of a warehouse/distribution facility on approximately 7.92¹² net acres of the ~~8.1~~^{8.10} gross acre Project site would generate approximately ~~13,770~~^{13,770} gpd (~~0.014~~^{0.014} mgd) of wastewater that would be treated at the PVRWRF. As such, the proposed Project's wastewater generation represents less than one percent of the PVCCSP's total estimated wastewater generation (5.3 mgd).

To clarify the acreage to be dedicated to right-of-way, the footnote on the bottom of page 121 is revised as follows:

¹² ~~Approximately 1.22 acres will be graveled for weed abatement in the City of Moreno Valley. Additionally, Approximately 0.18~~^{0.18} acres of Redlands Avenue will be dedicated as right of way.

The clarifications to the text and figures in the Final IS/MND do not constitute "substantial revision" as defined in State *CEQA Guidelines* Section 15073.5(b); therefore, recirculation of the IS/MND is not required.

SECTION 1.0 INTRODUCTION

1.1 PURPOSE AND SCOPE

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

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

The proposed Project site is located within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris. The PVCCSP was adopted by the City of Perris on January 10, 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 on January 10, 2012. The PVCCSP EIR is a program EIR, and project-specific evaluations in later-tier environmental documents for individual development projects within the Specific Plan area was anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines, “The program EIR can focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before”. As such, the environmental analysis for the proposed Project presented in this IS is based on, or “tiered” from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference (refer to Section 2.4 of this IS).

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

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

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Perris is the Lead Agency and is charged with the responsibility of deciding whether to approve the proposed Project.

1.2 FINDINGS OF THIS INITIAL STUDY

This IS is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) and Appendix G of the State CEQA Guidelines. The Form is found in Section 5.0 of this Initial Study. It contains a series of questions about the proposed Project for each of the listed environmental topics. The Form is used to evaluate whether there are any potentially significant environmental effects associated with implementation of the proposed Project, even with implementation of required PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures. The explanation for each answer is also included in Section 5.0.

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

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

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

1.3 CONTACT PERSON

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

Nathan Perez, Senior Planner
City of Perris Planning Division
135 North "D" Street Perris, California 92570
(951) 943-5003 Ext.279
NPerez@cityofperris.org

SECTION 2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

The approximately ~~8.1~~ 9.3-gross-acre Project site is located at the northwest corner of Harley Knox Boulevard and Redlands Avenue, within the PVCCSP planning area in the City of Perris, Riverside County, California (Assessor's parcel number (APN): 302-100-029). The Project site is located within Section 5, Township 4 South, Range 3 West, San Bernardino Base and Meridian, as shown on the Perris, 7.5-minute topographical quadrangle map. **Figure 1 – Vicinity Map**, **Figure 2 – Aerial Map**, and **Figure 3 – USGS Topographic Map** depict the regional location and local vicinity of the Project site, respectively.

The Project site is relatively flat undeveloped terrain situated at an elevation approximately 1,450 feet above mean sea level. The Project site is currently composed of concrete pads, block walls from prior residential and agricultural uses and disturbed vegetation with generally flat undeveloped terrain that receives frequent weed abatement (i.e., chain flail mowing, disking) and one remaining mature ash tree. Chain-link or simple barbed-wire fences demarcate private property boundaries and traverse the interior of the Project site in a west to east direction.

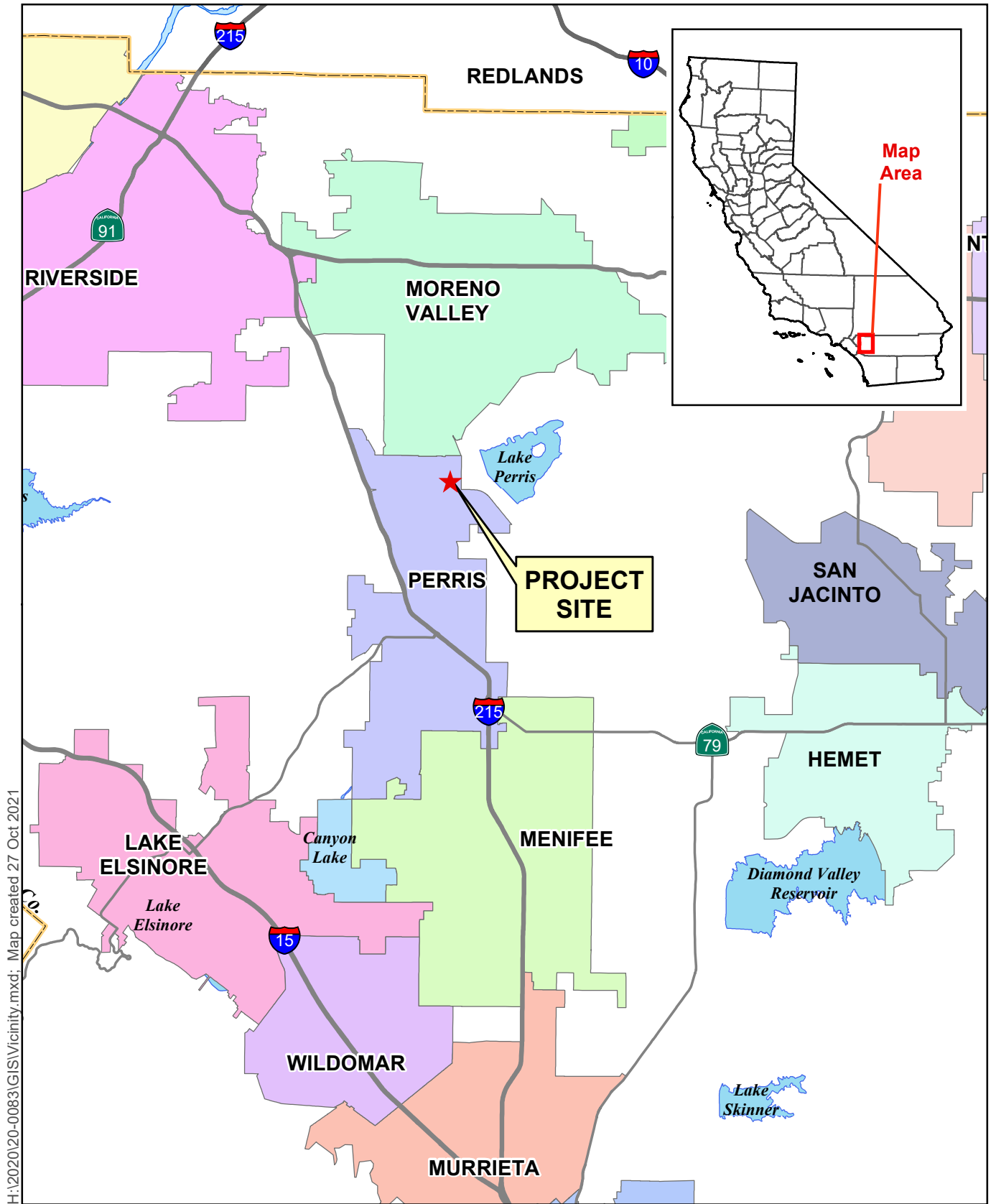
The Project site has a City of Perris General Plan land use designation and zoning designation of PVCCSP – Perris Valley Commerce Center Specific Plan, as shown on **Figure 4 – General Plan Land Use** and a PVCCSP land use designation of Light Industrial, as shown on **Figure 5 – Specific Plan Land Use**.

The Project site is located on land designated by the California Department of Conservation's Farmland Mapping and Monitoring Program as Farmland of Local Importance.

As further discussed in the Biological Resources section of this Initial Study (*Thresholds 5.4a – 5.4f*), the Project site is within the jurisdiction of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Area Plan. The Project site is not located within any designated MSHCP "Criteria Area" or "Subunits". As such, the Project is not subject to Cell Criteria compliance under the MSHCP. The Project site does not fall within any Public/Quasi-Public (PQP) or other MSHCP Conserved Lands.

The proposed Project site is located approximately 1.5 miles east of the March Air Reserve Base/Inland Port Airport (MARB/IPA) and is subject to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP). The MARB/IPA ALUCP divides the areas close to the airport into zones based on proximity to the airport and perceived risks. The proposed Project site is within Airport Overlay Zone D as shown on **Figure 6 – MARB/IPA Compatibility Zones**. Zone D is on the periphery of the flight corridors and the risk level from flight operations is low. The proposed Project site is not located within a MARB/IPA Accident Potential Zone.

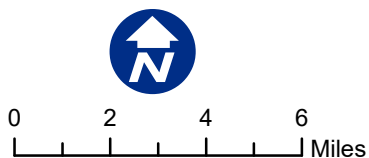
The site is bounded on the north by Riverside County Flood Control Channel Line B, an unlined trapezoidal channel. As shown in **Figure 2**, the surrounding land uses consist of industrial development, and disturbed open areas. The property west of the site is developed with nonconforming residential uses on land that is designated for Light Industrial uses in the PVCCSP.

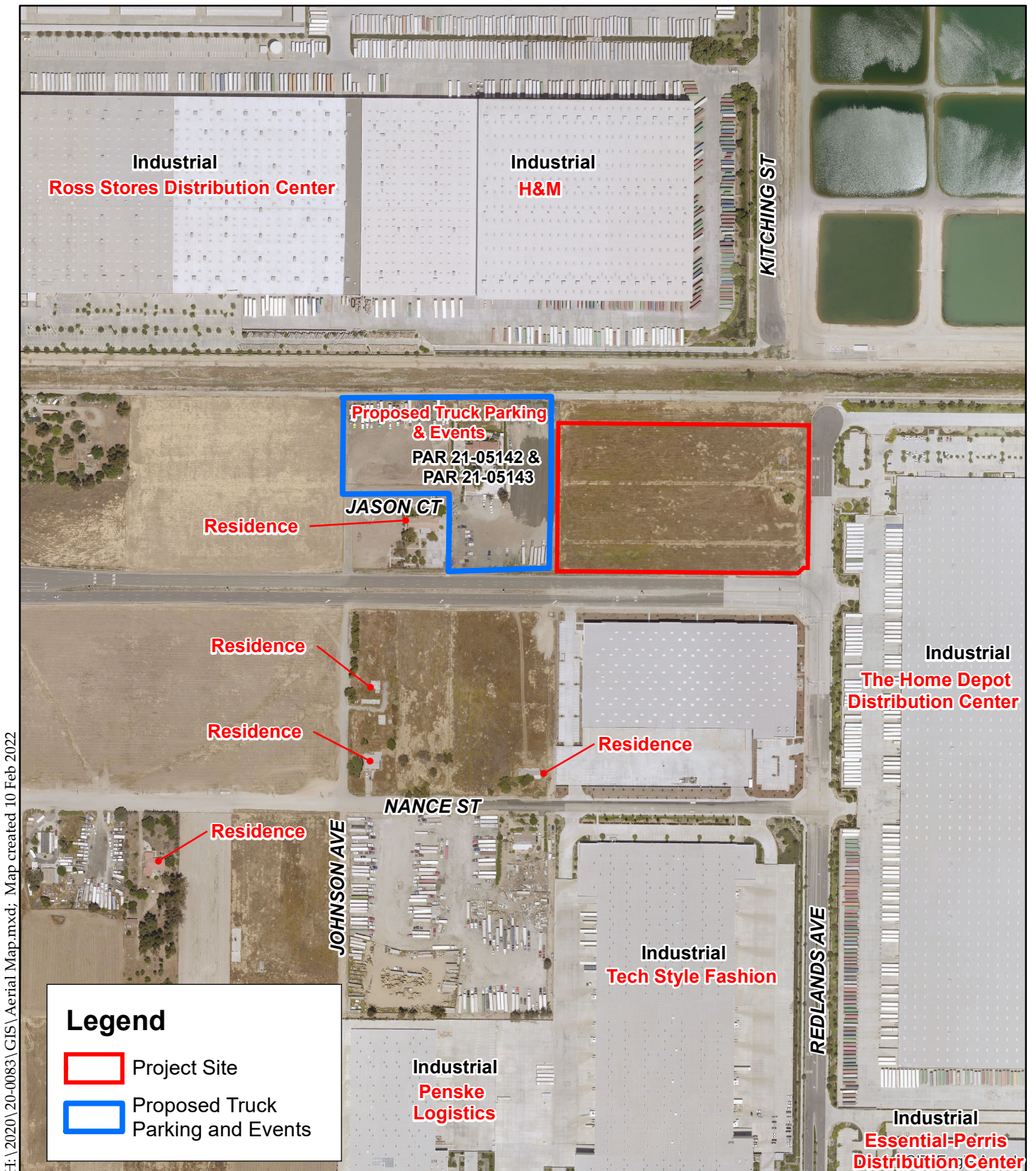


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Source: Riverside County GIS, 2020

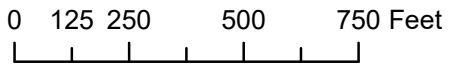
Figure 1 – Vicinity Map
First Harley Knox Industrial

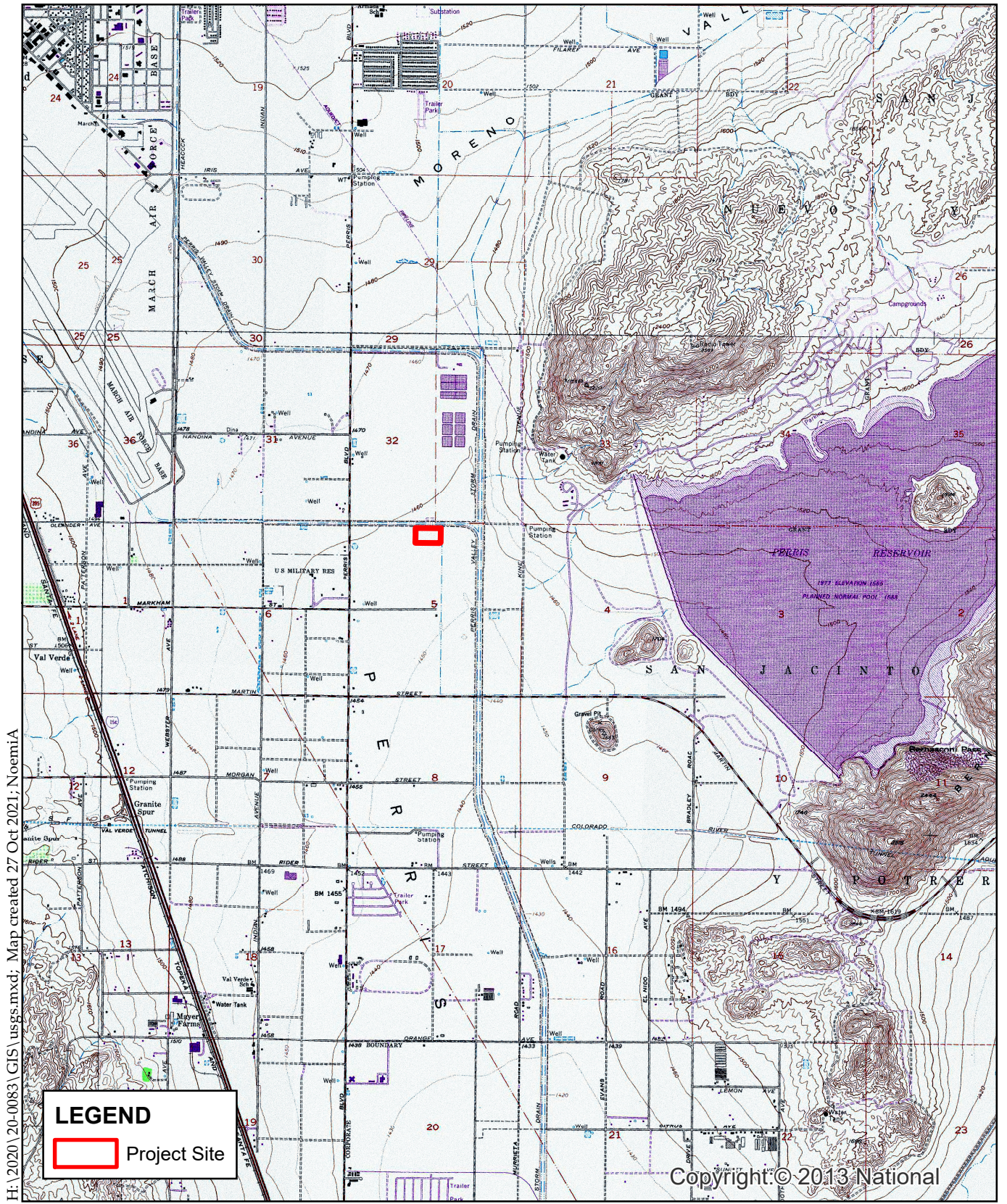




H:\2020\20-0083\GIS\Aerial Map.mxd; Map created 10 Feb 2022

Figure 2 - Aerial Map (Uses)
First Industrial Harley Knox Warehouse Project

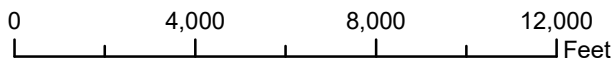


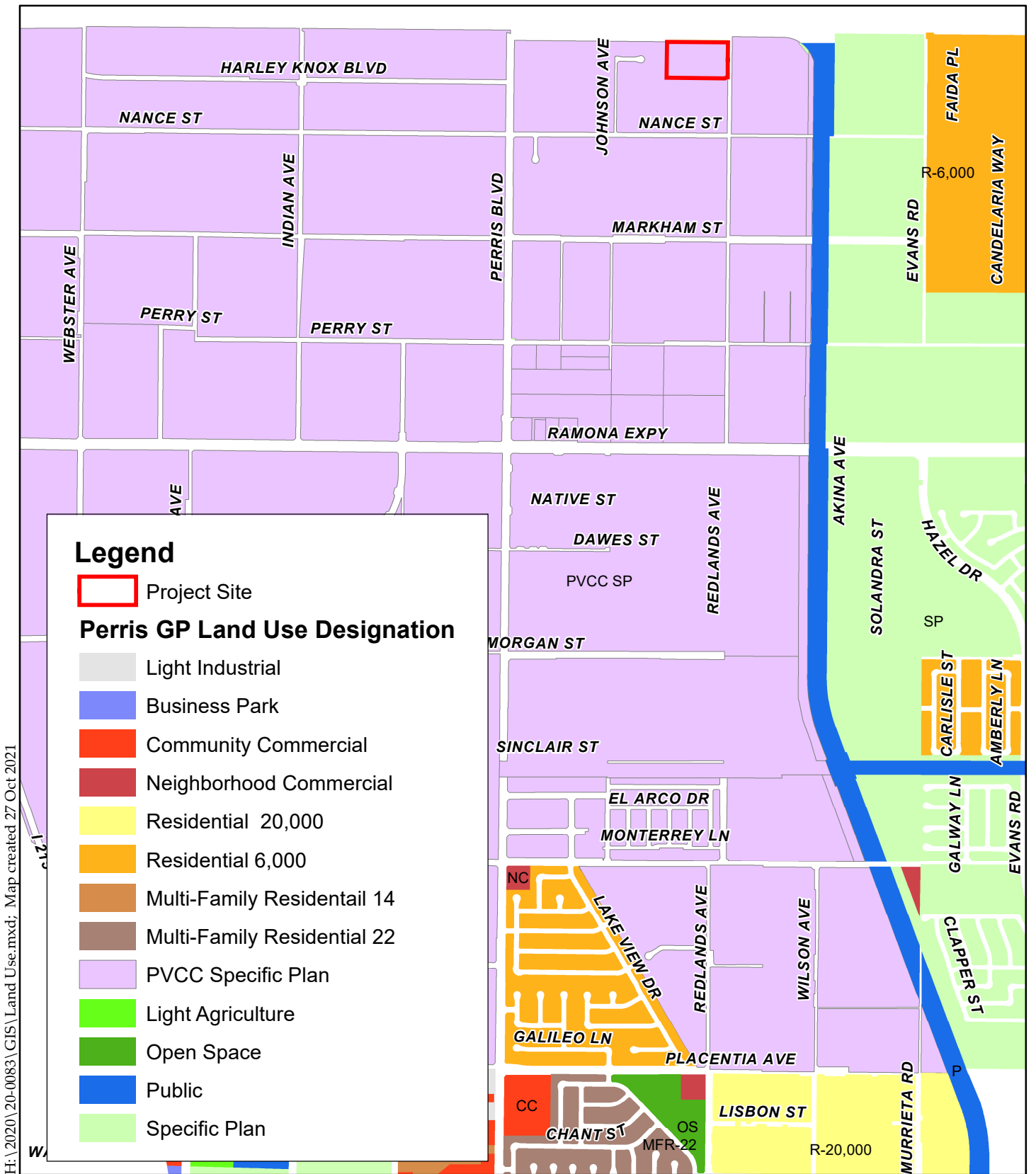


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Sources: ESRI / USGS 7.5min Quads: Riverside County

Figure 3 - USGS Topographic Map
 First Harley Knox Industrial





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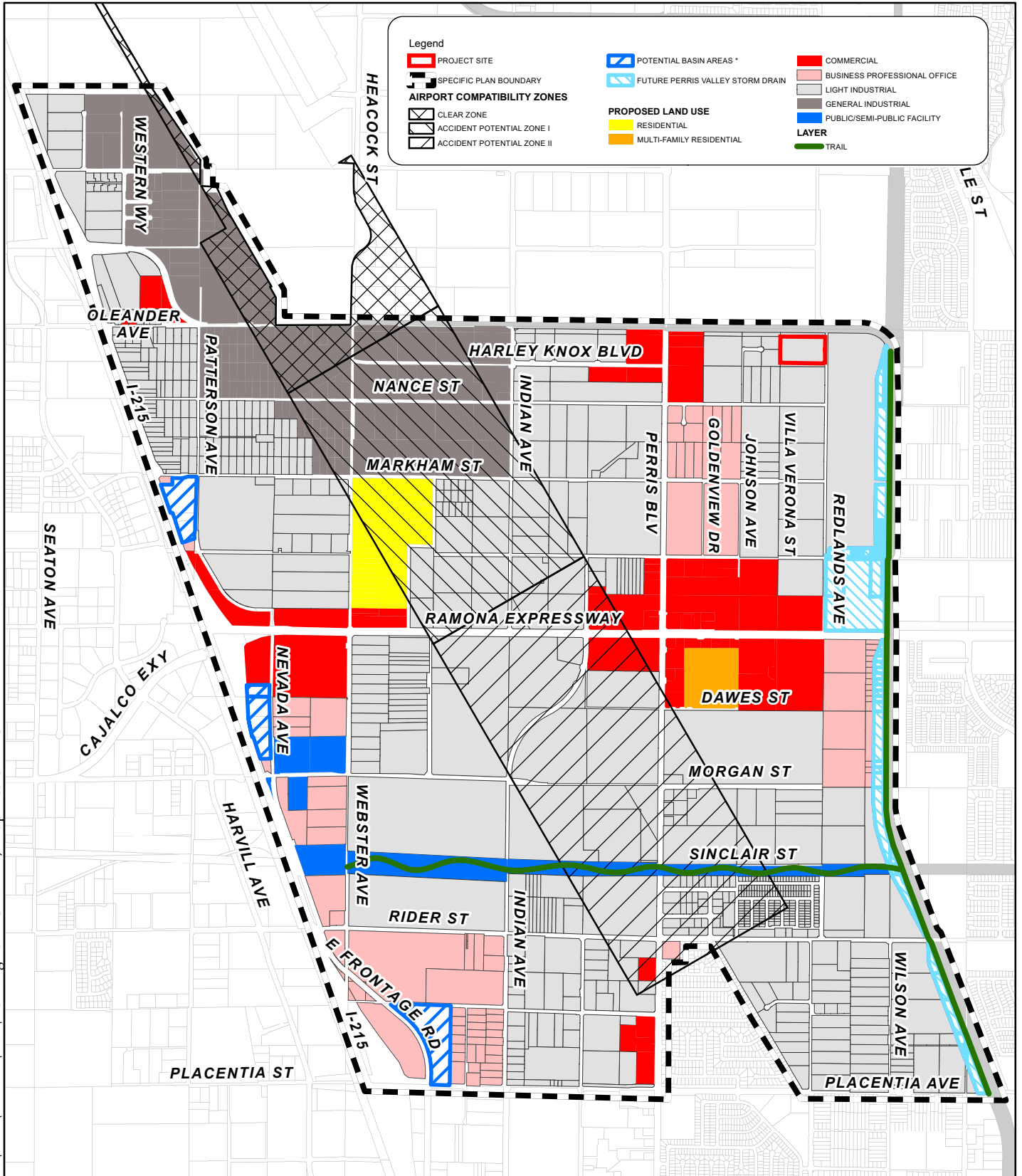
Sources: Riverside Co. GIS, 2021; RCIT, 2020.

Figure 4 - General Plan Land Use Designation
First Harley Knox Industrial



0 500 1,000 2,000 3,000 Feet

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Sources: Riverside Co. GIS, 2021; RCIT, 2020.

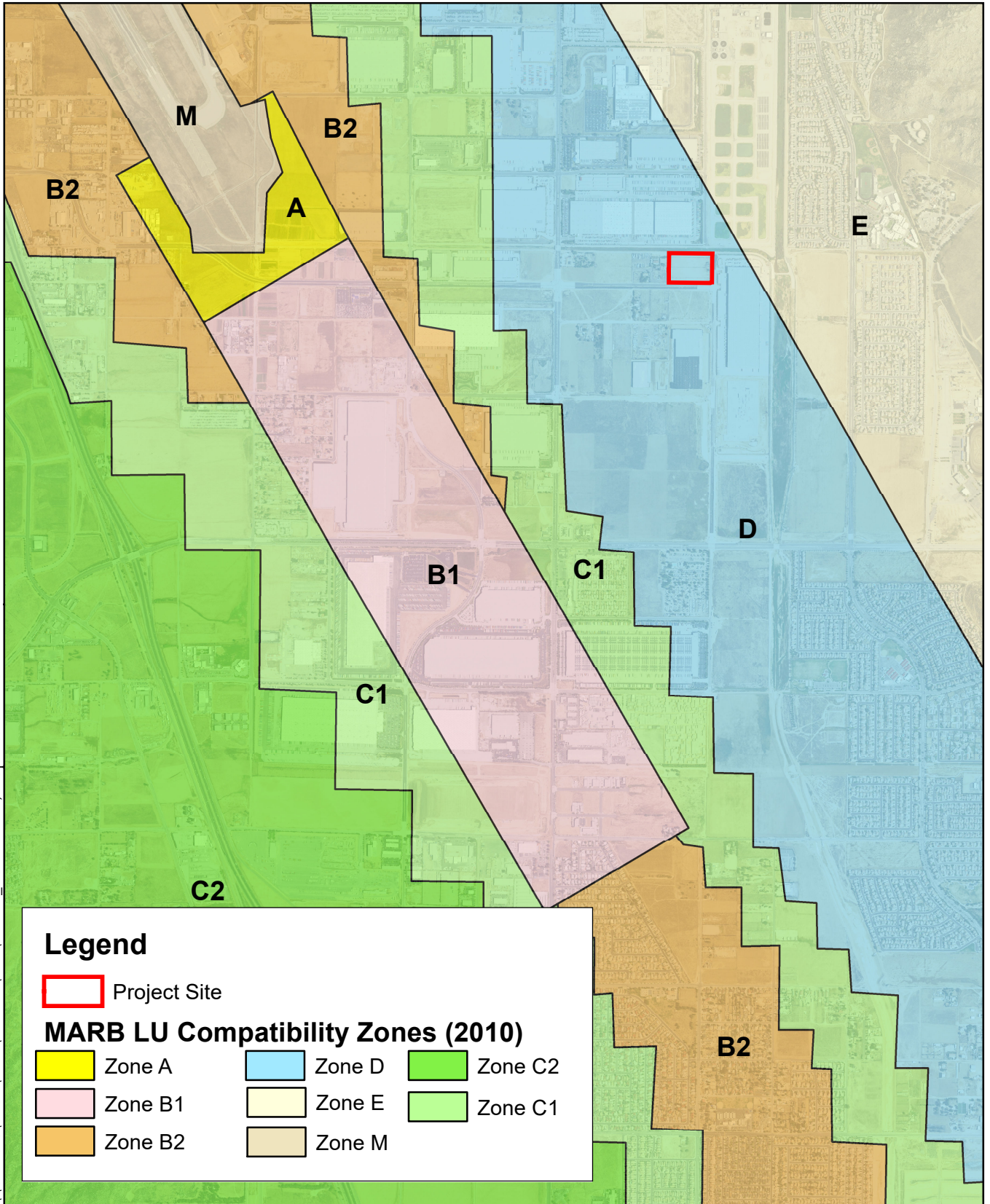
Figure 5 - Specific Plan Land Use Designation
First Harley Knox Industrial



0 700 1,400 2,800 4,200 Feet



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Legend

 Project Site

MARB LU Compatibility Zones (2010)

- | | | |
|---|--|---|
|  Zone A |  Zone D |  Zone C2 |
|  Zone B1 |  Zone E |  Zone C1 |
|  Zone B2 |  Zone M | |

Sources: Riverside Co. GIS, 2020; USDA NAIP, 2016.

Figure 6 - March Air Force Base Compatibility Zones

First Harley Knox Industrial



0 2,000 4,000 Feet

2.2 PROJECT DESCRIPTION

The proposed First Harley Knox Industrial and associated offsite improvements (herein collectively referred to as proposed Project or Project) involves the construction and operation of an approximately 154,250-square-foot (SF) industrial, non-refrigerated warehouse distribution use that includes 4,300 SF of mezzanine space for a total building size of 158,550 SF. The proposed site upon which the building is proposed to be constructed is part of a larger approximate ~~9.3~~ 8.1 gross acre site, ~~of which 1.22 acres are located in the City of Moreno Valley² and of which approximately 0.18~~ 0.24 acre will be dedicated for Redlands Avenue leaving a net site area of ~~7.94~~ 7.92 acres (see **Figure 7A – Proposed Site Plan**). The Project applicant will also be responsible for constructing a six-foot-wide sidewalk along the Project site frontage on the west side of Redlands Avenue and the north side of Harley Knox Boulevard. The speculative warehouse/distribution building is assumed to operate 24 hours a day 7 days a week.

As part of the site preparation prior to construction, existing fencing throughout the interior of the Project site, a brick wall, and concrete pads will be demolished and removed. Additionally, existing power poles and overhead electrical lines will be removed and undergrounded along Redlands Avenue. Earthwork will be balanced on the Project site with approximately 36,379 cubic yards (CY) cut and 38,183 CY fill with 1,504 CY shrinkage as shown in **Figure 7B – DPR No.20-00014**. The existing fence along the Project site's northern boundary will be protected in place.

The proposed Project has been designed to comply with the applicable Standards and Guidelines outlined in the PVCCSP, including but not limited to landscape, parkway, setback, lot coverage, Floor Area Ratio (FAR), architectural requirements, employee amenities, and residential buffer requirements. The building will be visible from Redlands Avenue and Harley Knox Boulevard; thus, as shown on **Figure 8 – Elevations**, the Project's exterior design conforms to the PVCCSP Light Industrial (LI) land use designation and is consistent with other industrial buildings in the Project area.

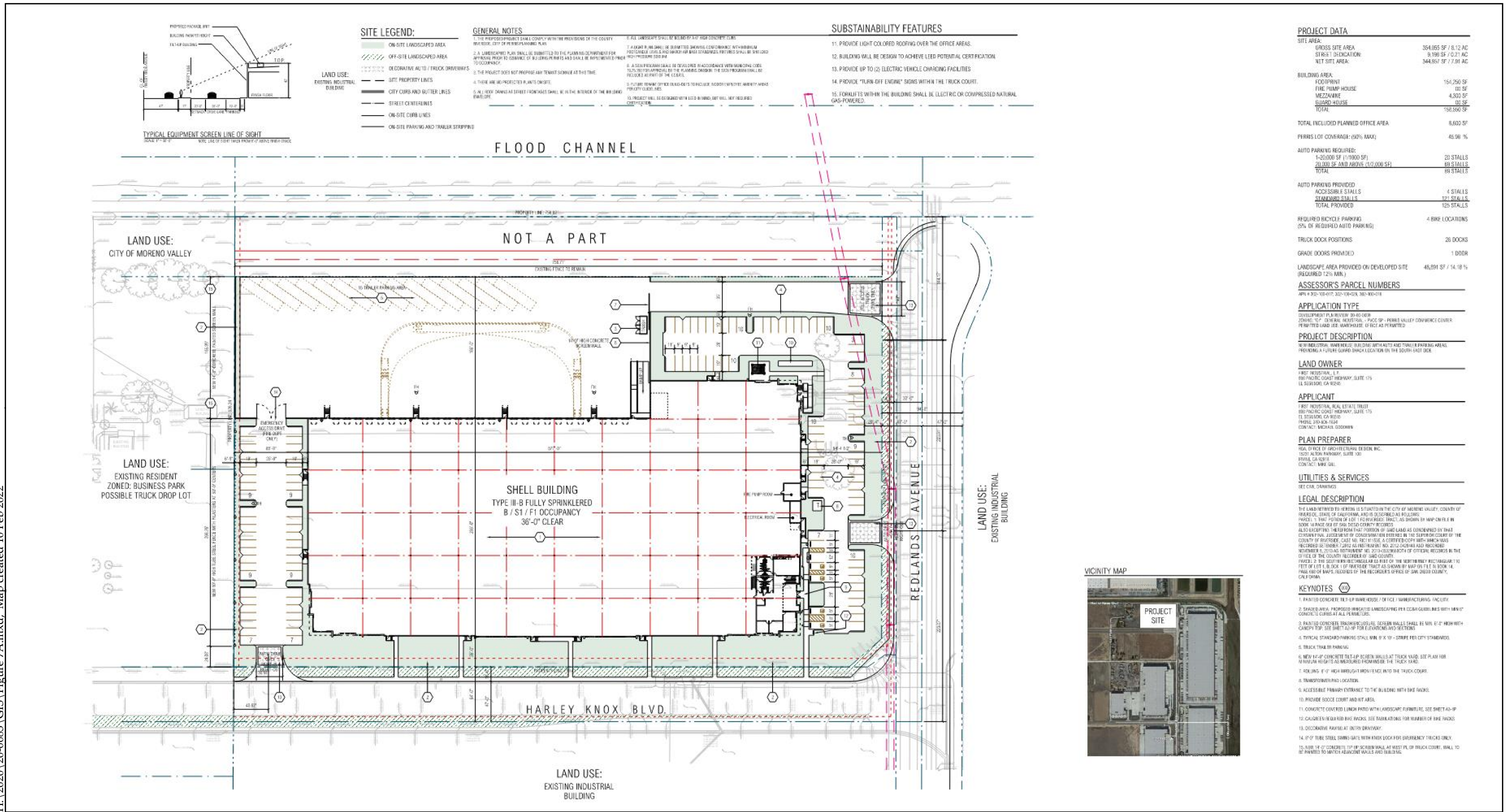
The Project includes approximately 26 truck dock doors on the north side of the proposed warehouse building. A total of 125 auto parking stalls, including four handicapped-accessible stalls and 121 standard stalls will also be provided. Pursuant to Section 5.106.5.2 of the CALGreen Code, six of the parking 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, two parking spaces will be designated for the charging of electric vehicles (EV). Further, four bicycle parking stalls will be provided at the primary entrance to the building. Vehicle parking will be located on the west, east, and south sides of the warehouse building.

The Project includes a 10-foot-high tubular steel fence along the ~~north and~~ west side of the Project site boundary. Truck loading docks will be enclosed on the east side by a 14-foot-high concrete tilt-up screen wall. Landscaping, screen walls, and fencing will be provided on site as required for screening, privacy, and security as shown on **Figure 9 – Landscape Plan**. The Project includes approximately 48,891 SF of on-site landscaping along street frontages, along the tubular steel fencing on the west side of the property, and adjacent to the north, east, and south sides of the proposed building. Two outdoor employee amenities are proposed adjacent to the northeast corner of the proposed building, a trellised employee break area outfitted with patio furniture and a bocce

¹ To clarify that the Project does not propose any development within the City of Moreno Valley, the gross acreage only includes property within the City of Perris. The portion of the property within the City of Moreno Valley is not a part of this Project. This approximately 1.22-acre area will be covered with gravel for weed abatement.

ball court. (Refer to **Figure 7A.**) Consistent with section 8.2.1.4 of the PVCCSP, because the proposed building is greater than 100,000 SF in size, the Project will also include an indoor employee break area. Additionally, the Project proponent has committed to achieve LEED “Certified” status for the building.

Remainder of page intentionally blank.



Sources: RGA Site Plan 2/8/2022

Figure 7A - Proposed Site Plan
First Industrial Harley Knox Warehouse Project



Not To Scale

H:\2020\20-0083\GIS\Figure 7B.mxd; Map created 11 Feb 2022

PROPERTY OWNERS
 PE HARLEY KNOX, LLC
 340 NORTH VERDE AVE, SUITE 175
 EL SEBASTO, CA 92529

APN(S)
 502-100-024

ACREAGE
 870 AC

AFFILIANT
 FIRST INDUSTRIAL REALTY
 ATTN: MICHAEL SOCDREN
 340 NORTH VERDE AVE, SUITE 175
 EL SEBASTO, CA 92529
 TEL: (951) 636-1034

TOPOGRAPHY
 ISLAND AERIAL SERVICES INC.
 111 ARLINGTON AVE, SUITE A
 RIVERSIDE, CA 92506
 TEL: (951) 687-4120

LEGAL DESCRIPTION
 THIS PROPERTY SHOWN AND SHOWN HEREON IS THE SAME PROPERTY AS DESCRIBED IN SCHEDULE A OF CHICAGO TITLE INSURANCE COMPANY POLICY NO. CA-1850-RP-1203-1-20-000-024, DATED MARCH 5, 2020.

APN 502-100-024
 ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LAND AS COMBINED BY THAT CERTAIN FINAL JUDGMENT OF CONDEMNATION ENTERED IN THE SUPERIOR COURT OF THE COUNTY OF RIVERSIDE, CASE NO. R02019-0001, A CERTIFIED COPY WHICH WAS RECORDED SEPTEMBER 07, 2012 AS INSTRUMENT NO. 2012-0422448 AND RECORDED NOVEMBER 08, 2018 AS INSTRUMENT NO. 2018-0528288BOTH OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LAND USE
 EXISTING/PROPOSED ZONING: LIGHT INDUSTRIAL (LI)
 EXISTING/PROPOSED GENERAL PLAN USE: VACANT/COMMERCIAL
 EXISTING LAND USE: VACANT/COMMERCIAL
 PROPOSED LAND USE: WAREHOUSE DISTRIBUTION

PROJECT DESCRIPTION
 DEVELOPMENT PLAN REVIEW FOR A REGULATIVE DISTRIBUTION WAREHOUSE FACILITY CONSISTING OF 1 BUILDING TOTALING 158,550 SQUARE FEET ON 1/2 NET ACRES.

UTILITY COMPANIES:

WATER: EASTERN MUNICIPAL WATER DISTRICT
 PHONE: (800) 426-3648

SEWER: EASTERN MUNICIPAL WATER DISTRICT
 PHONE: (800) 426-3648

ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY
 PHONE: (800) 684-8123

TELEPHONE: CHARTER COMMUNICATIONS
 PHONE: (887) 475-3127

GAS: SOUTHERN CALIFORNIA GAS COMPANY
 PHONE: (800) 427-2200

SCHOOL: VAL VERDE UNIFIED SCHOOL DISTRICT
 PHONE: (951) 940-6100

EARTHWORK ESTIMATE:

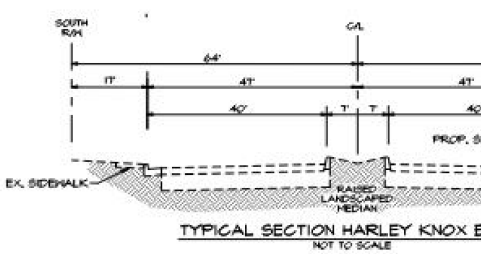
CUT: 36,674 CY
 FILL: 38,183 CY
 SHRINKAGE: 1,504 CY
 NET: 0 CY (BALANCED)

NOTES:

- 2010 THOMAS BROTHERS MAP, PAGE T41, GRID H-6 & H-7.
- THIS AREA IS SUBJECT TO HIGH LIQUEFACTION.
- THIS AREA IS WITHIN THE PERRIS VALLEY COMMERCE CENTER SPECIFIC PLAN.
- THIS PROJECT IS NOT WITHIN A COMMUNITY SERVICES DISTRICT.
- THIS PROJECT IS WITHIN THE AIRPORT COMPATIBILITY ZONE D.
- FEMA COMMUNITY PANEL NO. 0602580480N, ZONE AE.

LEGEND

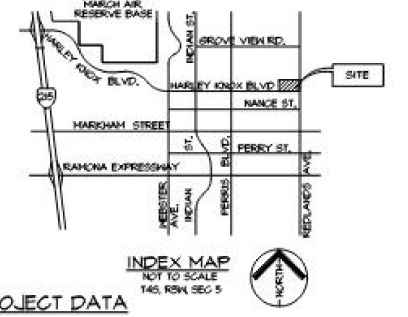
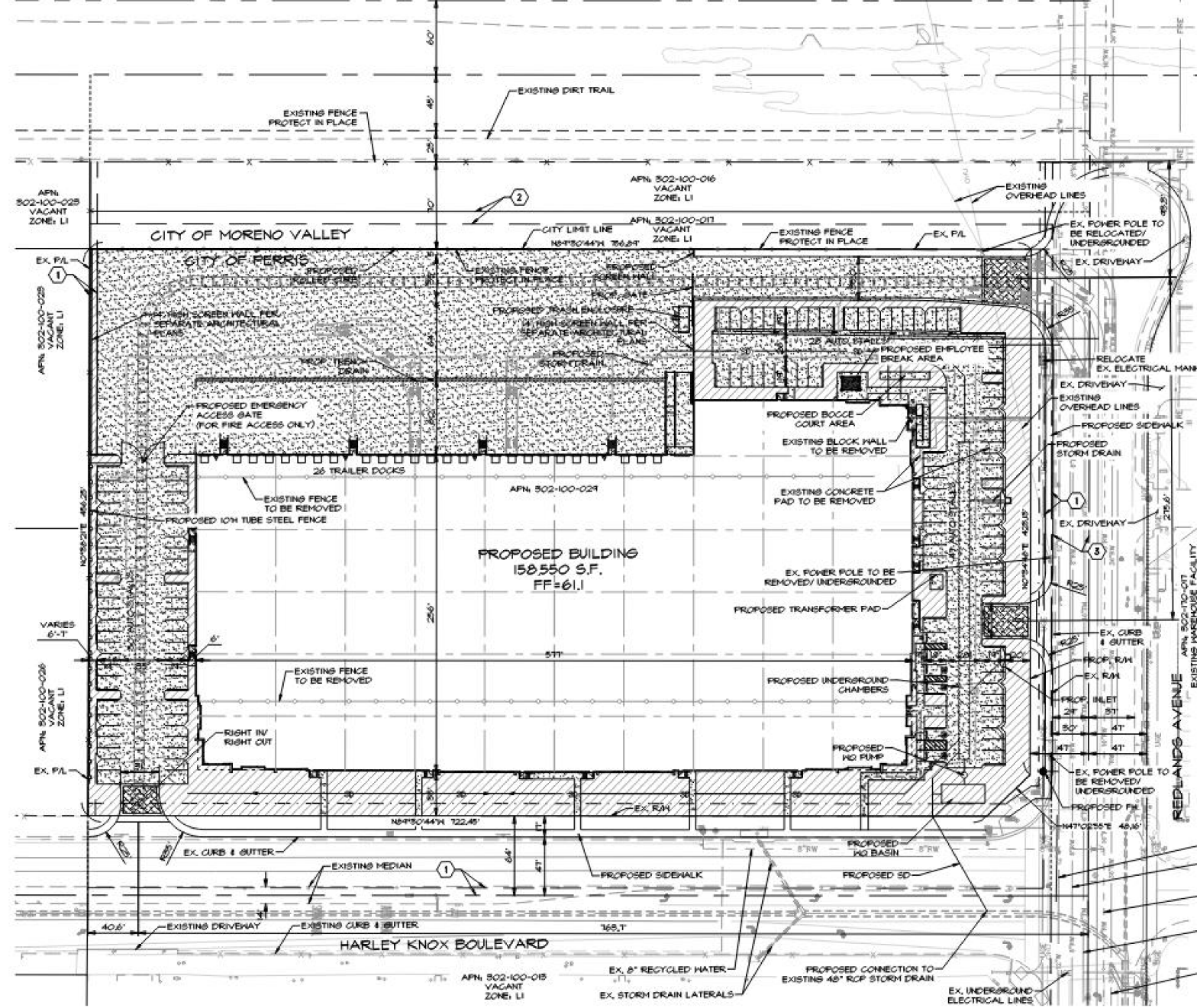
	---	EXISTING CONTOURS
	---	PROPOSED CONTOURS
	---	EXISTING WATER LINE
	---	EXISTING SEWER LINE
	---	EXISTING STORM DRAIN
	---	EXISTING GAS LINE
	---	EXISTING ELECTRICAL LINE
	---	FINISHED FLOOR
	---	FINISHED GROUND
	---	FINISHED SURFACE
	---	FLOW LINE
	---	GRADE BREAK
	---	INVERT
	---	LANDSCAPE AREA
	---	LOW POINT
	---	MAXIMUM
	---	PROPERTY LINE
	---	RIGHT OF WAY
	---	TYPICAL



DEVELOPMENT PLAN REVIEW No. 20-00014

FIRST INDUSTRIAL - HARLEY KNOX BLVD & REDLANDS AVE

conceptual grading & drainage plan



PROJECT DATA

ACREAGE		
GROSS SITE AREA:	352,865 S.F.	8.10 A.C.
R/W DEDICATION (REDLANDS AVE.):	8,008 S.F.	0.18 A.C.
NET SITE AREA:	344,857 S.F.	7.92 A.C.

BUILDING AREA	
FOOTPRINT:	154,250 S.F.
FIRE PUMP HOUSE:	0 S.F.
MEZZANINE:	4,200 S.F.
GUARD HOUSE:	0 S.F.
TOTAL AREA:	158,550 S.F.

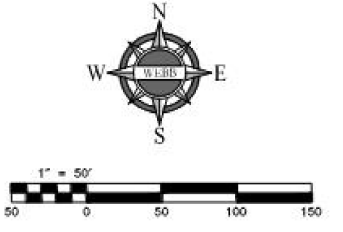
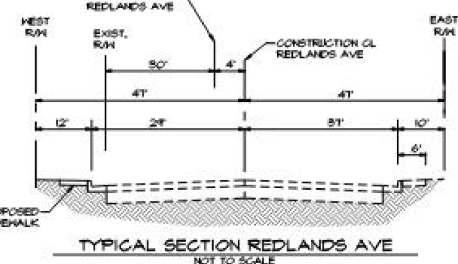
LOT COVERAGE, PROPOSED:	45.35%	MAX. ALLOWED:	50%
-------------------------	--------	---------------	-----

PARKING REQUIREMENTS	
1ST, 20K @10,000 S.F.:	20 STALLS
ABOVE 20K @12,000 S.F.:	69 STALLS
TOTAL PARKING REQUIRED:	89 STALLS

PARKING PROVIDED	
AUTO:	
STANDARD:	121 STALLS
ACCESSIBLE:	4 STALLS
FUTURE:	0 STALLS
TOTAL AUTO:	125 STALLS

TRAILER DOCKS:	26 DOCKS
-----------------------	----------

LANDSCAPED AREA	
LANDSCAPED AREA REQUIRED:	12%
LANDSCAPED AREA PROVIDED:	14.8%
LANDSCAPED AREA PROVIDED:	48,841 S.F.



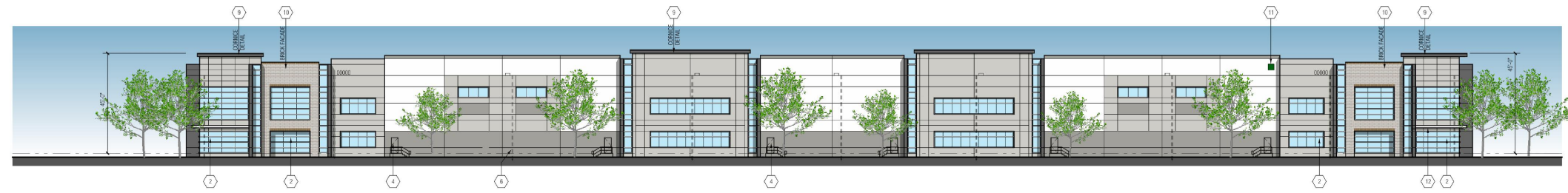
SCALE: 1"=50'	WEBB ASSOCIATES	ENGINEERING CONSULTANTS 3785 MCCRAY STREET RIVERSIDE, CA 92506 PH: (951) 686-1070 FAX: (951) 788-1256	CITY OF PERRIS		W.O. 20-0082
DATE: 2/10/22			DEVELOPMENT PLAN REVIEW NO. 20-00014		SHEET 1
DESIGNED: RC			FIRST INDUSTRIAL - HARLEY KNOX BLVD & REDLANDS AVE		OF 2 SHEETS
CHECKED: SRH			PLT DATE: 10-Feb-22		

Sources: WEBB DPR NO. 20-00014, 02/10/2022

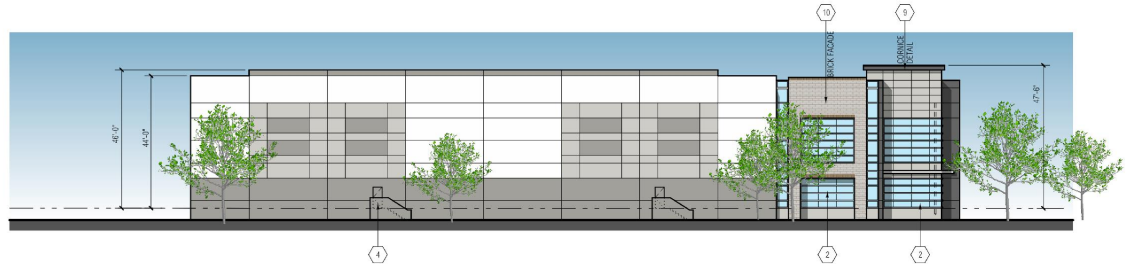


Figure 7B - DPR NO.20-00014
 First Industrial Harley Knox Warehouse Project

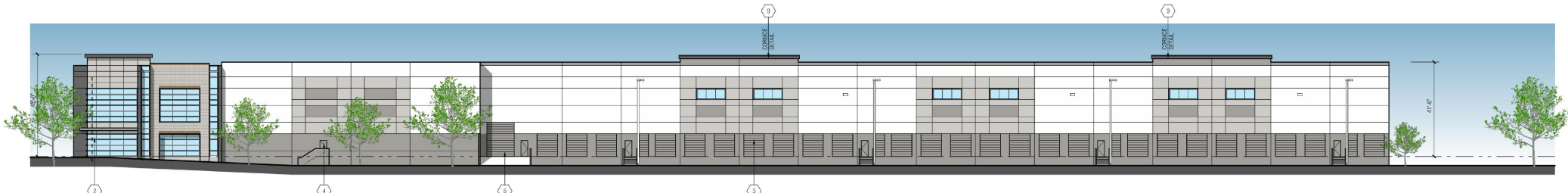




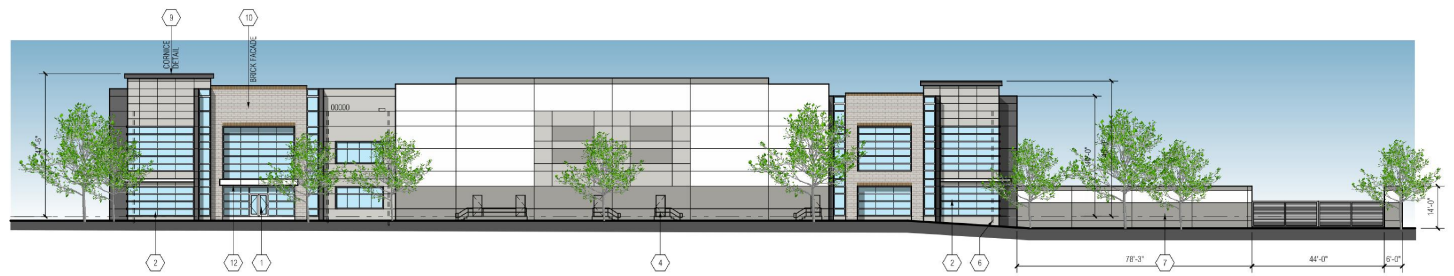
SOUTH ELEVATION
SCALE: 1" = 30'-0"



WEST ELEVATION
SCALE: 1" = 30'-0"



NORTH ELEVATION
SCALE: 1" = 30'-0"



EAST ELEVATION
SCALE: 1" = 30'-0"

FINISH SCHEDULE

P-1	[White swatch]
P-2	[Light gray swatch]
P-3	[Medium gray swatch]
P-4	[Dark gray swatch]
P-5	[Light brown swatch]

GL-1	[Blue swatch]
M-1	[Light blue swatch]

KEYNOTES

1. PRIMARY ACCESSIBLE BUILDING ENTRY
2. BLUE GLAZING IN CLEAR ANODIZED ALUMINUM STOREFRONT. ALL GLASS TO BE AS NON-REFLECTIVE AS POSSIBLE TO ALLOW FOR INTERIOR NATURAL LIGHT. THE BUILDING ENVELOPE WITH CONFORM TO CALIFORNIA AND TITLE 24 REQUIREMENTS.
3. PAINTED DOOR HIGH TRUCK LOADING DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. DOWNPOUNTS ON NORTH ELEVATION SHALL BE EXTERNAL. PAINTED TO MATCH BUILDING. PAINTED DOWNFLOW SCUPPERS ARE ACCEPTABLE.
6. ROOF DRAINS AT THE OFFICE CORNERS SHALL BE INTERNAL, BOTH ROOF AND OVERLOAD DRAINS.
7. NEW 1/2" HIGH MINIMUM CONCRETE TILT-UP SCREEN WALLS AT TRUCK YARD WITH AN 8'-0" TUBE STEEL SLIDING GATE WITH 80% SCREENING MESH. WALLS TO BE PAINTED WITH ANTI-GRAFFITI PAINT.
8. BUILDING ADDRESS: 18" HIGH ADDRESS NUMBERS FIXED TO FACE OF CONCRETE WALL PANEL. MINOR SIGNATORY BRUSH, 1/2" ALUM. FACE NUMBERS WITH CONTIGUOUS ALUMINUM RETAINER. SIGN TO BE EXTERNALLY ILLUMINATED DURING THE HOURS OF DARKNESS.
9. 18" HIGH CORNICE DETAIL AT PARAPETS, PAINTED TO MATCH BUILDING.
10. BRICK FACADE AT BUILDING ENTRIES AND EAST SIDE SEE INTO CONCRETE PANEL.
11. CLIENT LOGO, SEE DETAIL FOR SIZE.
12. PROVIDE 12' X 15' 1/2" ALUM CANOPY OVER PRIMARY ENTRY DOORS.

Sources: RGA, Exterior Elevations 9/27/21

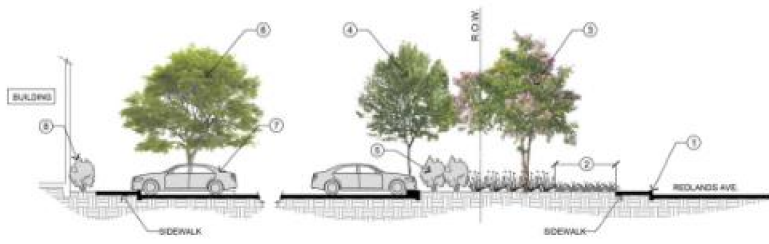
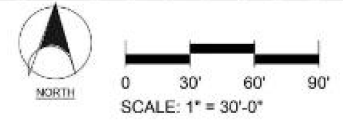
Not to Scale

Figure 8 - Building Elevations
First Harley Knox Industrial



PARKING LOT SHADING CALCULATIONS:

TOTAL PARKING AREA	=	23,254 SQ. FT.
TOTAL PROJECTED SHADE AREA WITHIN 15 YRS.	=	11,700 SQ. FT.
PER THE PERRIS VALLEY COMMERCE SPECIFIC PLAN SECTION 6.1.2		
50% OF PARKING STALL AREAS TO BE SHADED WITHIN 15 YEARS AFTER PLANTING		
SHADED AREA PROVIDED.....	=	50%



- SECTION 'A-A' KEY NOTES:**
- 1 TYPICAL STREET CURB
 - 2 LMD FRONTAGE PER CITY STANDARDS
 - 3 PROPOSED STREET TREE PER LEGEND
 - 4 EVERGREEN SCREEN TREE PER LEGEND
 - 5 CONTINUOUS DOUBLE ROW SCREEN SHRUB ALONG PARKING EDGE PER LEGEND
 - 6 PARKING LOT SHADE TREE PER LEGEND
 - 7 ON-SITE PARKING
 - 8 FOUNDATION SHRUB ALONG BUILDING PER LEGEND

- DESIGN KEY NOTES:**
- 1 REQUIRED ENHANCED VEHICULAR PAVING CONSISTING OF 18" NATURAL GRAY COLOR CONC. PERIMETER BAND BY 4' X 4' GRID PATTERNS CONC. APPLIED AT 45° ANGLE. MEDIUM SAND BLAST FINISH. BANK OUT ALL CURB LINES.
 - 2 TYPICAL VERTICAL TREE AGAINST BUILDING PER LEGEND
 - 3 PARKING LOT CANOPY TREE PER LEGEND
 - 4 TYPICAL PROPERTY LINE TREE PER LEGEND
 - 5 FLOWERING ACCENT TREE PER LEGEND

WUCOLS PLANT FACTOR
 THIS PROJECT IS LOCATED IN WUCOLS REGION 4 SOUTH INLAND VALLEY.

H = HIGH WATER NEEDS
 M = MODERATE WATER NEEDS
 L = LOW WATER NEEDS
 VL = VERY LOW WATER NEEDS

PLANTING LEGEND

TREES	SYMBOL	TREE NAME	QTY.	WUCOLS
		WASHINGTONIA FILIFERA, CA FAN PALM 18" S.T.S.	3	M
		PARKING LOT SHADE TREE ULMUS PARVIFOLIA, CHINESE ELM 36" BOX SIZE	14	L
		SECONDARY PARKING LOT TREE GEUERA PARVIFLORA, AUSTRALIAN WILLOW 24" BOX SIZE	8	M
		LARGE FLOWERING ACCENT TREE CERCIOLUM 'DESERT MUSEUM', PALO VERDE 36" BOX SIZE, MULTI-TRUNK	14	L
		SMALL FLOWERING ACCENT TREE AT BLDG. ENTRY LAGERSTROEMIA 1 'WATERMELON RED', CRAPE MYRTLE 36" BOX SIZE	28	M
		PROPERTY LINE TREE TRISTANIA CONFERTA, BRISBANE BOX 15 GAL. SIZE	20	L
		VERTICAL TREE ALONG BUILDING PODOCARPUS GRACILIOR, FERN PINE 15 GAL. SIZE	50	L

SHRUBS

SYMBOL	NAME	WUCOLS
	DOODONAEA V. 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE	M
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	M
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE	L
	LEUCOPHYLLUM TEXANUM, TEXAS RANGER 5 GAL. SIZE	L

GROUND COVERS

SYMBOL	NAME	WUCOLS
	CARISSA GRANDIFLORA 'GREEN CARPET', NATAL PLUM 1 GAL. SIZE @ 24" O.C.	L
	ROSMARINUS O. 'PROSTRATUS', PROSTRATE ROSEMARY 1 GAL. SIZE @ 30" O.C.	L
	LANTANA 'DWARF YELLOW', YELLOW LANTANA 1 GAL. SIZE @ 24" O.C.	M
	ANIGONANTHOS SPP., KANGAROO PAW 1 GAL. SIZE @ 36" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 42" O.C.	M
	SALVIA CLEVELANDI, CLEVELAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	HESPERALOE PARVIFLORA, RED YUCCA 5 GAL. SIZE @ 42" O.C.	L

NOTE: APPLY A 3" MIN. LAYER OF MULCH TOP DRESSING WITHIN ALL PLANTING AREAS. A SAMPLE IS REQUIRED PRIOR TO APPLICATION.

LMD STREET FRONTAGE. SEPARATE LMD STREET FRONTAGE DRAWINGS WILL BE REQUIRED.

- GENERAL NOTES:**
- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL, GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH BINDER MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
 - ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREA.
 - ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

NOTE: ALL PLANTING SHALL COMPLY WITH THE EAST VALLEY CORRIDOR SPECIFIC PLAN.

CONCEPTUAL PLAN NOTE:
 THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:
 THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AS-1881 WATER ORDINANCE.

Sources: SPLA, Conceptual Landscape Plan 2/9/2022

Not to Scale

Figure 9 - Landscape Plan
 First Industrial Harley Knox Warehouse Project

The Project includes curb and gutter, and ribbon gutters to convey on-site flows to the proposed underground storage chambers. The underground storage chamber will be located within the drive aisles of the auto parking lot on the east side of the Project site. Runoff will be conveyed from the underground storage chambers to a Contech Filterra unit located on the southeast corner of the Project site for water quality treatment. Following water quality treatment, discharge from the Contech Filterra unit will flow to a proposed 30-inch diameter reinforced concrete pipe (RCP) storm drain that will connect into an existing 48-inch diameter RCP storm drain (Line D-3A) in Harley Knox Boulevard. The Project includes construction of two onsite subsurface storm drains; Line A-1 and Line B-1. Line A-1 will collect surface flow from the northern portion of the Project site via a trench drain that would be located north of the trailer docks. Line B-1 will collect surface flows from the southern portion of the Project site through several low points of the landscaping area. (Refer to Appendix A in **Appendix I – Preliminary Drainage Study**) In addition to the improvements on the Project site, the Project proponent proposes a 30-inch diameter reinforced concrete pipe (RCP) offsite storm drain connection to convey all collected onsite flows towards the existing 48-inch RCP lateral D-3A located along Harley Knox Boulevard.

Access to the Project site will be from Redlands Avenue and Harley Knox Boulevard via three driveways; the north most driveway on Redlands Avenue will have direct access to the truck yard. Truck yard access from Harley Knox Boulevard will be restricted to emergency vehicle use (fire access) only by an emergency access gate. Automobile access will be via the driveway located on Harley Knox Boulevard and the south-most driveway on Redlands Avenue. Decorative pavement is proposed at all three driveways. The parking lot accessed from Harley Knox Boulevard will provide 50 automobile parking stalls and the parking lot accessed from the southern Redlands Avenue entrance will provide an additional 75 parking stalls.

The PVCCSP Circulation Element designates Harley Knox Boulevard, south of the Project site, as an Arterial Street and a designated truck route. Arterial streets serve major traffic movements or major traffic corridors within 128-foot right-of-way. Arterial streets generally have a curb-to-curb width of 94-feet. Trucks would use the PVCCSP-designated truck route of Harley Knox Boulevard to travel to and from the Project site. Signage shall be posted on-site directing truck drivers to use existing City truck routes (south Redlands Street to Harley Knox Boulevard) to access Interstate 215 (I-215). The information on the signage will be coordinated with City Planning and the City's Traffic Engineer during the plan check process. The proposed Project includes frontage improvements, such as a six-foot-wide sidewalk along the north side of Harley Knox Boulevard and a 30-inch diameter RCP storm drain connection within Harley Knox Boulevard.

The PVCCSP Circulation Element designates Redlands Avenue, east of the Project site, as a Secondary Street. Secondary arterials are intended to carry local traffic between the local street system and the primary arterial system. Arterial streets generally vary from a curb-to-curb width of 64-feet to 70-feet and may have one or two lanes in each direction. The Project applicant will dedicate approximately 0.18 ~~0.21~~ acres for Redlands Avenue right-of-way and will be responsible for constructing a six-foot-wide sidewalk on the west side of Redlands Avenue along the Project site frontage.

The proposed Project would be constructed in a single phase. Construction is estimated to commence in September 2022 and estimated to be completed over a period of approximately 10 months. The proposed warehouse distribution facility is a permitted use consistent with the PVCCSP; therefore, no General Plan Amendment, Specific Plan Amendment, or zone change is required.

2.3 **PROJECT APPROVALS**

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

- Adopt Mitigated Negative Declaration (MND) with the determination that the MND has been prepared in compliance with the requirements of CEQA;
- Approve Development Plan Review (DPR No. 20-00014) to allow the development of the approximately ~~8.193~~ gross acre site with an approximately 158,550 square-foot warehouse including approximately 154,250 square feet of industrial space and 4,300 square feet of mezzanine space.

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

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

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

- A National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened,
- Approval of water and sewer improvement plans by the Eastern Municipal Water District (EMWD); and
- An encroachment permit from the Riverside County Flood Control and Water Conservation District to drain into the Perris Valley MDP Line D to discharge into the Perris Valley Storm Drain Channel

2.4 **DOCUMENTS INCORPORATED BY REFERENCE**

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

- *Perris Comprehensive General Plan 2030*, City of Perris, originally approved on April 26, 2005 (GP). <https://www.cityofperris.org/departments/development-services/general-plan>.
- *Perris General Plan 2030 Environmental Impact Report*, SCH No. 2004031135, certified April 26, 2005 (GP EIR). <https://www.cityofperris.org/home/showdocument?id=451>.
- *Perris Valley Commerce Center Specific Plan Amendment No. 10*, adopted September 20, 2021 (PVCCSP). <https://www.cityofperris.org/home/showpublisheddocument/2647/637217272630900000>.
- *Perris Valley Commerce Center Final Environmental Impact Report*, SCH 2009081086, certified January 10, 2012 (PVCCSP EIR). <https://www.cityofperris.org/home/showpublisheddocument/2645/637455522835370000>.

These reports/studies are also available for review at:

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

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

SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

SECTION 4.0 DETERMINATION

On the basis of this initial evaluation:

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

Signature of Lead Agency Representative

Date

Nathan Perez, Senior Planner

City of Perris

Printed name

Agency

SECTION 5.0 ENVIRONMENTAL CHECKLIST

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

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

City of Perris 135 North “D” Street, Perris, California 92570	
Project Title	First Harley Knox Industrial Case No. DPR No. 20-00014
Lead Agency Name and Address	City of Perris 135 North “D” Street Perris, CA 92570
Contact Person, Phone Number and Email	Nathan Perez, Senior Planner (951) 943-5003 Ext 279 NPerez@cityofperris.org
Project Location	The proposed Project site is located at the northwest corner of Harley Knox Boulevard and Redlands Avenue, within the PVCCSP planning area in the City of Perris, Riverside County, California, as shown on Figure 1 –Vicinity Map and Figure 2 – Aerial Map . The Project site is comprised of one parcel (APN: 302-100-029) located within Section 5, Township 4 South, Range 3 West, San Bernardino Base and Meridian, on the Perris, 7.5-minute topographical quadrangle maps as reflected on Figure 3 – USGS Topographic Map .
Project Sponsor’s Name and Address	First Industrial Realty Trust Attn: Michael Goodwin 898 N. Pacific Coast Hwy, Suite 175 El Segundo, CA 90245
General Plan Designation	PVCCSP – Perris Valley Commerce Center Specific Plan
Zoning	Perris Valley Commerce Center Specific Plan (PVCCSP)
Specific Plan Designation	Light Industrial (LI)
Description of Project	The proposed First Harley Knox Industrial (Project) consists of an approximately 158,550-square-foot warehouse distribution facility including approximately 154,250 square feet for industrial use and 4,300 square feet

	<p>of mezzanine space (Figure 7A – Proposed Site Plan). The Project proponent has committed to achieve LEED “Certified” status for the building.</p> <p>The Project also includes demolishing and removing existing fencing throughout the Project site, a brick wall, and concrete pads located on the northeast portion of the Project site. Along Redlands Avenue existing power poles and overhead lines will be removed and undergrounded.</p> <p>Two on-site storm drain lines will be constructed; Line A and Line B. Onsite storm drains will discharge into an underground chambers and into a Contech Filterra Unit for water quality treatment. From the Contech Filterra Unit treated runoff will flow to a proposed 30-inch diameter storm drain and connect to an existing 48-inch diameter storm drain at the southeast corner of the Project site within Harley Knox Boulevard (Line D-3A).</p> <p>The PVCCSP Circulation Element designates Harley Knox Boulevard, which is adjacent to the southern Project site, a Primary Arterial Street and a truck route. Redlands Avenue has been designated as a Secondary Arterial Street. The Project applicant will be responsible for constructing the six-foot-wide sidewalk along the Project site frontages on the north side of Harley Knox Boulevard and the west side of Redlands Avenue.</p> <p>The proposed Project would be constructed in a single phase. Construction is estimated to commence in September 2022 and estimated to be completed in 2023. The proposed warehouse distribution facility is a permitted use consistent with the PVCCSP; therefore, no General Plan Amendment, Specific Plan Amendment, or zone change is required.</p> <p>A detailed Project description is found in Section 2.2 of this Initial Study.</p>																									
<p>Surrounding Land Uses and Setting (Refer to Figure 4 – General Plan Land Use and Figure 5 – Specific Plan Land Use)</p>	<table border="1"> <thead> <tr> <th>Boundary</th> <th>General Plan Land Use</th> <th>Zoning</th> <th>Specific Plan Land Use</th> <th>Existing Land Use</th> </tr> </thead> <tbody> <tr> <td>North (City of Moreno Valley)</td> <td>Business Park / Public Facilities</td> <td>SP208</td> <td>N/A</td> <td><u>Vacant</u> / Warehouse / Drainage Channel / Wastewater facilities</td> </tr> <tr> <td>East</td> <td>PVCCSP</td> <td>PVCCSP</td> <td>Light Industrial</td> <td>Vacant</td> </tr> <tr> <td>South</td> <td>PVCCSP</td> <td>PVCCSP</td> <td>Light Industrial</td> <td>Vacant</td> </tr> <tr> <td>West</td> <td>PVCCSP</td> <td>PVCCSP</td> <td>Light Industrial</td> <td>Vacant/ residential</td> </tr> </tbody> </table>	Boundary	General Plan Land Use	Zoning	Specific Plan Land Use	Existing Land Use	North (City of Moreno Valley)	Business Park / Public Facilities	SP208	N/A	<u>Vacant</u> / Warehouse / Drainage Channel / Wastewater facilities	East	PVCCSP	PVCCSP	Light Industrial	Vacant	South	PVCCSP	PVCCSP	Light Industrial	Vacant	West	PVCCSP	PVCCSP	Light Industrial	Vacant/ residential
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South	PVCCSP	PVCCSP	Light Industrial	Vacant																						
West	PVCCSP	PVCCSP	Light Industrial	Vacant/ residential																						
<p>Other public agencies whose approval is required</p>	<ul style="list-style-type: none"> Regional Water Quality Control Board (RWQCB) Eastern Municipal Water District (EMWD) 																									

	<ul style="list-style-type: none"> Riverside County Flood Control and Water Conservation District (RCFC&WD)
<p>Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?</p>	<p>Yes. The City’s compliance with Assembly Bill (AB 52) is discussed in <i>Threshold 18a(ii)</i> below.</p>

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5.1 AESTHETICS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

References: GP, GPEIR, IDA, PMC, PVCCSP, PVCCSP EIR, RCIT

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

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

4.1 Perris Valley Commerce Center On-Site Development Standards

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

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Uses and Standards Shall Be Developed In Accordance with the Specific Plan.

- Uses and Standards Shall Be Developed In Accordance With City of Perris Codes.
- Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan.
- No Changes to Development Procedures Except as Outlined in the Specific Plan.
- Residential Buffer.
- Visual Overlay Zones.

4.2.2 Site Layout for Commerce Zones

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

4.2.3 Architecture

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

4.2.4. Lighting

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

4.2.5 Signage Program

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

4.2.6 Walls/Fences

- Specific Purpose.
- Materials.
- Avoid Long Expanses of Monotone Fence/Wall Surfaces.
- Most Walls Not Permitted within Street Side Landscaping Setback.
- Height.

- Gates Visible From Public Areas.
- Prohibited Materials.

4.2.8 Residential Buffer Development Standards and Guidelines

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

4.2.9 Visual Overlay Zone Development Standards and Guidelines

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

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

6.1 On-Site Landscape General Requirements

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

6.1.1 On-Site Landscape Screening

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

6.1.2 Landscape in Parking Lots

- Minimum 50% Shade Coverage.
- Planter Islands.
- Parking Lot Screening.
- One Tree per Six Parking Spaces.
- Concrete Curbs, Mow Strips or Combination.
- Planter Rows Between Opposing Parking Stalls or Diamond Planters.
- Pedestrian Linkages.

6.1.3 On-Site Plant Palette

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

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

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

- 8.2.1.5 Screening: Truck Courts.

8.2.2 Landscape

- No Landscape in Screened Truck Courts.

EXPLANATION OF CHECKLIST ANSWERS

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

The proposed Project involves construction and operation of an approximately 158,550-sf warehouse distribution facility (**Figure 7A-Proposed Site Plan**), which is consistent with the PVCCSP Light Industrial (LI) land use designation. The proposed Project is also consistent with the land use development standards contained within the Perris GP and the PVCCSP. As the site is not a scenic vista nor will the Project construction block views of a scenic vista. Therefore, impacts will be less than significant.

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

- 1c. Less than significant impact.** Visual character describes the aesthetic setting of a Project area. The PVCCSP minimized future conflicts between the residential uses and their neighboring industrial uses along with striking an appropriate balance between industrial, commercial, and residential uses. Since the proposed Project is in an urbanized area and is consistent with the PVCCSP LI land use designation, the proposed Project is consistent with zoning and the planned character of the area. Additionally, the proposed Project will be designed according to requirements outlined in the PVCCSP to address visual character, including but not limited to: Chapter 4.0, On-site Design Standards and Guidelines; Chapter 6.0, Landscape Standards and Guidelines; Chapter 8.0, Industrial Design Standards and Guidelines.

Current land uses surrounding the proposed Project site include a mixture of warehouse, vacant land, and non-conforming residential uses. Thus, although the proposed Project site will be developed from a vacant to an industrial building, this conversion is consistent with existing and planned surrounding land uses so would not impact the visual character of the area due to construction of the proposed Project. Therefore, impacts will be less than significant.

- 1d. Less than significant impact with mitigation incorporated.** Light pollution may result due to introduction of new artificial light sources. The International Dark-Sky Association defines light pollution as any adverse effect of artificial light including sky glow, glare, light trespass, light clutter, decreased visibility at night and energy waste (IDA). Night lighting and glare can affect human vision, navigation, and other activities; however, it can also affect nocturnal wildlife particularly night-hunting or foraging animals, such as owls, rodents, and others. Glare which refers to reflected sunlight or artificial light that interferes with vision or navigation, may also arise from new development; for example, from the use of reflective materials on building exteriors.

Windows are the main source of glare complaints on buildings. The proposed Project will not introduce substantial new daytime glare to the area because the Project site will consist of a concrete tilt-up building with few windows which will be as non-reflective as possible to allow for interior natural light. Most of the windows will be placed on the two office areas. From Wilson Avenue only one office area is visible, the other office will be located at the back, on the east side of the building. The proposed Project will introduce new sources of nighttime light and glare into the area from additional security lighting at the Project site and off-site area. However, all lighting will be designed pursuant to Perris Municipal Code (PMC) Chapter 19.02.110, which includes requirements for installation of energy-efficient lighting as well as shielding of parking lot lights to minimize spillover onto adjacent properties and right-of-way. The proposed Project will also comply with the lighting requirements in Section 4.2.4 of the PVCCSP, which contains lighting standards for general, decorative, and parking lot lighting.

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

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

Therefore, impacts are less than significant with implementation of mitigation.

5.2 AGRICULTURE AND FORESTRY RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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 the 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"/>

References: FMMP, GPEIR, PVCCSP EIR, PMC

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

2a. No impact. The proposed Project site is classified as Farmland of Local Importance by the Farmland Mapping Management Program (FMMP). Per Section 21060.1 of the *CEQA Guidelines*, Farmland of Local Importance is not considered Farmland. Because there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance at the Project site, there will not be any new significant impacts related to conversion of Farmland. Thus, no impact would occur.

- 2b. No impact.** The City’s 1991 General Plan eliminated the agricultural land use designation from within City boundaries. Therefore, there are no agricultural zones identified by the City. Additionally, the proposed Project site is not covered under a Williamson Act Contract. The proposed Project site is zoned PVCCSP with a PVCCSP land use designation of LI. Therefore, implementation of the proposed Project will not conflict with an existing zoned agricultural use or a Williamson Act Contract. Thus, no impact would occur.
- 2c. No impact.** The Project site is zoned PVCCSP with a PVCCSP land use designation of LI. There are no existing or proposed zoning of forest land, timber land, or Timberland Production Zones within the City. Accordingly, there is no commercial forestry or timber production industry within the City. Therefore, implementation of the proposed Project would have no impact on forestland, timberland, or a Timberland Production Zone. Thus, no impact would occur.
- 2d. No impact.** As discussed in *Threshold 2c*, above, there is no land zoned forest land within the City. Further, there are no existing land use designations explicitly for timber production zones or other commercial timber activities within the larger County of Riverside area. Therefore, implementation of the proposed Project will have no impact on land zoned for forest land and will not result in the conversion of forest land to non-forest uses. Thus, no impact would occur.
- 2e. No impact.** As discussed in *Thresholds 2a – 2d* above, the Project site is not categorized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance nor is the site designated as forest land. There is also no Farmland or forestland in the immediate vicinity of the Project site. Therefore, implementation of the Project will not result in the conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use. Thus, no impact would occur.

5.3	AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<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 in 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"/>
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

References: CARB-A, CARB-B, SCAQMD-A, SCAQMD-B, SCAQMD-C, SCAQMD-D, PVCCSP, WEBB-A, WEBB-B, WEBB-F

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

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

4.2.8 Residential Buffer Development Standards and Guidelines

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

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

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

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

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

PVCCSP MM Air 18: Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.

Coordination with RTA as required by **PVCCSP MM Air 18** has been completed. The RTA has determined that no bus stop is required at the Project site.

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

EXPLANATION OF CHECKLIST ANSWERS

3a. Less than significant impact. The City of Perris is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is responsible for comprehensive air pollution control within the Basin and prepares the Air Quality Management Plan (AQMP) for the Basin. The AQMP sets forth a comprehensive program that will lead the Basin into compliance with all federal and state air quality standards. The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a

future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments (SCAQMD-A). Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed.

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

Population and employment estimates for the City of Perris are compiled by the Southern California Association of Governments (SCAG) in their 2016³ Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The proposed Project will increase employment opportunities within the City. The employment projections in the RTP/SCS are based on information gathered from cities within SCAG's jurisdiction. Hence, because the proposed Project is consistent with the land use designation in the PVCCSP and the Perris GP, employment estimates associated with implementation of the proposed Project would have also been accounted for in SCAG's RTP/SCS. Therefore, because the proposed Project is compliant with local and use plans and population projections, the proposed Project would not conflict with or obstruct implementation of the AQMP. Thus, impacts will be less than significant.

- 3b. Less than significant impact.** The portion of the Basin within which the proposed Project site is located is designated as a non-attainment area for particulate matter less than 10 microns in diameter (PM-10) under federal standards, and for ozone, PM-10 and particulate matter less than 2.5 microns in diameter (PM-2.5) under state standards (CARB-A). The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD-B). Therefore, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Based on the SCAQMD's regulatory jurisdiction over regional air quality in the Basin, it is reasonable to rely on its thresholds to determine whether there is a cumulative air quality impact.

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

Construction Activities

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 or more acres or

³ The latest RTP, 2020-2045 Connect SoCal, was approved on September 3, 2020.

more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of this Project’s disturbance area (9.71 acres), a Fugitive Dust Control Plan or a Large Operation Notification Form would not be required.

An *Air Quality/Greenhouse Gas Analysis* was prepared for the Project by Albert A. Webb Associates dated October 7, 2021 (WEBB-A). Short-term emissions from Project construction were evaluated using the CalEEMod version 2020.4.0 program. The results of this analysis are summarized in **Table A – Unmitigated Estimated Maximum Daily Construction Emissions**, below.

Table A – Unmitigated Estimated Maximum Daily Construction Emissions

Activity	Peak Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	75	100	550	150	150	55
Grading-2022	2.01	20.98	15.90	0.03	3.89	2.25
Building Construction-20220	2.64	20.36	25.63	0.06	3.38	1.53
Building Construction-2023	2.41	18.28	24.84	0.06	3.24	1.39
Paving-2023	1.11	10.30	15.16	0.02	0.69	0.52
Architectural Coatings-2023	40.87	1.82	3.73	0.01	0.50	0.20
Maximum ¹	44.39	30.40	43.73	0.09	4.43	2.25
Exceeds Threshold?	No	No	No	No	No	No

Source: WEBB-A, Table 2 (Appendix A).

Notes:

¹Maximum emissions are the greater of grading or building construction alone in 2022, or the sum of building construction, paving and architectural coating in 2023 since these activities overlap. Maximum emissions are shown in bold.

As shown in **Table A** above, the emissions from construction of the Project are below the SCAQMD daily construction thresholds for all the criteria pollutants. Therefore, the construction-related impacts of the project would be less than significant. Although the construction emissions are below the SCAQMD daily construction thresholds and would not be considered significant, the Project is required to comply with the following PVCCSP EIR mitigation measures:

PVCCSP MM Air 2: Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of

construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

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

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

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

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

PVCCSP MM Air 6: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel

vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris Building Division prior to issuance of a grading permit.

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

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

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

Operational Activities

Long-term operational emissions are evaluated at build-out of a project. The non-refrigerated warehouse Project is assumed to be operational in 2023. Mobile source emissions refer to on-road motor vehicle emissions generated from the Project's traffic and based on the trip generation provided in the Project-specific Focused Traffic Study (WEBB-F). An average truck trip length of approximately 40 miles was assumed, which is recommended by the City and based on SCAQMD's *Final Staff Report for proposed Rule 2305 and Rule 316*.⁴ On-site service equipment (i.e., forklifts) are assumed to be neither gasoline nor diesel-fueled (e.g. electric) and therefore would not have any substantive direct emissions of criteria pollutants. Area source emissions from the Project include stationary combustion emissions of natural gas used for

⁴ South Coast Air Quality Management District, Board Meeting Agenda No. 27, May 7, 2021, Attachment I, Final Staff Report, Proposed Rule 2305 – Warehouse Indirect Source Rule - Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305. (Available at <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10>, accessed October 2021.)

space and water heating (shown in a separate row as energy), yard and landscape maintenance, and an average building square footage to be repainted each year. CalEEMod computes area source emissions based upon default factors and land use assumptions. CalEEMod defaults also include the 2019 Title 24 energy efficiency standards. Separate emissions were computed for both the summer and winter.

Table B – Estimated Unmitigated Daily Project Operation Emissions (Summer)

Source	Peak Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Area	3.66	0.00	0.02	0.00	0.00	0.00
Energy	0.01	0.09	0.07	0.00	0.01	0.01
Mobile	1.30	9.39	17.14	0.08	5.48	1.57
Total	4.97	9.48	17.23	0.08	5.49	1.58
Exceeds Threshold?	No	No	No	No	No	No

Source: WEBB-A, Table 3 (Appendix A).

Table C – Estimated Unmitigated Daily Project Operation Emissions (Winter)

Source	Peak Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Area	3.66	0	0.02	0.00	0.00	0.00
Energy	0.01	0.09	0.07	0.00	0.01	0.01
Mobile	1.19	9.93	15.09	0.08	5.48	1.57
Total	4.86	10.02	15.18	0.08	5.49	1.58
Exceeds Threshold?	No	No	No	No	No	No

Source: WEBB-A, Table 4 (Appendix A).

Evaluation of the data presented in **Table B** and **Table C** above indicates that criteria pollutant emissions from operation of this Project will not exceed the SCAQMD regional daily thresholds for any pollutant during summer or winter. Therefore, the operational impacts of the project would be less than significant. Although these emissions would not exceed the SCAQMD’s thresholds of significance, the proposed Project is required to comply with the following PVCCSP EIR mitigation measures:

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

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

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

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

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

PVCCSP MM Air 20: Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building’s energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All reductions will be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

As discussed above, the Project’s construction emissions would not exceed the SCAQMD thresholds of significance. As shown in **Table B** and **Table C**, above, the Project’s operational emissions would not exceed the applicable SCAQMD thresholds of significance. As such, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment and no additional mitigation is required beyond

those required by PVCCSP EIR mitigation measures listed above. Therefore, cumulative air quality impacts are less than significant.

In addition, on May 7, 2021, the Governing Board of the SCAQMD adopted Rule 2305, the Warehouse Indirect Source Rule. Under this rule, the owners and operators of warehouses greater than 100,000 square feet are required to directly reduce NO_x and particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. The warehouse rule is a menu-based points system requiring warehouse operators to annually earn a specified number of points. These points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. The SCAQMD expects this rule to reduce emissions from warehouse uses by 10-15 percent. When developed, the proposed warehouse would be subject to this rule, thus further reducing the emissions of the proposed Project.

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

Localized Significance Threshold (LST)

As part of the SCAQMD's environmental justice program, attention has been focused on localized effects of air quality. Staff at the SCAQMD has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short- and long-term). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The Project site is located in SRA 24.

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with vendor and worker trips are mobile source emissions that occur off site. The emissions analyzed under the LST methodology are NO₂, CO, PM-10, and PM-2.5. The SCAQMD has provided LST lookup tables to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts for projects five acres or smaller. Although the Project site disturbs more than five acres, it is anticipated that a smaller area will be disturbed per day. The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod. Based on this SCAQMD guidance and the Project's equipment list during grading (WEBB-A, p. 3), the Project will disturb approximately three acres per day during grading. Therefore, the two-acre LST was used to compare the on-site emissions estimated by CalEEMod to provide a conservative analysis.

The construction LST is estimated using the maximum daily disturbed area (in acres) and the distance of the Project site to the nearest sensitive receptors (in meters). The closest sensitive receptors to the Project site are the existing non-conforming residential properties and/or businesses containing a residential structure located adjacent to and west of the Project site that are designated for Light Industrial uses in the PVCCSP. The closest receptor distance on the LST look-up tables is 25 meters. According to LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, a receptor distance of 25 meters (85 feet) was used to ensure a conservative analysis. The results are summarized below. In **Table D – LST Results for Daily Construction Emissions**, below.

Table D – LST Results for Daily Construction Emissions

Pollutant	Peak Daily Emissions (lbs/day)			
	NO _x	CO	PM-10	PM-2.5
LST for 2-acre site at 25 meters	170	883	7	4
Grading-2022	20.86	15.27	3.70	2.20
Building Construction-2022	16.77	17.44	0.86	0.81
Building Construction-2023	15.44	17.31	0.75	0.70
Paving 2023	10.19	14.58	0.51	0.47
Architectural Coatings-2023	1.74	2.41	0.09	0.09
Maximum ¹	27.37	34.30	3.70	2.20
Exceeds Threshold?	No	No	No	No

Source: WEBB-A, Table 5 (Appendix A).

Notes:

¹Maximum emissions are the greater of grading or building construction alone in 2022, or the sum of building construction, paving and architectural coating in 2023 since these activities overlap. Maximum emissions are shown in bold.

As shown in **Table D**, emissions from construction of the Project will be below the LST established by the SCAQMD for 2-acre construction sites within SRA 24.

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

CalEEMod version 2020.4.0 was utilized to estimate the Project’s emissions from trucks traveling within the Project site. An on-site distance of 0.14 miles was conservatively assumed to be traveled for each one of the Project’s truck trips identified in the Focused Traffic Study (WEBB-F). The output is attached to the *Air Quality/Greenhouse Gas Analysis* prepared for this Project (included as Appendix A) and summarized below. Idling emissions from trucks at loading docks is not available in CalEEMod; therefore, PM-10 and PM-2.5 idling emissions were calculated separately to account for 15-minutes of on-site idling per truck per day. The results were added to the total PM-10 and PM-2.5 emissions from CalEEMod and presented in the table below. The closest sensitive receptors to the Project operations are the existing non-conforming residential properties and/or businesses containing a residential structure located adjacent to and west of the Project site. Therefore, a receptor distance of 25 meters (85 feet) was used to ensure a conservative analysis. The results are summarized in **Table E – LST Results for Daily Operational Emissions**, below.

Table E – LST Results for Daily Operational Emissions

Pollutant	Peak Daily Emissions (lbs/day)			
	NO _x	CO	PM-10 ¹	PM-2.5 ¹
LST for 5-acre at 25 meters	270	1,577	4	2
On-Site Truck Travel	1.33	1.13	0.01	0.01
Exceeds Threshold?	No	No	No	No

Source: WEBB-A, Table 6 (Appendix A).

Notes: The greater of summer or winter emissions from CalEEMod is shown.

¹CalEEMod output emissions added to idling emissions

As indicated in **Table E**, Project-related long-term operational emissions will not exceed any SCAQMD operational LST for SRA 24. (WEBB-A, pp. 6-7.)

CO Hotspots

A carbon monoxide (CO) “hot spot” is a localized concentration of CO that is above the state or federal 1-hour or 8-hour ambient air quality standards (AAQS). Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles.

Based on the information presented below, a CO “hot spot” analysis is not needed to determine whether the addition of Project related traffic will contribute to an exceedance of either the state or federal AAQS for CO emissions in the Project area.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD’s 2003 Air Quality Management Plan (2003 AQMP) and the Revised 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region’s unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of

the 1992 CO Plan and subsequent plan updates and air quality management plans. (WEBB-A, p. 7.)

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Blvd. and Imperial Highway (Lynwood); Wilshire Blvd. and Veteran Ave. (Westwood); Sunset Blvd. and Highland Ave. (Hollywood); and La Cienega Blvd. and Century Blvd. (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated in the 1992 CO Plan and subsequent 2003 AQMP was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day (2003 AQMP Appendix V, Table 4-7). The Los Angeles County Metropolitan Transportation Authority (MTA) evaluated the LOS in the vicinity of the Wilshire Blvd./Veteran Ave. intersection and found it to be level E at peak morning traffic and Level F at peak afternoon traffic. This hot spot analysis was conducted at intersections subject to extremes in vehicle volumes and vehicle congestion, and did not predict any violation of CO standards. Considering that Project-related traffic would result in an increase of 275 daily trips on local roadways, it can reasonably be concluded that Project-related traffic would not have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that intersections affected by the Project would yield higher CO concentrations if modeled in detail. (WEBB-A, pp. 7-8.) Thus, the Project would not result in CO hot spots.

Health Risk Assessment (HRA)

A *Health Risk Assessment* (HRA) was prepared for the Project by Albert A. Webb Associates dated October 7, 2021 (WEBB-B) and included as Appendix B. HRAs are commonly used to estimate the health risks to the surrounding community from projects that significantly increase the number of diesel vehicles and hence increase the amount of diesel particulate matter (DPM) in the area. The correlation between project-specific emissions and potential health impacts is complex and the SCAQMD has determined the attempting to quantify health risks from small projects (such as this) would not be appropriate because it may be misleading and unreliable for various reasons including modeling limitations as well as where in the atmosphere the air pollutants interact and form. (SCAQMD-C, pp.9-15.) Notwithstanding, the analysis herein includes an HRA and a localized impact analysis, discussed above, for the immediate vicinity that is based on the potential to exceed the most stringent ambient air quality standards developed for the most sensitive individuals.

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

Six sensitive receptors and two off-site worker receptors were modeled in the HRA. All receptor locations were modeled at the nearest property boundary to provide a conservative analysis. Receptor 1, Receptor 2, and Receptor 3 are the closest residential uses, located west and southwest of the Project site along Harley Knox Boulevard. Receptor 4 and Receptor 5 are residential uses along Nance Street, east of Perris Boulevard and southwest of the Project site. Receptor 6 is a residential use at the intersection of Patterson Avenue and Harley Knox Boulevard. Receptor 7 and Receptor 8 are industrial warehouse uses east and south of the Project site, along Redlands Avenue. Receptor 1 – Receptor 3, and Receptor 6 are existing, non-

conforming residential uses and/or businesses containing a residential structure that are designated for Light Industrial uses in the PVCCSP. Receptor 4 and Receptor 5 are existing non-conforming residential uses and/or businesses that are designated for Business Professional Office uses. (WEBB-B, p. 16.)

None of the modeled receptor locations would be exposed to Project-related cancer risks from DPM on the modeled roadways that exceed the SCAQMD threshold of 10 in one million. The highest cancer risk at modeled receptor locations is 4.3 per million, located at Receptor 1, a sensitive receptor. The highest cancer risk at modeled off-site worker receptors is 0.1 per million, located at Receptors 7 and 8. (WEBB-B, p. 17.) Therefore, the Project's DPM emissions will not result in cancer risks of greater than 10 in one million to the mapped sensitive receptors in the vicinity of the Project site.

In terms of non-cancer risks, the Office of Environmental Health Hazard Assessment (OEHHA) has developed acute and chronic reference exposure levels (REL) for determining the non-cancer health impacts of toxic substances. The maximum DPM concentration results in a hazard index of 0.00755 which is less than one percent of the allowed threshold of 1.0 (WEBB-B, p. 18).

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

- 3d. Less than significant impact.** The proposed Project presents the potential to result in other emissions, such as those leading to odors in the form of diesel exhaust during construction in the immediate vicinity of the proposed Project site. The closest sensitive receptors to the Project construction site are the existing non-conforming residential properties and/or businesses containing a residential structure located adjacent to and west of the Project site, along Harley Knox Boulevard, that are designated for Light Industrial uses in the PVCCSP. However, odors generated during construction will be short-term and will not result in a long-term odorous impact to the surrounding area.

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

5.4 BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<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, regulations, or by the California Department of Fish and Game or U.S. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

References: BLUE, GP, ORD 1123, PVCCSP EIR, RCA, SKR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

- 4a. Less than significant impact with mitigation.** As required by PVCCSP mitigation measures MM Bio 2 and MM Bio 6, a *Biological Assessment Letter Report*, dated February 11, 2020 (included as Appendix C), was prepared by Blue Consulting Group (BLUE) to document the existing biological resources at the site. BLUE conducted a pedestrian-based biological survey of the Biological Study Area (BSA) on February 8, 2020, which includes the Project site plus a 100-foot buffer.⁵ The BSA is composed of single-residential housing (only concrete pad remains), agricultural use and disturbed vegetation with generally flat undeveloped terrain that received frequent weed abatement, (i.e. chain flail mowing, disking). The surrounding land use consists of industrial development, disturbed open areas, development infrastructure and residential development. (BLUE, p. 3). Prior to the pedestrian survey, BLUE conducted a literature review to determine the locations and types of biological resources having the potential to exist within the region. The following sources were reviewed: U.S. Fish and Wildlife Services' (USFWS) Critical Habitat Mapper and File Data; California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB) and the California Native Plant Society (CNPS) database were queried for records of occurrences of special-status species and habitats within the Perris quadrangle. The MSHCP Transportation and Land Management Agency Geographic Information Services Database and Riverside County Integrated Plan Conservation Summary Report Generator were also reviewed. (BLUE, p. 3).

In addition to utilizing on-line databases and mapping tools, the Perris topographic map was reviewed to determine the locations of any potential special aquatic resource areas (e.g., wetlands or other Waters of the United States or Waters of the State) under regulatory jurisdiction of the US Army Corps of Engineers (USACE), CDFW, and Regional Water Quality Control Board (RWQCB), and Riparian/Riverine habitats prior to beginning field surveys of the BSA. Additionally, the United States Department of Agriculture Natural Resources Conservation Service (USDA-NRCS) on-line Web Soil Survey tool (NRCS 2015) and Figure 2-4 of the MSHCP were reviewed to determine the types and percent cover of soils within the BSA. (BLUE, pp. 3-4).

The results of the literature review and pedestrian survey indicate that the BSA is actively utilized and maintained, and it contains two vegetation community land cover types. Agricultural/disturbed lands are the dominant habitat consisting of 9.2 acres with areas that are currently or have in the recent past been farmed and are actively utilized/maintained. The balance of land is comprised of residential development and paved areas (concrete pad) consisting of 0.1 acres. No native plant species were located within the BSA. (BLUE, p.5).

The plant community of the agricultural/disturbed habitat in the BSA is dominated by residential species, non-native invasive grasses, *erodium spp.*, Russian thistle (*Salsola tragus*) and prickly lettuce (*Lactuca serriola*), which are all non-native species. No herbaceous layer was present in the BSA. (BLUE, p. 5).

The developed/disturbed lands within the BSA consist of paved roads and residential development. Onsite, the developed area consists of remnant concrete pads from structures

⁵ The pedestrian survey was conducted by walking approximately 100-foot wide meandering transects to provide visual coverage of the BSA.

that have been removed and the sidewalk infrastructure in the southeast corner of the property. No native vegetation is present within this land cover type. (BLUE, p. 5)

According to the literature review, eleven special-status plant species have been reported to occur within the Perris quadrangle. Three species are designated with federal and/or state listing status; San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*), thread-leaved brodiaea (*Brodiaea filifolia*), and spreading navarretia (*Navarretia fossalis*). None of the eleven special-status plant species were present on the Project site and no further survey is necessary to determine presence or absence of those species. (BLUE, p. 6).

Fifteen special-status wildlife species have been reported to occur within the Perris quadrangle. Three species, Stephens' kangaroo rat (*Dipodomys stephensi*), coastal California gnatcatcher (*Polioptila californica californica*) and least Bell's vireo (*Vireo belli pusillus*) are listed as federally and/or state threatened or endangered. None of the fifteen special-status wildlife species were present on the Project site and no further surveys are necessary to determine presence or absence of these species. (BLUE, pp. 5-6).

The literature review and field assessment data confirm that no special-status species currently utilize the BSA. The BSA lacks suitable habitat that would typically support special-status species or receive state or federal Endangered Species Act (ESA) protections.

To comply with the Migratory Bird Treaty Act (MBTA) and relevant sections of California Fish and Game Code (e.g., Sections 3503, 3503.4, 3544, 3505, et seq.), vegetation clearing should take place outside of the typical avian nesting season (i.e., February 1st – August 31st), to the maximum extent practical. This is reflected in **PVCCSP MM Bio 1**, which states that if avoidance is not possible, a pre-activity nesting bird field survey shall be conducted and species-specific buffer zones shall be established in the event nesting species are present. Implementation of **PVCCSP MM Bio 1** would reduce potential impacts related to nesting avian species to a less than significant level.

The BSA is located within the Western Riverside MSHCP burrowing owl survey area, which requires a pre-construction MSHCP protocol survey for burrowing owl. The burrowing owl is considered a CDFW Species of Special Concern (SSC). BLUE conducted a burrowing owl assessment according to the 2006 Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area. Due to the location (surrounded by disturbed/developed area, not adjacent to quality habitat) as well as the active use and maintenance of the land, in addition to a lack of appropriate mammal burrows, no burrowing owls or burrowing owl sign were observed/located during the assessment. No suitable habitat for burrowing owl was present within the BSA and no direct observations or burrowing owl signs (feathers, pellets, fecal material, prey remains, etc.) were made during the site assessment. No potentially suitable burrows were present onsite due to extensive disturbances associated with chain flail mowing/disking activities, which can reduce the site's suitability to support small mammal colonies (e.g. ground squirrel) which may provide potentially suitable burrows for burrowing owl. No ground squirrels (an important indicator species) were observed on site. (BLUE, p. 8). Therefore, focused burrowing owl surveys are not required. Nonetheless, as required by the MSHCP and PVCCSP EIR mitigation measure **PVCCSP MM Bio 2**, a 30-day pre-construction burrowing owl survey shall be conducted immediately prior to the initiation of ground disturbing activities at the Project site to confirm that the species is not present on the Project site at that time. If burrowing owls are detected on the Project site during the pre-construction survey, the burrowing owls shall be relocated/excluded from the site outside of the

breeding season following accepted protocols, and subject to approval of the Regional Conservation Authority (RCA), CDFW, and U.S. Fish and Wildlife Service.

PVCCSP MM Bio 1: In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all PVCCSP implementing development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species.

If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the implementing project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.

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

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

If burrowing owls occupy any implementing project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Department and the CDFG. Relocation shall be conducted outside the breeding season or once the young are able to

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

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

- 4b. Less than significant impact.** No MSHCP riparian/riverine lands which contain habitat dominated by trees, shrubs, persisted emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year are present within the BSA. Therefore, these resources will not be impacted by the Project (BLUE, p. 7). Vernal pools, vernal swales, alkali scalds or flats, or other seasonal wet habitats were not identified within the BSA during field surveys conducted. The BSA lacks suitable habitat for fairy shrimp species or other vernal pool species, including plants. (BLUE, p. 7). Thus, the proposed Project will not have a substantial adverse effect on a riparian habitat or other sensitive natural community. Therefore, impacts will be less than significant. Because the proposed Project will not have a substantial adverse effect on any vernal pools, PVCCSP EIR mitigation measure MM Bio 5 is not applicable to the proposed Project.
- 4c. No impact.** The BSA did not contain special aquatic resource areas such as wetlands or other Waters of the United States or Waters of the State under regulatory jurisdiction of the US Army Corps of Engineers (USACE), CDFW, and Regional Water Quality Control Board (RWQCB). (BLUE, p. 7). As such, no regulatory permits will need to be acquired for the Project. Therefore, no impacts would occur and PVCCSP EIR mitigation measure MM Bio 4 is not applicable to the proposed Project.
- 4d. Less than significant impact.** The BSA is not located within any MSHCP designated Criteria Cells or Cell Groups. (BLUE, p. 7.) The Project site does not fall within in any PQP or other MSHCP Conserved Lands (core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area). (BLUE, p. 7.) Because the land uses surrounding the Project site consists of industrial development, disturbed open areas, infrastructure and

residential development, the Project site is not located adjacent to extensive native open space habitats and does not represent a wildlife corridor between large open space habitats. Therefore, impacts will be less than significant.

- 4e. Less than significant impact.** The City of Perris adopted Ordinance No. 1123 to establish a local development mitigation fee for funding the preservation of natural ecosystems in accordance with the MSHCP. The City has also adopted the following General Plan policies for the protection of biological resources (GP Conservation Element, pp. 46-47):

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

The Project applicant will be required to pay applicable MSHCP fees pursuant to Ordinance No. 1123. Through with the MSHCP and this ordinance, development within the PVCCSP area will not conflict with any local policies or ordinances protecting biological resources. (PVCCSP EIR, p 4.3-28.) Therefore, because the Project will be required to comply with these policies, impacts will be less than significant and no mitigation is required.

4f. Less than significant impact with mitigation. The Project site is located within the Mead Valley Area Plan area of the Western Riverside MSHCP; however, the Project site is not located within a MSHCP Criteria Cell or Conservation Area. The MSHCP is a comprehensive multi-jurisdictional plan that includes western Riverside County and multiple cities, including the City of Perris. Rather than address sensitive species on an individual basis, the MSHCP focuses on the conservation of 146 species, proposing a reserve system of approximately 500,000 acres and a mechanism to fund and implement the reserve system. Most importantly, the MSHCP allows participating entities to issue take permits for listed species so that individual applicants need not seek their own permits from the USFWS and/or CDFW. The MSHCP was adopted on June 17, 2003 by the Riverside County Board of Supervisors. The Incidental Take Permit was issued by both the USFWS and CDFW on June 22, 2004. Because the Project site is within the City of Perris, the City is the lead agency/permittee.

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

Consistency with MSHCP Section 6.1.1 (Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS))

The Project site is located within the MSHCP Mead Valley Area Plan but is not located within any MSHCP designated Criteria Areas, group, or linkage area. (BLUE, p. 3.) Therefore, a Habitat Evaluation and Acquisition Negotiation Strategy (HANS) and Joint Project Review (JPR) will not be required. Further, the Project footprint does not fall within PQP or other MSHCP Conserved Lands. The Project is located approximately two miles west of the San Jacinto Wildlife Area and Lake Perris; both of which are PQP lands. Thus, the proposed Project is consistent with Section 6.1.1 of the MSHCP.

Consistency with MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)

Volume I, Section 6.1.2 of the MSHCP requires that projects develop avoidance alternatives, if feasible, that would allow for full or partial avoidance of riparian/riverine areas. Section 6.1.2 of the MSHCP defines Riparian/Riverine areas as “lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year.” The Project’s BSA does not support riparian, riverine, or vernal pool habitats and no species associated with these habitat types were observed on the Project site. (BLUE, p. 7.) As such, no focused surveys are required nor a MSHCP DBESP report. Thus, the proposed Project is consistent with Section 6.1.2 of the MSHCP.

Consistency with MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species)

Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. The Project site is within the MSHCP survey area for the following NEPSSA plant species: San Diego ambrosia, spreading navarretia, California Orcutt grass, and Wright's trichocoronis. None of these plant species were observed on site during the habitat assessment. Given the site’s exposure to recurring surface disturbances associated with vegetation management, these species are not expected to occur on the Project site so no further survey is necessary. (BLUE, p. 7.) Thus, the proposed Project is consistent with MSHCP Section 6.1.3.

Consistency with MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlife Interface)

Section 6.1.4 outlines the minimization of indirect effects associated with locating development in proximity to a MSHCP Conservation Area. The Project site is not located adjacent to an

existing or proposed MSHCP Conservation Area. (BLUE, p. 3). Thus, the Project is consistent with Section 6.1.4 of the MSHCP.

Consistency with MSHCP Section 6.3.2 (Additional Survey Needs and Procedures)

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

The Project site does not occur within any Amphibian Species Survey Area or Mammal Species Survey Area as identified by the MSHCP. (RCA.) As such, no further surveys related to amphibians, or mammals are required.

The Project site is located within a MSHCP Burrowing Owl Survey Area. The results of the burrowing owl habitat assessment conducted for the Project site indicate no suitable habitat for burrowing owl was present within the survey area and no direct observations or burrowing owl sign (feathers, pellets, fecal material, prey remains, etc.) were made during the site assessment. No potentially suitable burrows were present on site due to extensive disturbances associated with chain flail mowing/disking activities, which can reduce the site's suitability to support small mammal colonies (e.g. ground squirrel), which may provide potentially suitable burrows for burrowing owl. No ground squirrels (an important indicator species) were observed on site. (BLUE, p. 8.) Because no suitable burrows were present on the Project site, focused burrowing surveys are not required.

Regardless, a 30-day burrowing owl pre-construction survey will be required immediately prior to any Project-related ground disturbing activities to confirm that the species is not currently present at the Project site to comply with the applicable laws and to comply with the conservation goals as outlined in the MSHCP. As discussed in *Threshold 4a* above, implementation of PVCCSP EIR mitigation measures **PVCCSP MM Bio 1** and **PVCCSP MM Bio 2** will reduce impacts related to potential MSHCP passerine avian species to less than significant. Thus, with implementation of mitigation, Project implementation is consistent with Section 6.3.2 of the MSHCP.

MSHCP Appendix C (Standard Best Management Practices) and Section 7.5.3 (Construction Guidelines)

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

Additionally, the proposed Project site is within a Stephen's Kangaroo Rat (SKR) Fee Area as outlined in the SKR Habitat Conservation Plan. Payment of the applicable SKR fee will ensure that impacts to SKR are reduced to less than significant. Further, as described in *Threshold 4e* above, the Project applicant will be required to pay applicable MSHCP fees pursuant to

Ordinance No. 1123. Therefore, the implementation of the proposed Project will not conflict with the provisions of an adopted conservation plan and impacts will be less than significant with mitigation.

5.5	CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:					
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

References: BFSA-A, PVCCSP EIR, CHSC

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

PVCCSP MM Cultural 1: Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Phase I Cultural Resources Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional archeologist shall be submitted to the City of Perris Planning Division for review and approval. The Phase I Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Phase I Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following:

1. Records searches at the Eastern Information Center (EIC), the National or State Registry of Historic Places and any appropriate public, private, and tribal archives.
2. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC.
3. Field survey of the implementing development or infrastructure project site.

The proponents of the subject implementing development projects and the professional archaeologists are also encouraged to contact the local Native American tribes (as identified by the California Native American Heritage Commission and the City of Perris) to obtain input regarding the potential for Native American resources to occur at the project site.

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

1. Avoidance.
2. Changes to the structure provided pursuant to the Secretary of Interior's Standards.
3. Relocation of the structure.
4. Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standard if demolition is allowed.

Avoidance is the preferred treatment for known significant prehistoric and historical archaeological sites, and sites containing Native American human remains. Where feasible, plans for implementing projects shall be developed to avoid known significant archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, the implementing projects shall be designed and landscaped in a manner, which would ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native American human remains shall be placed within permanent conservation easements or dedicated open space areas.

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

PVCCSP MM Cultural 1 has been satisfied with the preparation of *A Phase I Cultural Resources Assessment* dated February 2020 by Brian F. Smith and Associates, Inc. (Included as Appendix D of this IS.)

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

EXPLANATION OF CHECKLIST ANSWERS

5a. No impact. As required by **PVCCSP MM Cultural 1**, *A Phase I Cultural Resources Assessment* dated February 2020 was prepared by Brian F. Smith and Associates, Inc. (BFSA-A) and is included as Appendix D of this IS. Prior to conducting the archaeological survey, an archeological records search was conducted at the Eastern Information Center (EIC), at the University of California Riverside, Riverside, CA. The records search included a review of recorded historic properties (prehistoric and historic archaeological sites, historic buildings, structures, objects or districts) within the Project site and a one-mile radius around the Project site, referred to as the Area of Potential Affect (APE), and are on file at the EIC.

According to records search results on file with the EIC, there has been 46 cultural resource studies conducted within a one-mile radius of the Project area. Two of these studies cover the current Project site, however one of the studies was a large overview of resources in which no resources were identified and it is unclear if the current project site was systematically surveyed. The second study did include a systematic survey of the current Project site and did not identify any resources but did locate the remains of a modern, late twentieth-century residence in the northwest corner of the site consisting of concrete foundation and block privacy wall. According

to a review of historic maps and aerial photographs of the property, that second study determined the features were associated with a residence that had been constructed after 1978 and did not qualify as a historical resource. (BFSA-A, p. 22). BFSA conducted a records search, utilizing the information obtained from the EIC. This records search did not identify any resources within the Project site; however, eleven resources on file with the EIC are located within one mile of the Project Site; four prehistoric and seven historic. The four prehistoric sites are situated to the east within the bedrock-laden foothills surrounding the Lake Perris State Recreation Area. The seven historic resources consist mainly of the remains of former irrigation systems and foundations associates with the twentieth-century agricultural development of the Perris Valley. (BFSA-A, p. 21.)

BSFA also reviewed additional sources including: the National Register of Historic Places (NRHP) Index, the Office of Historic Preservation (OHP) Archaeological Determinations of Eligibility, and the OHP Directory of Properties in the Historic Property Data File, Bureau of Land Management (BLM) General Land Office (GLO) records, historic maps, and aerial photographs associated with the current study area. BLM GLO records confirmed the project was originally granted to Miguel Pedorena as part of the Rancho San Jacinto Nuevo y Portrero land grant. While these sources did not identify any potential resources within the Project's APE, they do suggest that there is a limited potential for resources to be contained within the boundaries of the property. Although prehistoric sites are present within a one-mile radius of the project, the majority of these sites are located in the foothills to the east of the project. Given the historic settlement of the region, if resources are present within the Project, they would most likely be historic. However, based upon background research for the property, aerial photographs, and the previous studies of the Project parcels, there is a low potential for archaeological discoveries. (BFSA-A, pp. 22-23.)

A pedestrian survey was also conducted which characterized the Project site as a flat, previously cleared parcel. Ground visibility was moderate and mainly hindered by non-native vegetation comprised of weeds, grasses, and trees associated with the late twentieth-century residential use of the property (*i.e.* Russian thistle, pomegranate shrubs, and juniper trees). The remnant foundation of the modern, late twentieth-century residence, which was removed between 2006 and 2007 and previously identified in 2016, was located within the northeastern corner of the Project site and did not meet the age threshold defined by CEQA to be considered a historical resource. No significant cultural resources, either historic or prehistoric, were discovered during the survey. The lack of prehistoric sites is likely due to the absence of bedrock outcrops, which as defined within the records search, tend to correlate with sites in the region. (BFSA-A, pp. 23-25.)

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

- 5b. Less than significant impact with mitigation.** As discussed in *Threshold 5a* above, a total of eleven resources were recorded within one-mile of the Project area; however, none were recorded inside the ~~8.10~~ ~~9-34~~ gross acre Project site. BFSA requested a records search of the Sacred Lands File (SLF) of the Native American Heritage Commission (NAHC), as of February 3, 2020, BFSA has not received a response. (BFSA-A, p. 23.) The Assembly Bill 52 (AB 52) consultation efforts by the City and discussion about the AB 52 consultation is addressed under Section 5.18 – Tribal Cultural Resources of this Initial Study.

The intensive pedestrian survey conducted by BFSA did not identify any cultural resources. Nonetheless, there is always the potential that previously unidentified archaeological resources may be discovered during ground disturbance. In the unlikely event that an archaeological resource is discovered, Project-specific mitigation measure **MM CR-1**⁶ shall be implemented to reduce impacts related to archaeological resources to a less than significant level.

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

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

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

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

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

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 **MM CR-2** shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

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

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

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

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

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

Thus, with implementation of mitigation measure **MM CR-1**, the Project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. Therefore, impacts will be less than significant with mitigation.

- 5c. Less than significant impact with mitigation.** The proposed Project site has been historically used for agriculture and did not contain any structures until the late twentieth century. No known cemetery has occurred at this site so it is not expected to contain human remains, including those interred outside of formal cemeteries. However, the potential exists for previously

unknown human remains to be discovered at the site during project construction activities. Mitigation measure **MM CR-2**⁷ will be implemented to ensure that any human remains that might be discovered at the site are treated appropriately pursuant to Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the California Public Resources Code (CHSC). With adherence to existing laws and regulations, and implementation of mitigation measure **MM CR-2**, impacts with regard to the disturbance of human remains will be less than significant.

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

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

Thus, with implementation of mitigation measure **MM CR-2**, the Project will not disturb any human remains, including those interred outside of formal cemeteries. Therefore, impacts will be less than significant with mitigation.

⁷ Project-specific mitigation measure **MM CR 2** replaces PVCCSP EIR mitigation measure **PVCCSP MM Cultural 6**.

5.6	ENERGY	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:					
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<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"/>

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

APPLICABLE STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

Conservation Element

- Goal VIII** Create a vision for energy and resource conservation and the use of green building design for the City which provides for the protection of the environment while improving the quality of life and promoting sustainability.
- Policy VIII.A** Adopt and maintain development regulations, which encourage water and resource conservation.
- Measure VIII.A.2** Use indigenous and/or drought-resistant planting and efficient irrigation systems with smart controls in all new and refurbished commercial and industrial development projects. Also, restrict use of turf to 25% or less of the landscaped areas.
- Measure VIII.A.4** Use gray water, and water-conserving appliances and fixtures within all new commercial and industrial developments.
- Policy VIII.C** Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new and refurbished developments (U.S. Green Building Council’s Leadership in Energy and Environmental Design green building programs).
- Measure VIII.C.3** Encourage the design and construction of durable buildings that are efficient and economical to own and operate.

Measure VIII.C.4	Review new development projects for compliance with the design guidelines contained within the Sustainable Community section through Conditions of Approval and a finding that the project conforms to the General Plan.
Measure VIII.C.5	Encourage green building density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new developments.
Goal IX	Encourage project designs that support the use of alternative transportation facilities.
Policy IX.A	Encourage land uses and new development that support alternatives to the single occupant vehicle.
Measure IX.A.1	Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on site, car pool parking, and bus stop shelters.
Measure IX.A.2	Install bicycle paths and create secure and accessible bicycle storage for visitors and occupants within new and refurbished commercial and industrial developments.
Measure IX.A.4	Encourage building and site designs that facilitate pedestrian activity, such as locating buildings close to the street and providing direct connections to public walkways and neighboring land uses.
Measure IX.A.5	The City shall require all new public and private development to include bike and walking paths wherever feasible.
Goal X	Encourage improved energy performance standards above and beyond the California Title 24 requirements.
Policy X.A	Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.
Policy X.B	Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.
Policy X.C	Encourage strategic shape and placement of new structures within new commercial and industrial projects.
Measure X.C.1	Promote energy conservation by taking advantage of natural site features such as natural lighting and ventilation, sunlight, shade and topography during the site plan process.
Measure X.C.2	When possible, locate driveways and parking on the east and north sides of buildings to reduce heat buildup during hot afternoons.
 <u>Healthy Community Element</u>	
Policy HC 6.1:	Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.
Policy HC 6.2:	Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.

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

13.3.5 LEED Certification Eligibility

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

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

EXPLANATION OF CHECKLIST ANSWERS

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

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

- Result in the wasteful, inefficient, or unnecessary consumption of energy. Impacts may include:
 1. The project’s energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal;
 2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
 3. The effects of the project on peak and base period demands for electricity and other forms of energy;
 4. The degree to which the project complies with existing energy standards;
 5. The effects of the project on energy resources;
 6. The project’s projected transportation energy use requirements and its overall use of efficient transportation alternatives.

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

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

Construction

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

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files as part of the *Air Quality/Greenhouse Gas Analysis* included in Appendix A of this IS. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour included in Table A9-3-E of the SCAQMD CEQA Air Quality Handbook. Fuel consumption from construction worker and vendor/delivery trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using the California Air Resources Board’s (CARB-B) EMFAC 2017 model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Consistent with CalEEMod, construction worker trips were assumed to include 50 percent light duty gasoline auto and 50 percent light duty gasoline trucks. Construction vendor trucks were assumed to be medium-duty and heavy-duty diesel trucks. Please refer to Appendix E of the IS for detailed calculations.

As shown below in **Table F – Construction Energy Use**, a total of approximately 34,539 gallons of diesel fuel and approximately 15,497 gallons of gasoline are estimated to be consumed during Project construction.

Table F – Construction Energy Use^a

Fuel	Fuel Consumption
Diesel	
On-Road Construction Trips ^b	9,102 Gallons
Off-Road Construction Equipment ^c	25,437, Gallons
Diesel Total	34,539 Gallons
Gasoline	
On-Road Construction Trips ^b	15,497, Gallons
Off-Road Construction Equipment ^d	-- Gallons
Gasoline Total	15,497 Gallons

Notes:

^a Source: Table 1 – Total Construction-Related Fuel Consumption, Appendix E of the IS.

^b On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod for construction in 2022 and fleet-average fuel consumption in gallons per mile from EMFAC2017 web based data for Riverside County. See Table 2 – On Road Construction Trip Estimates, Appendix E of the IS for calculation details.

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

Fuel

Fuel Consumption

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

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Construction equipment is also required to comply with regulations limiting idling to five minutes or less (13 CCR § 2449(d)(3)), which is included in PVCCSP EIR mitigation measure **PVCCSP MM Air 4**, as described in Section 5.3 of this IS. Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. For comparison, the State of California consumed 14.0 billion gallons of gasoline and 3.5 billion gallons of diesel fuel in 2020, which is the most recent published data. (CAL-A.) Thus, the fuel usage during Project construction would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in the State of California. Furthermore, it is expected that construction-related fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Operation

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

For operational activities, annual electricity and natural gas consumption were calculated using demand factors provided in the CalEEMod output as part of the greenhouse gas analysis included in Section 5.8, Greenhouse Gas Emissions, of this IS. The Project site’s electrical consumption was estimated to be approximately 813,166 kWh of electricity per year⁸, this is the sum of the building electricity (461,951 kWh/year), the electricity demand for the two (2) EV charging stations (328,500 kWh/year), and electricity related to the Project’s water consumption (22,715 kWh/year). The electricity usage from the future EV charging stations serving the Project site’s designated EV charging spaces were estimated outside CalEEMod. Electricity demand

⁸ Per Table 3 – Annual Energy Consumption from Operation, Appendix M of the IS.

was estimated using data from SCAQMD for EV charging station usage and the CalEEMod default SCE carbon intensity data. The number EV chargers at each charging station and the usage are unknown. Therefore, it was assumed that each designated EV charging space would contain one charger and, based on SCAQMD⁹ data, that each charger would be a 50 kW charger used approximately 10 hours per day or five separate two-hour charging events. Based on these assumptions, each EV charger would use approximately 450 kWh of electricity per day. Additionally, the Project’s natural gas consumption was estimated to be approximately 318,685 kilo-British thermal units (kBTUs) or approximately 3,186 therms.

In comparison to the Project, Southern California Edison (SCE) one of the nation’s largest electric utilities, provides service to the City, including the Project site, as reported by the California Energy Commission (CEC), SCE consumed approximately 83.5 billion kilowatt-hours (kWh) in 2020 (CEC-A). The Southern California Gas Company (SCG) provides natural gas service to the City. As reported by the CEC, SCG consumed approximately 5.2 billion therms in 2020 (CEC-B). At full build-out, the Project site’s electricity demand would be a negligible amount of the existing electricity and the natural gas demand would be a negligible percent of the existing natural gas use in SCG’s service area.

Energy impacts associated with transportation during operation were also assessed using the traffic data contained in the greenhouse gas analysis included in Section 5.8, Greenhouse Gas Emissions, of this IS. Based on the annual VMT, gasoline and diesel consumption rates were calculated using the Riverside County-specific miles per gallon in EMFAC2017. As shown below in **Table G – Annual Fuel Consumption**, a total of approximately 52,270 gallons of gasoline fuel and approximately 85,353 gallons of diesel fuel is estimated to be consumed each year. As stated above, the State of California consumed approximately 14.0 billion gallons of gasoline and 3.5 billion gallons of diesel fuel in 2020. Thus, the annual fuel usage during Project operation would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in California.

Table G – Annual Fuel Consumption

Fuel Type ^a	Fuel Consumption (gallons/year)
Gasoline	52,270
Diesel	85,353

Notes:

Source: Table 3 - Annual Energy Consumption from Operation, Appendix E of the IS.

^a Mobile source fuel use based on annual vehicle miles traveled (VMT) from CalEEMod output (Appendix A) for operational year 2023 and fleet-average fuel consumption in gallons per mile from EMFAC2017 data in Riverside County.

Regulations previously identified related to energy conservation and fuel efficiency include, but are not limited to, Title 24 requirements for windows, roof systems, and electrical systems, and Pavley standards and Advanced Clean Cars Program. Additionally, designing the building to achieve LEED “Certified” status and mitigation measures identified in Section 5.3, Air Quality, also serve to reduce energy and fuel consumption. Specifically, PVCCSP EIR mitigation

⁹ SCAQMD’s Final Staff Report for Proposed Rule 2305 and Proposed Rule 316, May 2021. Available at <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10>.

measures **PVCCSP MM Air 11** and **PVCCSP MM Air 12** reduce fuel usage by limiting truck idling times to five minutes on the site, requiring electrical hook-ups for refrigerated trucks, and requiring on-site service equipment such as forklifts to be electric or natural gas powered, respectively. PVCCSP EIR mitigation measures **PVCCSP MM Air 14** and **PVCCSP MM Air 18** also promote the use of efficient transportation choices such as carpool/vanpool and buses.

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

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

As addressed above, the Project's anticipated electricity consumption is minimal in comparison to SCE's supply. The Project will comply with applicable state, SCE, and Perris GP goals and policies that require energy conservation within the Project site. As discussed above, SCE's total electricity consumption was approximately 83.5 billion kilowatt-hours (kWh) in 2020. The Project demand would be a negligible amount of SCE's existing electricity use. As such, there will be adequate capacity to serve the proposed Project.

As addressed above, the Project's natural gas consumption was estimated to be approximately 318,685 kBtus per year (or 3,186 therms per year). The Project will comply with applicable California Public Utilities Commission (CPUC), state, SCG, and Perris GP goals and policies that require energy conservation within the Project area. As discussed above, the Project demand would be a negligible percent of SCG's existing natural gas use. As the proposed Project's overall consumption of natural gas use is comparatively insignificant to existing SCG-wide use and as SCG continuously expands its network, as needed, to meet the need in Southern California, there will be adequate capacity to serve the proposed Project. The Project would therefore not have a significant effect on local and regional energy supplies.

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

As described above, SCE produced approximately 83.5 billion kilowatt-hours (kWh) in 2020, and the Project is expected to have a negligible impact to SCE's total electricity usage. Therefore, it can be stated that the Project will not have a substantial effect on energy supplies.

The Project will meet Title 24 regulatory standards for windows, roof systems, and electrical systems. The Project will install efficient lighting and lighting control systems. The site and buildings will be designed to take advantage of daylight, such that use of daylight is an integral part of the lighting systems in buildings. Lighting will incorporate motion sensors that turn them off when not in use. Trees and landscaping will be used to reduce energy use. Light colored "cool" roofs over office area spaces and light colored pavements will be installed. With regards to peak hour demands, purveyors of energy resources, including SCE, have established long standing energy conservation programs to encourage consumers to adopt energy conservation habits and reduce energy consumption during peak demand periods. The proposed Project supports these efforts through implementation of **PVCCSP MM Air 19** and **MM Air 20** and Perris GP policies identified above that will not only reduce energy consumption during peak

hour demands, but also during the base period. To this end, the Project will not substantially affect peak and base period demands for electricity or other forms of energy, such as natural gas.

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

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

The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. The proposed Project will comply with Title 24. This would be accomplished through, among other things, implementation of energy reduction measures, such as energy efficient lighting and appliances, installation of light colored “cool” roofs over office spaces, installation of light colored pavements, and installation of barriers between conditioned and unconditioned spaces. The Project would comply fully with existing energy standards.

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

5. The effects of the project on energy resources.

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

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

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

As stated above, energy impacts associated with transportation during construction and operation of the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy through adherence to existing regulations and Perris GP policies and implementation of design features and mitigation measures. Regarding efficient transportation alternatives, the Project will provide alternative transportation choices because the Project area is near transit agency Riverside Transit Agency (RTA). The nearest bus stop, Route 19, is located on Perris Boulevard approximately 0.50 miles west of the Project site. Additionally, the Project will comply with CalGreen requirements and, pursuant to PVCCSP EIR mitigation measures **PVCCSP MM Trans 5** and **PVCCSP MM Air 14** provide bike racks and carpool/vanpool parking stalls.

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

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

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

References: AGI, BFS-A-B, COR GP, GP, PVCCSP, PVCCSP EIR,

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP Standard and Guidelines applicable to the analysis of geology and soils. By preparing this Initial Study analysis, which includes the *Preliminary Geotechnical Investigation, Harley Knox Boulevard at Redlands Avenue Project*, (included as Appendix F), the Project has complied with the following applicable PVCCSP EIR mitigation measure:

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

PVCCSP MM Geo 1 has been satisfied with the preparation and submittal of the *Preliminary Geotechnical Investigation*, dated March 5, 2020, prepared by Aragón Geotechnical Inc. (Included as Appendix F of this IS.)

EXPLANATION OF CHECKLIST ANSWERS

- 7a(i). Less than significant impact.** Surface rupture presents a primary or direct potential hazard to structures built across an active fault trace. According to the *Preliminary Geotechnical Investigation*, dated March 5, 2020, prepared by Aragón Geotechnical Inc. (AGI) (included as Appendix F), the proposed Project site is approximately 7.1 miles from the Casa Loma branch of the San Jacinto Fault zone, the closest known active regional fault. (AGI, p. 13). AGI's aerial photographic interpretations did not suggest visible lineaments or manifestations of fault topography related to active fault traces on or adjacent to the Project site; therefore, the potential for direct surface fault rupture affecting the Project is low. (AGI, p. 13). Therefore, although seismic activity is known to exist throughout Southern California, there are no known faults through or near the Project site or off-site improvement area that would result in substantial effects. Further, the Project will be designed to meet or exceed the seismic standards in the current California Building Code. Therefore, impacts related to earthquake faults are considered to be less than significant and no mitigation is required.
- 7a(ii). Less than significant impact.** In addition to the San Jacinto fault zone, mentioned above, the San Andreas Fault, approximately 29.6 miles away, can be considered a potential significant source of lower-frequency and longer-duration shaking at the Project site. (AGI, p. 16). However, since ground shaking and earthquake activity is typical of the Southern California area, the proposed Project will be designed according to the current California Building Codes, which require structures to be designed to meet or exceed the seismic safety standards set forth therein. Therefore, ground-shaking impacts will be less than significant.
- 7a(iii). Less than significant impact.** Liquefaction occurs when shallow, fine to medium-grained sediments saturated with water are subjected to strong seismic ground shaking. It generally occurs when the underlying water table is 50 feet or less below the surface. (GP, p. SE-9.) Pursuant to PVCCSP EIR mitigation measure **PVCCSP MM Geo 1**, a Project-specific geotechnical investigation was conducted by AGI to assess soil stability and determine the methodology used to implement the Project's design. Riverside County hazard zone maps place

the project in “very high” to “high” liquefaction potential zones. County criteria for these designations would be groundwater less than 30 feet deep and interpreted susceptible soils. Younger alluvium would be a flag for the County’s high-hazard zonation. However, deep deposits of saturated younger soils were not found at the Project site. Nonetheless, logged relative densities in older sediments based on Standard Penetration Test blow counts and shallow water at 18 feet did not rule out threat from liquefaction based on standardized risk screening criteria. (AGI, p.18).

Hence, samples were tested to evaluate settlement or collapse potential. Collapsible soils undergo rapid, irreversible compression when brought close to saturation while also subjected to loads such as from buildings or fill. The recovered bulk soil samples were evaluated for index and engineering properties such as shear strength, compaction criteria, expansion potential, and corrosivity characteristics. AGI concluded that liquefaction risks at the site are insignificant for the assumed construction. The related phenomena of flow slides, lateral spreading, and surface manifestations such as ground fissuring or sand boil are also ruled out as hazards. (AGI-A, pp. 18-19). Thus, based on the subsurface conditions encountered and the depth of the groundwater, the Project will not result in seismic-related ground failure, including liquefaction. Therefore, impacts will be less than significant.

7a(iv). No impact. A combination of geologic conditions leads to landslide vulnerability. These include deep-seated landslides or shallow earth flows, slumps, slides, or rockfall. According to the Project-specific preliminary geotechnical investigation, because the Project site is flat and very distant from possible landslide or rockfall runout zones, the potential for induced landslide hazard potentials is effectively zero. (AIG. p. 20.) Therefore, no impacts are anticipated.

7b. Less than significant impact. Once construction of the proposed Project is complete, most of the Project site will be paved and developed with a warehouse/distribution facility and a water quality detention basin; thus, no soil erosion is anticipated from long-term operation of the Project.

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

7c. Less than significant impact. As discussed above in *Threshold 7a(iii)* above, the proposed Project site is located in an area that has been previously determined to have a low potential for liquefaction. (AGI, pp. 18–19.) Likewise, as discussed above in *Threshold 7a(iv)*, landslides do not pose a significant risk at the Project site. (AGI, p. 20.)

Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. According to the *Preliminary Geotechnical Investigation*, there is low potential for liquefaction to occur within the Project site. (AIG, pp. 17-19.) Thus, impacts would be less than significant.

The *Preliminary Geotechnical Investigation* report indicates that surface settlements from saturated and dry-sand volumetric changes should be trivial assuming that very shallow soils are treated by remedial grading for structural support. Calculated total surface settlements from the liquefaction model analyses are of very low magnitude (approximately 0.1 inch). Differential settlements over horizontal spans of 30 to 40 feet would be even less. Both the total and differential settlements are far lower than typical allowable maximum deflections for concrete panel-wall construction on continuous foundations. Further, regional subsidence from fluids withdrawal or tectonic deformation is not a documented hazard in the Perris Valley. (AGI, p. 19.) Thus, adherence to the measures identified in the California Building Code, applicable standards of the City's Grading Ordinance, and the recommendations in the *Preliminary Geotechnical Investigation* will reduce any impacts resulting from unstable soil conditions. Therefore, impacts will be less than significant.

- 7d. Less than significant impact.** The *Preliminary Geotechnical Investigation* indicates that the Project as-built pad soils will fall into the medium-high expansive soil range, and recommends design parameters for floor slab design to accommodate proposed uses. (AGI, pp. 28–30.) The Project applicant will be required to prepare and submit detailed grading plans and building plans for the proposed Project prior to issuance of grading permits. Said plans must be prepared in conformance with applicable standards of the City's Grading Ordinance and the recommendations in either the *Preliminary Geotechnical Investigation* or a subsequent geotechnical report. Development of the Project site consistent with the recommendations included in the *Preliminary Geotechnical Investigation* (or a subsequent geotechnical report) will reduce potential impacts from expansive soils to a less than significant level and no mitigation is required.
- 7e. No impact.** The proposed Project will connect to the existing sewer system and will not require use of a septic tank. Therefore, no impacts are anticipated.
- 7f. Less than significant impact with mitigation.** A *Paleontological Resource and Mitigation Monitoring Assessment* dated February 5, 2020 was prepared by Brian F Smith and Associates, Inc. (BFSA-B) (included as Appendix G). The proposed Project site is located on Holocene ("modern") and upper Pleistocene (10,000 to perhaps 100,000 year old) young alluvial valley deposits, which may overlie at depth, older, lower Pleistocene (approximately 1.8 million to perhaps 200,000 to 300,000 year old) very old alluvial fan deposits. (BFSA-B, p. 3). The closest recorded fossil localities to the Project site, as reported from the San Bernardino County Museum, are fossil localities from Pleistocene older alluvium near the Lakeview Hot Springs on the southeast side of the Perris Reservoir. Fossil vertebrate collected from these localities included mammoth, extinct horses, and extinct bison. (BFSA-B, p. 5).

Based on the GP Conservation Element Exhibit CN-7: Paleontological Sensitivity, the Project site is within Paleontological Sensitivity Area 4 (Low to High Sensitivity) and contains young Quaternary alluvium, which have low potential to contain significant fossil resources, overlying older Pleistocene valley deposits. (GP; Conservation Element, pp. 26-27.) Project sites located within Area 4 require that paleontological monitoring be initiated once subsurface excavations reach five feet below the surface, with a stipulation that monitoring levels be reduced at the discretion of the project paleontologist, if appropriate. (BFSA-B, pp. 4). Further, the entire site is mapped as High B, according to the County of Riverside sensitivity scale. High B indicates that fossils are likely to be encountered at or below four feet of depth and may be impacted during excavation by construction activities. (COR GP).

A pedestrian survey of the Project site was conducted. At the time of the survey, the proposed Project site was characterized as a flat, previously cleared parcel. Ground visibility was moderate and mainly hindered by non-native vegetation comprised of weeds, grasses, and trees associated with the late twentieth-century residential use of the property (*i.e.* Russian thistle, pomegranate shrubs, and juniper trees). No paleontological resources were discovered during the survey. (BFSA-B, pp. 5).

Because of the high paleontological sensitivity assigned to the Project site and without any geological information that defines the depth of the contact between the older and younger alluvial deposits, and in conformance with GP implementation measures III.A.2 which requires paleontological monitoring of all projects once subsurface excavation reach five feet in depth, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP) shall be prepared and approved, as set forth in Project-specific mitigation measure **MM GEO-1**.¹⁰ Thus, with implementation of mitigation measure **MM GEO-1**, impacts with regard to directly or indirectly destroying a unique paleontological resource or site or unique geologic feature would be reduced to less than significant.

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

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

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

¹⁰ Project-specific mitigation measure **MM GEO 1** replaces PCVVSP EIR mitigation measure **PVCCSP MM Cultural 5**.

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.

Thus, with implementation of mitigation measure **MM GEO-1**, the Project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, impacts will be less than significant with mitigation.

5.8 GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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 purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

References: CARB-C, CAP, WEBB-A

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

8a. Less than significant impact. The City does not have an adopted threshold of significance for GHG emissions. For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. The SCAQMD’s adopted numerical threshold of 10,000 metric tons carbon dioxide equivalent (MTCO_{2e}) per year for industrial stationary source emissions is selected as the significance criterion. The SCAQMD-adopted industrial threshold was selected by the City because the proposed Project is more analogous to an industrial use than any other land use such as commercial or residential in terms of its expected operating characteristics. The *Air Quality /Greenhouse Gas Analysis* prepared by Albert A. Webb Associates, dated October 7, 2021 (WEBB-A) (included as Appendix A), estimated greenhouse gas (GHG) emissions from construction (inclusive of all road and off-site improvements), area sources, energy (includes estimated electricity usage from EV chargers), mobile sources, solid waste and water-related energy usage. Evaluation of the data presented in **Table H – Total Project-Related Equipment GHG Emissions**, below indicates that the total GHG emissions generated from the Project is approximately 1,599.22 MTCO_{2e}/yr which includes construction-related emissions amortized over a typical project life of 30 years.

Table H – Total Project-Related Equipment GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO _{2e}
Amortized Construction	--	--	--	16.24
Vegetation	--	--	--	-2.81
Area	0.00	0.00	0.00	0.00
Energy	98.94	0.01	0.00	158.02
Mobile	1,331.91	0.04	0.14	1,375.41
Solid Waste	19.06	1.13	0.00	47.22

Source	Metric Tons per year (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Water	4.28	0.03	0.00	5.14
Total	1,454.19	1.21	0.14	1,599.22

Source: WEBB-A, Table 9 (Appendix A).

Note: Emissions reported as zero are rounded and not necessarily equal to zero.

The total GHG emissions from the Project is below the SCAQMD recommended screening level of 10,000 MTCO₂e/yr for industrial projects. Therefore, the proposed Project will not generate GHG emissions, directly or indirectly, that have a significant effect on the environment. Although not considered to be significant, implementation of the applicable air quality mitigation measures **PVCCSP MM Air 2, PVCCSP MM Air 4 through PVCCSP MM Air 7, PVCCSP MM Air 11 through PVCCSP MM Air 14, PVCCSP MM Air 18, and PVCCSP MM Air 20** from the PVCCSP EIR, as discussed in the Air Quality section of this Initial Study, would further reduce the GHG emissions associated with the proposed Project.

In addition, on May 7, 2021, the Governing Board of the SCAQMD adopted Rule 2305, the Warehouse Indirect Source Rule. Under this rule, the owners and operators of warehouses greater than 100,000 square feet are required to directly reduce NOx and particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. The warehouse rule is a menu-based points system requiring warehouse operators to annually earn a specified number of points. These points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. The SCAQMD expects this rule to reduce emissions from warehouse uses by 10-15 percent. When developed, the proposed warehouse would be subject to this rule, thus further reducing the GHG emissions of the proposed Project.

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

Additionally, the City of Perris adopted a Climate Action Plan (CAP) in 2016. The CAP includes local measures that achieve the GHG reduction targets of AB 32 for target year 2020 for the City. Local measures in the CAP include creation of an energy action plan to reduce citywide energy consumption; transportation measures that encourage alternative modes of transportation and reduced vehicle use; and solid waste measures that reduce landfilled solid waste in the City.

The Project would comply with the CAP through compliance with the PVCCSP EIR mitigation measures identified previously in Section 5.3 of this Initial Study, which would lessen the Project's contribution of GHG emissions from both construction and operation. It would also be subject to SCAQMD Rule 2305, the Warehouse Indirect Source Rule, which would also lessen the contribution of GHG emissions from Project operation. The Project would not conflict with local strategies and state/regional strategies listed in the Perris CAP. As described in *Threshold 8a* above, the proposed Project will not generate a significant amount of GHG emissions. Therefore, the proposed Project does not conflict with and would not obstruct implementation any regulation adopted for the purpose of reducing the GHG emissions and any impacts are considered less than significant.

5.9 HAZARDS/HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<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 or 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 checked="" type="checkbox"/>	<input 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"/>

References: AEC, ALUC, CCR, DTSC, PVCCSP EIR, PVCCSP, PVCCSP IS ,ETECH

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

Airport Overlay Zone (from Chapter 12.0 of the PVCCSP)

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

12.1.1 Compatibility with March Air Reserve Base

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

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

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

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

EXPLANATION OF CHECKLIST ANSWERS

- 9a. Less than significant impact.** According to the PVCCSP EIR, all new development within the PVCCSP planning area will be required to comply with the regulations, standards, and guidelines established by the Environmental Protection Agency (EPA), the State, and City related to storage, use, and disposal of hazardous materials and the risk of the public's potential exposure to hazardous substances is considered less than significant. (PVCCSP EIR, p. 4.6-11.)

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

A number of federal and state agencies prescribe strict regulations for the safe transportation of hazardous materials. Hazardous material transport, storage and response to upsets or accidents are primarily subject to federal regulation by the United States Department of Transportation (DOT) Office of Hazardous Materials Safety in accordance with Title 49 of the Code of Federal Regulations. California regulations applicable to Hazardous material transport, storage and response to upsets or accidents are codified in Title 13 (Motor Vehicles), Title 8 (Cal/OSHA), Title 22 (Management of Hazardous Waste), Title 26 (Toxics) of the California Code of Regulations (CCR), and the Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), which describes strict regulations for the safe transportation and storage of hazardous materials.

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

- 9b. Less than significant impact.** The *Phase I Environmental Site Assessment* dated February 7, 2020 (hereinafter the *Phase I ESA*) was prepared for the Project site by Advantage Environmental Consultants, LLC (AEC) and is included as Appendix H of this IS. The *Phase I ESA* was prepared in accordance with the ASTM E 1527-13 Standard Practice for environmental site assessments (ESAs) to evaluate the Project site for potential recognized environmental conditions. The *Phase I ESA* noted that the Project site was previously used for agricultural purposes (dry farming) from prior to the mid-1960s to the late 2010s. A single residence was present in the eastern portion of the Site from the early 1980's through the early 2010s. No environmental concerns were revealed during the review of the historical resources. (AEC, pp. 1, 13-14.) A site reconnaissance was conducted by AEC on January 10, 2020. The Phase I ESA notes that the Project site is currently vacant and undeveloped. A concrete pad and remnants of a concrete block wall associates with a former residence are located at the eastern portion of the Project site. (AEC, p. 1.) The current uses of the Project site and its adjacent properties are not indicative of the use, treatment, storage, disposal or generation of significant quantities of hazardous substances or petroleum products that have adversely impacted the site. (AEC, p. 15.) Relatively small piles of trash and debris were observed in the eastern and western portions of the Project site. However, no staining, hazardous materials or other suspect conditions were observed in the vicinity of such materials. (AEC, p. 16.) No significant environmental concerns were noted during the site reconnaissance.

A review of the Federal, State, and local environmental databases provided by Environmental Risk Information Services (ERIS) was conducted as part of the *Phase I ESA* for information pertaining to documented and/or suspected releases of regulated hazardous substances and/or petroleum products of nearby off-sites. AEC also reviewed unmappable sites listed in the environmental database report by cross-referencing addresses and site names. AEC identified four off-sites within one-half mile of the Project. These four off-sites were not considered significant environmental concerns to the Project site due to the nature of the regulatory database listings, distance of the off-site listed properties from the Project site, orientation of the listed properties relative to the Project site, interpreted direction of groundwater flow and/or regulatory case status information for the various properties as described in their respective databases. (AEC, pp.9-10.) As such, based on AEC's review of historical uses on the Project

site, the Project site is not considered a recognized environmental condition. (AEC pp. 13-14.) **PVCCSP MM Haz 7** requires soil sampling prior to the excavation or disposal action on a known contaminated site. However, the Project site is not identified as a contaminated site. Therefore, ground disturbance during Project construction is not anticipated to create a significant hazard to the public or environment and **PVCCSP MM Haz 7** would not be applicable to the proposed Project.

As discussed in *Threshold 9a* above, there is a potential for hazardous materials and chemicals to be stored at the Project site for short periods of time prior to transport and distribution which could cause a release. However, the storage and transport of these products would be regulated by Federal, State, and local policies regarding storage and transportation of hazardous waste. Therefore, because the Project site has been screened for hazardous waste-related activities at the Project site, and since any hazardous waste-related activities for any future users at the Project site will be required to comply with all existing hazardous waste regulations, the Project would not 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. Therefore, impacts would be less than significant.

9c. No impact. The proposed Project site is not located within one-quarter mile of an existing or proposed school. The closest school is Rancho Verde High School which is approximately 0.48 mile northeast of the proposed Project site. Thus, the proposed Project will not emit hazardous emissions or handling hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impacts are anticipated.

9d. Less than significant impact. According to the Department of Toxic Substances Control (DTSC) Cortese list, compiled pursuant to Government Code Section 65962.5, no hazardous materials sites are located on or adjacent to the Project site. The environmental database resources consulted as part of the *Phase I ESA* identified four sites within one-half mile of the Project site for potential on-site and off-site sources of contamination (AEC, p. 10.)

- Home Depot, located approximately 0.08 mile southeast of the Project site. Site was identified as a small quantity generator of hazardous waste but is no longer referenced as generating hazardous waste. (AEC, p. 10.)
- Essedant Co., located approximately 0.19 mile southeast of the Project site. Site has been identified as no longer generating hazardous waste. (AEC, p. 10.)
- Meade Valley Elementary School Addition, located approximately 0.19 mile west of the Project site. Site has been identified as no further action required. (AEC, p. 10.)
- Moreno Valley Regional Eastern Municipal Water District, located approximately 0.22 mile northeast of the Project site. Site has been identified as having violations that were administrative in nature with no indications of release. (AEC, p. 10.)

The *Phase I ESA* concluded that the above listings were not considered to be significant environmental concerns to the Project site. This conclusion is based on several factors including the nature of the regulatory database listings, distance of the listed facilities site from the Project site, orientation of the listed facilities relative to the Project site, interpreted direction of groundwater flow and/or regulatory case status information for the various facilities/properties as described in the databases. (AEC, p. 10.) Based on the above discussion, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code

Section 65962.5 which as a result would it create a significant hazard to the public or the environment. Therefore, impacts would be less than significant.

- 9e. Less than significant impact.** The proposed Project site is located approximately 2.7 miles southeast of the March Air Reserve Base/Inland Port Airport (MARB/IPA) and is within the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP). The MARB/IPA LUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The MARB/IPA LUCP indicates the allowable uses, potential noise impacts, potential safety impacts, and density/intensity restrictions for each zone. The proposed Project site is within Zone D. Zone D is on the periphery of the flight corridors and the risk level from flight operations is low. The proposed Project is not required to go through Airport Land Use Commission (ALUC) review and consistency determination because: 1) the City created an Airport Overlay Zone component to the City's land use planning to accommodate development within the City consistent with the land use designations of the MARB/IPA LUCP,¹¹ and 2) there is no legislative action (i.e., general plan amendment, specific plan amendment, or change of zone) required or proposed.

The City's noise compatibility standards in the Perris Municipal Code Section 19.51.080, prevents the establishment of noise-sensitive land uses such as new residences, schools, libraries, museums, hotels, motels, hospitals, nursing homes, places of worship, in portions of the airport environ that are exposed to significant levels of aircraft noise. The proposed Project site is within the 60 CNEL aircraft noise contour. (ENTECH, p. 20.) Since the proposed Project use is not a noise-sensitive land use, the proposed Project would not expose people working in the Project area to excessive noise levels from airport operations.

According to the MARB/IPA Basic Compatibility Criteria, Zone D, in the flight corridor buffer, has no density/intensity, or open land requirements. Thus, the proposed Project would comply with the MARB/IPA LUCP density requirements and no additional evaluation is required.

According to Table MA- 2, *Basic Compatibility Criteria: March Air Reserve Base/Inland Port Airport*, Zone D in which the Project lies does not have development conditions associated with the FAR Part 77 Surface Limits; therefore, no obstruction evaluation is required.

Zone D hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations are prohibited. Land use development that may cause the attraction of birds to increase is also prohibited. According to the Perris Municipal Code Chapter 19.51 March ARB/IP Airport Overlay Zone, the proposed Project will not be required to obtain ALUCs approval, since the Project will comply with the airport influence area requirements.

Although impacts associated with aircraft activities would be less than significant, the proposed Project is required to comply with the following mitigation measures identified in the PVCCSP EIR, **PVCCSP MM Haz 2** through **PVCCSP MM Haz 6**, to reduce impacts associated with MARB/IPA operations.

¹¹ On July 14, 2016, The Riverside County Airport Land Use Commission determined that the City's Airport Overlay Zone is consistent with the current MARB/IPA ALUCP.

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

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

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

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

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

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

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

Perris Planning Division would work with FAA to resolve any adverse effects on aeronautical operations.

- 9f. Less than significant impact.** The City of Perris participates in the *County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP)* which outlines requirements for emergency access and standards for emergency responses. The PVCCSP IS determined that because emergency access will be maintained and improved throughout the PVCCSP area in accordance with the LHMP, development within the PVCCSP area will not interfere with adopted emergency response plans. (PVCCSP IS, p 15.)

Once the Project is constructed, emergency access to the proposed Project site will be maintained via Harley Knox Boulevard and Redlands Avenue, consistent with requirements outlined in the LHMP. Additionally, the proposed Project is consistent with the requirements outlined in the PVCCSP. Thus, the proposed Project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant.

- 9g. No impact.** Pursuant to the findings of the PVCCSP IS, the proposed Project site is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected; further, the Perris GP does not designate this area to be at risk from wildland fires. (PVCCSP IS, p. 15.) Moreover, the Project applicant proposes to develop the current vacant lot with a warehouse and associated parking, which would not likely aid the spread of wildfire. Therefore, no direct or indirect impacts due to wildland fire are anticipated.

5.10 HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable 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 stream or river, or through the addition of impervious surfaces in a manner which would:				
(i) result in substantial erosion or siltation onsite or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

References: DWR, FEMA, GPEIR, PVCCSP EIR, SWRCB, WEBB-D, WEBB-E

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to water quality and hydrology. These Standards and Guidelines are summarized below, are incorporated as part of the proposed Project, and

are assumed in the analysis presented in this section. There are no mitigation measures for hydrology and water quality included in the PVCCSP EIR.

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

4.2 On-Site Standards and Guidelines

4.2.2 Site Layout for Commerce Zones

4.2.2.7 Water Quality Site Design

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

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

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

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

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

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

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

Minimize impervious area

- Disperse runoff to adjacent pervious areas
- Delineate drainage management areas
- Classify and Tabulate DMAs and determine runoff factors for
 - Self-treating areas
 - Self-retaining areas
 - Areas draining to self-retaining areas
 - Areas draining to BMPs

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

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

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

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

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

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

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

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

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

Covered Trash Enclosures. Trash enclosures covers must be provided.

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

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

8.2.1.8 Water Quality Site Design

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

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

EXPLANATION OF CHECKLIST ANSWERS

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

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

Development of the proposed Project would add impervious surfaces to the site through the warehouse building and associated parking, loading areas, and drive aisles. By increasing the percentage of impervious surfaces on the site, less water would percolate into the ground and more surface runoff would be generated. Paved areas and streets would collect dust, soil and other impurities that would then be assimilated into surface runoff during rainfall events. Operation of the Project has the potential to release pollutants resulting from replacing vacant land with the proposed building, parking lots, and other paved surfaces. These improvements may potentially impact water quality.

According to the *Preliminary Project-Specific Water Quality Management Plan (PWQMP)*, revised August 2021, prepared by Albert A. Webb Associates (WEBB-E) and included as Appendix I to this IS, impervious area was minimized given the proposed site usage, required materials, and the landscaping pervious cover. Once constructed, the proposed Project site will include approximately 48,891 square feet of landscaping, which constitutes approximately 14.18 percent of the total Project site, which exceeds the City's 12 percent landscaping requirement.

In addition, according to *Preliminary Drainage Study*, August 2021, prepared by Albert A. Webb Associates (WEBB-D) and included as Appendix J to this IS, on-site flows generated by the proposed Project will require minimal subsurface storm drains and will utilize curb and gutter and ribbon gutters to convey onsite high flows to the proposed underground storage chambers. The chambers will be located along the east site of the parking stalls along Redlands Avenue. These chambers are sized to hold only the water quality design capture volume for the Project. (WEBB D p.1-1.) Large flows will be forced out of chambers at an outlet above the chamber soffit and gravity flow into a proposed 30-inch diameter RCP storm drain that will connect to existing storm drain Lateral D-3A at Harley Knox Boulevard. Discharge from the underground storage chambers will be pumped to the Contech Filterra unit for water quality treatment before existing into storm drain Lateral D-3A off of Harley Knox Boulevard. (WEBB-D, p. 3-1.) The proposed Project site is within the Perris Valley Drainage Master Plan (MDP) watershed area and is tabled to discharge into Lateral D-3A. (WEBB-D, p.1-1.) From Lateral D-3A, runoff will flow to Lateral D-3 located within Redlands Avenue and will connect to Line D located within Markham Street and discharge into the PVSDC, which drains to the into the San Jacinto River before finally reaching Canyon Lake and Lake Elsinore. (WEBB-E, p. 7.) The underground storage chambers are designed to capture the required water quality volume from the 100-year storm event, and because the Project site is exempt from Hydrologic Conditions of Concern (HCOC), retaining the excess volume above and beyond the water quality volume is not required. (WEBB-E, p. 24.) The excess volume will be conveyed through the proposed 170 foot long 30-inch diameter storm drain into the existing Lateral D-3A storm drain. Pursuant to PVCCSP EIR mitigation measure **PVCCSP MM Haz 5**, all retention and water quality basins shall be designed to drawdown within 48 hours of a rainfall event. The Preliminary WQMP has been approved by the City Public Works Department. Prior to issuance of a grading or building permit, a Final WQMP will be required for the Project.

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

The proposed Project incorporates site design, source control and treatment control BMPs to address storm water runoff. Runoff will be pumped from the underground storage chambers into the Contech Filterra unit which will provide water quality treatment before it leaves the site. Thus, through BMPs combined with compliance with existing regulations the proposed Project will not violate water quality standards, waste discharge requirements, or otherwise degrade surface or ground water quality. Therefore, impacts are less than significant.

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

As described in the Preliminary WQMP, infiltration tests were conducted and the results indicate that onsite soils have very poor rates of infiltration. (WEBB-E, pp. 9-10.) Therefore, the Project

site would not be expected to contribute significantly to the underlying groundwater basin. While the proposed Project will increase the amount of impervious surfaces, the impervious area was minimized given the proposed site usage and required materials. Pursuant to the Perris Municipal Code, the minimum landscaping pervious cover of twelve percent was achieved. Due to the proposed Project's small size in relationship to the total size of the groundwater basin and implementation of BMPs as described in *Threshold 10a* above, there will not be a substantial effect upon sustainable groundwater management of the basin. Further, the Project site is a part of the PVCCSP, for which the EMWD prepared a Water Supply Assessment (WSA) pursuant to SB 610. The WSA determined that the EMWD has sufficient water supplies to meet the future demand from buildout of the PVCCSP. As such, the Project site's land use type has been accounted for in the water supply and water demand projections in the EMWD's Urban Water Management Plan (UWMP) (see further discussion in Section 5.19 Utilities and Service Systems). Therefore, the Project will not substantially decrease groundwater supplies, and impacts will be less than significant.

- 10c(i). Less than significant impact.** According to the Project's Preliminary WQMP and the Drainage Study, there are no streams or rivers currently mapped at the Project site, and the Project site is not impacted by any off-site flows. (WEBB-D, p. 6, and WEBB-E, p. 1-1.) Further, the Project site is relatively flat and currently slopes at approximately 0.30 percent to the southeast corner. (WEBB-D, p. 1-1.) The existing drainage pattern for the site and the general area is characterized by sheet flow that currently flows to Harley Knox Boulevard. Development of the proposed Project will use subsurface storm drains to discharge into underground storage chambers located at the eastern parking area. The chambers will pump into the Contech Filterra Unit and discharge into a proposed 30-inch diameter storm drain that will connect to an existing 48-inch diameter storm drain in Harley Knox Boulevard through Lateral 3D-A. From Lateral 3D-A, discharge will be conveyed via Lateral 3D and Line D and ultimately discharge into the PVSDC regional flood control facility. (WEBB-D, p. 1-1.)

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

- 10c (ii). Less than significant impact.** On-site flows generated by the proposed Project will be collected and conveyed using a combination of surface flows, gutters, inlets, and subsurface storm drains to convey flows to the proposed on-site underground storage chambers and pumped to the Contech Filterra Unit. The total discharge from the Contech Filterra Unit will ultimately flow to the PVSDC. The SARWQCB as deemed this area exempt from HCOC; therefore, additional holding capacity in the underground storage chambers is not required. (WEBB-E, p. 24.) The proposed Project's drainage improvements will adequately convey flows to the underground storage chambers and provide flood protection for the 100-year storm event. (WEBB-D, p. 2-2.) In addition, the proposed Contech Filterra Unit will adequately treat on-site flows for nutrients, toxic organic compounds, and sediments. (WEBB-E, pp. 10, 20.) Further, both Harley Knox Boulevard and Redlands Avenue are already constructed to their ultimate curb-to-curb width and safely conveys road runoff. Therefore, the proposed Project will not impact flooding conditions to upstream or downstream properties. Thus, the proposed Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or

amount of surface runoff in a manner which would result in onsite or offsite flooding. Impacts will be less than significant.

- 10c (iii). Less than significant impact.** As described in *Threshold 10c(i)* above, on-site flows generated by the proposed Project will be collected and conveyed using a combination of surface flows, gutters, inlets, and subsurface storm drains to convey flows to the proposed on-site underground storage chambers located at the eastern parking lot. From the underground storage chambers on-site runoff will be pumped into the Contech Filterra unit for water quality treatment and drain into the Project's proposed 30-inch diameter storm drain to an existing 48-inch diameter storm drain and will ultimately discharge directly to the PVSDC. The PVSDC is an earthen flood control channel and an MDP facility designed to accommodate flows from the Perris Valley watershed in a 100-year storm event after development of the watershed, including development within the PVCCSP.

The proposed Project's on-site subsurface storm drain systems will adequately convey flows to the underground storage chambers and provide flood protection for the 100-year storm event. The Project's runoff will convey from on-site Contech Filterra Unit, proposed 30-inch storm drain into the Lat D-3A and ultimately draining into the PVSDC which drains into the San Jacinto River before finally reaching Canyon Lake and Lake Elsinore. Therefore, the proposed Project will not impact flooding conditions to upstream or downstream properties. As such, impacts related to the Project's runoff will be less than significant.

- 10c (iv). Less than significant impact.** As shown on Federal Emergency Management Agency (FEMA) Panel No.06065C1430H, the proposed Project site is located within Zone X, which has a 0.2 percent annual chance of flood. According to the *Preliminary Drainage Study*, the proposed Project's drainage improvements will adequately convey flows to the underground storage chambers and provide flood protection for the 100-year storm event. (WEBB-D, p. 3-1.) Thus, the proposed Project will not impede or redirect flood flows and impacts are less than significant.

- 10d. Less than significant impact.** According to the Perris GP Safety Element Exhibit S-15, the proposed Project site is within the Dam Inundation Area for the Lake Perris Dam. Projected water flows from failure of the Perris Dam are based on a scenario in which a full reservoir completely empties and does not account for run-off from other sources (GPEIR, p. 26). The California Department of Water Resources (DWR) identified potential seismic safety risks in a section of the foundation of the Perris Dam. In April 2018, DWR completed a major retrofit to Perris Dam in Riverside County as part of a statewide effort to reduce seismic risks to dams. Upgrades to the 130-foot tall, earthen dam included strengthening roughly 800,000 cubic yards of foundation material by mixing cement with soil and reinforcing it with a 1.4 million-cubic-yard earthen stability berm placed on the downstream side of the dam. The dam upgrades were designed to withstand a magnitude 7.5 earthquake. (DWR.) For these reasons, impacts related to the release of pollutants due to inundation are considered less than significant.

- 10e. Less than significant impact.** Substantial regulation currently exists that addresses stormwater runoff and keeping non-stormwater pollutants out of receiving waters, including the statewide construction general permit (CGP) (i.e. SWPPP) and the Municipal Separate Storm Water Sewer System (MS4) Permit (i.e. WQMP). The Project will be conditioned to comply with these regulations as described in *Threshold 10a* above. Through compliance with said regulations, the Project will be consistent with the SARWQCB Water Quality Control Plan (Basin Plan). Because the Project is a planned component of an approved Specific Plan, underlain by soils with poor

infiltration, and it will be accounted for in the forthcoming GSP, the Project will not conflict with or obstruct a sustainable groundwater management plan. Thus, impacts with regard to conflicting or obstructing a water quality control plan, or sustainable groundwater management plan will be less than significant.

5.11. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<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 applicable 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"/>

References: ALUC, GP, PVCCSP

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

11a. No impact. The proposed Project site is undeveloped and is bordered by vacant land to the south and west, industrial warehouse and public facilities to the north and east, and nonconforming residential uses to the west. The planned land uses in the vicinity of the proposed Project site have PVCCSP land use designations of Light Industrial. Rather than dividing a community, the PVCCSP intends to bring the area together as a unified neighborhood for higher quality business development including industrial, commercial, and office uses. (PVCCSP, pp. 1.0-1–1.0-2.) Therefore, the proposed Project is consistent with the surrounding land uses and no impacts are anticipated with regard to the division of an established community.

11b. Less than significant impact. The proposed Project site is located within the City within the PVCCSP area. Thus, land use is guided by both the Perris GP and the PVCCSP. The proposed Project includes a warehouse/distribution facility, which is consistent with the PVCCSP Light Industrial (LI) land use designation for the site. As evaluated in **Table I – General Plan Consistency**, (commencing on the following page) the proposed Project is also consistent with all applicable policies from the Perris GP that were adopted to avoid or mitigate environmental effects of new development projects.

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

Table I – General Plan Consistency

Policy No.	Policy	Statement of Consistency
Circulation Element		
<p><i>Policy I.B:</i></p>	<p><i>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.</i></p>	<p>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 along the Project site frontage on the north side of Harley Knox Boulevard and the west side of Redlands 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. Therefore, the Project is consistent with Perris GP Policy I.B.</p>
<p><i>Policy II.B:</i></p>	<p><i>Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.</i></p>	<p>The proposed Project will not significantly impact the existing transportation network, even considering existing plus ambient growth plus cumulative plus Project (2021) traffic conditions. (WEBB-F.) Additionally, the Project applicant will be responsible for constructing sidewalk improvements on Project’s frontage of Harley Knox Boulevard and Redlands Avenue. Further, installation of sidewalks and bike racks at the Project site will support development of alternative travel modes and the Project is consistent with Perris GP Policy II.B.</p>
<p><i>Policy III.A:</i></p>	<p><i>Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.</i></p>	<p>The proposed Project is consistent with the land use designation in the Perris GP and PVCCSP, and traffic associated with development of the site as a warehouse can be accommodated by the City’s planned transportation system. (WEBB-F.) 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. Therefore, the Project is consistent with the Perris GP Policy III.A.</p>
<p><i>Policy V.A:</i></p>	<p><i>Provide for safe movement of goods along the street and highway system.</i></p>	<p>The proposed Project has been designed to ensure that adequate sight distance is provided at each Project access point and that adequate signing and striping is provided. All Project trucks will be restricted to use City/PVCCSP designated truck routes to access I-215. Signage shall be posted on-site directing truck drivers to use existing designated truck routes on Redlands Avenue, to Harley Knox Boulevard</p>

Policy No.	Policy	Statement of Consistency
		to access I-215. The information on the signage will be coordinated with City Planning and the City’s Traffic Engineer during the plan check process. Because the Project is consistent with the on-site and surrounding land use and zoning designations, and implementation of the Project will not introduce incompatible uses to the Project Area, the proposed Project is consistent with Perris GP Policy V.A.
<i>Policy VII.A</i>	<i>Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.</i>	Implementation of the City’s Transportation System and consistency of this System with Federal, State, and local environmental quality standards and regulations is the responsibility of the City. The proposed warehouse/distribution facility is consistent with the land use designation of the proposed Project site in the Perris GP and PVCCSP. Since both Redlands Avenue and Harley Knox Boulevard are built out to their full curb-to-curb width, the Project is not proposing any roadway improvements. The Project includes sidewalk improvements along the Project site’s frontage on the west side of Redlands Avenue and north side of Harley Knox Boulevard. These sidewalks will be required to be constructed in accordance with City standards. As roadways in the Project vicinity have been planned to accommodate Project-generated traffic and comply with all applicable Federal, State, and local standards, the Project is consistent with Perris GP Policy VII.A.
Noise Element		
<i>Policy I.A</i>	<i>The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.</i>	Noise levels of up to 70 dBA CNEL are identified in the Perris GP as “normally acceptable” and of up to 80 dBA CNEL as “conditionally acceptable” for industrial land uses. The <i>Noise and Vibration Study, First Industrial Warehouse at Harley Knox Boulevard and Redlands Avenue</i> prepared for the proposed Project identified a buildout roadway noise level of up to 72.9 dBA CNEL along Redlands Avenue in proximity to the Project site. (ENTECH, p. 30.) The MARB/IPA LUCP identifies the Project site as being in an area within the 60 CNEL aircraft noise contour. Therefore, the Project is consistent with Perris GP Policy I.A.

Policy No.	Policy	Statement of Consistency
Policy V.A	<i>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</i>	The nearest sensitive receptor to the Project site is a nonconforming residential site approximately 325 feet west of the Project site. Because there are no sensitive land uses within 160 feet of the Project site; this policy is not applicable to the proposed Project. Nonetheless, the <i>Noise and Vibration Study, First Industrial Warehouse at Harley Knox Boulevard and Redlands Avenue</i> -evaluated noise impacts to six residences in proximity to the Project site. Project generated operational noise at the nearest sensitive receptor is not predicted to exceed 39 dBA CNEL (ENTECH, pp. 31–32), which is below the “normally acceptable” noise level of 60 dBA CNEL for residential uses. For these reasons, the Project is consistent with Perris GP Policy V.A.
Conservation Element		
Policy II.A:	<i>Comply with state and federal regulations to ensure protection and preservation of significant biological resources.</i>	The proposed Project is consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and will pay applicable fees pursuant to City Ordinance No. 1123 to offset incremental impacts to biological resources from Project construction and operation. Appropriate mitigation has been identified in the Initial Study prepared for the proposed Project to ensure compliance with the Federal Migratory Bird Treaty Act (MBTA) and relevant sections of the California Fish and Game Code; therefore, the Project is consistent with Perris GP Policy II.A.
Policy III.A:	<i>Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.</i>	The proposed Project site is located within the jurisdiction of the MSHCP Mead Valley Area Plan and appropriate mitigation has been identified in the Initial Study for the Project so that the Project is consistent with the MSHCP. Therefore, the proposed Project is also consistent with Perris GP Policy III.A.
Policy IV.A:	<i>Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.</i>	There are no historic properties identified within the Project area and appropriate mitigation has been identified in the Cultural Resources and Geology sections of this Initial Study for the Project to ensure that impacts to archaeological and paleontological resources will be less than significant; therefore, the Project is consistent with Perris GP Policy IV.A.

Policy No.	Policy	Statement of Consistency
Policy V.A:	<i>Coordinate land-planning efforts with local water purveyors.</i>	Land planning efforts are the responsibility of the City’s Planning Department, not the responsibility of the Project applicant. Nonetheless, the water provider for the Project site, the Eastern Municipal Water District (EMWD), issued a will-serve letter for the Project on September 16, 2020 indicating that the agency has sufficient supply to meet the water needs of the Project. Therefore, the Project is consistent with Perris GP Policy V.A.
Policy VI.A:	<i>Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).</i>	The Project developer is required to prepare a SWPPP pursuant to the statewide General Construction Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009 and effective as of July 2, 2010) issued by the State Water Resources Control Board (SWRCB) for construction projects that will reduce any potential construction-related water quality impacts to a less than significant level. Therefore, the Project is consistent with Perris GP Policy VI.A.
Policy VIII.A:	<i>Adopt and maintain development regulations that encourage water and resource conservation.</i>	Administration of development regulations is the responsibility of the City, not the individual Project applicant. Nonetheless, the proposed Project will incorporate a water conservation strategy to reduce water usage pursuant and to reduce energy usage relative to the 2019 Title 24 and CALGreen standards. Therefore, the Project is consistent with Perris GP Policy VIII.A.
Policy VIII.B:	<i>Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.</i>	Administration of development regulations is the responsibility of the City, not the individual Project applicant. Nonetheless, the Project will comply with applicable City and state policies intended to encourage waste reduction. This includes Perris Municipal Code Section 7.44.050, which requires that project construction divert a minimum of 50 percent of construction and demolition debris; Section 7.44.060, which requires the submittal of a waste management plan; and the 2019 CALGreen Code, which requires that 65 percent of construction waste is diverted. Therefore, the Project is consistent with Perris GP Policy VIII.B.

Policy No.	Policy	Statement of Consistency
Healthy Community Element		
HC 1.3	<i>Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space</i>	The proposed Project includes adequate lighting, including security lighting, and would be visible from the street. Additionally, the proposed Project would include all required emergency access points and would be reviewed by the Perris Fire Department to ensure all regulations of the California Fire Code are met. Therefore, the Project is consistent with Perris GP Policy HC 1.3.
HC 6.3.	<i>Promote measures that will be effective in reducing emissions during construction activities</i>	As discussed in Section 5.3, Air Quality, the proposed Project will implement all applicable PVCCSP EIR mitigation measures for construction-related emissions and comply with the existing SCAQMD rules and regulations aimed at reducing construction-related emissions of pollutants. The Project would not exceed any SCAQMD daily emissions thresholds. Therefore, the Project is consistent with Perris GP Policy HC 6.3.
Land Use Element		
Policy II.A:	<i>Require new development to pay its full, fair-share of infrastructure costs.</i>	The Project applicant will pay applicable development impact fees pursuant to City Ordinance No. 1182 to mitigate the cost of public facilities to support new development. Thus, the Project is consistent with Perris GP Policy II.A.
Policy III.A:	<i>Accommodate diversity in the local economy.</i>	The proposed Project is consistent with the LI land use designation for the site within the PVCCSP, which was adopted by the City to ensure quality, organized development within the PVCCSP planning area. Therefore, the proposed Project is consistent with Perris GP Policy III.A.
Policy V.A:	<i>Restrict development in areas at risk of damage due to disasters.</i>	The proposed Project site is not located within an area of significant risk due to human or natural disasters; therefore, although it would be the responsibility of the City to determine whether development restrictions should be in place, the Project is consistent with Perris GP Policy V.A.
Safety Element		

Policy No.	Policy	Statement of Consistency
<i>Policy I.B:</i>	<i>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.</i>	The proposed Project site is not within a high flood hazard area. The Project's on-site subsurface storm drain systems will adequately convey flows to the underground storage chambers located at the eastern parking area of the Project site and provide flood protection for the 100-year storm event. The proposed Project is consistent with Perris GP Policy I.B.
<i>Policy I.D:</i>	<i>Consult the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area development restrictions when considering development project applications.</i>	The proposed Project is consistent with the 2014 MARB/IPA LUCP; therefore, the Project is consistent with Perris GP Policy I.D.
<i>Policy I.E:</i>	<i>All development will be required to include adequate protection from damage due to seismic incidents</i>	The proposed Project will be designed and constructed in compliance with the applicable sections of the current edition of the California Building Code (CBC) and the <i>Preliminary Geotechnical Investigation</i> (or a subsequent geotechnical report), which provides criteria for the seismic design of buildings. Thus, the proposed Project is consistent with Perris GP Policy I.E.

5.12 MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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"/>

References: GPEIR, COR-GP

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

- 12a. **No impact.** The GPEIR notes that lands within City are either designated Mineral Resource Zone Two (MRZ-2) or Mineral Resource Zone Three (MRZ-3), as defined by the California Department of Conservation. (GPEIR, p.VI-28.) The County of Riverside General Plan Figure OS-6 (COR GP), identifies the proposed Project site within MRZ-3. Within MRZ-3, available geologic information suggests that mineral deposits exist, or are likely to exist; however, the significance of the deposit is unknown. (GPEIR, p. VI-28.) Due to the existing warehouses and other developments surrounding the majority of the Project site, it is unlikely that a mining operation could feasibly function if significant resources were discovered in the future. Therefore, because there are no known mineral resources within the Project site, no impacts are anticipated.
- 12b. **No impact.** No sites have been designated as locally-important mineral resource recovery sites on any local plan (GPEIR, p. VI-28). Therefore, no impact to the availability of a locally-important mineral resource recovery site will occur.

5.13 NOISE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

References: ENTECH

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

Airport Overlay Zone (from Chapter 12.0 of the PVCCSP)

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

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

EXPLANATION OF CHECKLIST ANSWERS

13a. Less than significant impact with mitigation. A *Noise and Vibration Study* was prepared by Entech Consulting dated October 2021 to evaluate the construction-related and operational noise impacts of the proposed Project (ENTECH). This study is included as Appendix K to the IS.

Construction Noise – Temporary

There are six sensitive receptors ranging in distance from 325 feet to 1,341 feet west of the Project site. These receptors may be affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the Project site, ground clearing, excavation, grading, and building activities. Construction noise is considered a short-term impact and would be considered significant if construction activities are undertaken outside the allowable times as described by the Perris Municipal Code Section 7.34.060 and/or

if they cause noise levels to exceed 80 A-Weighted Decibels (dBA) maximum (L_{max}) at residential zones. Although, surrounding land uses are not zoned residential, several non-conforming residential homes are located around the Project site. (ENTECH, p.34.) Construction is anticipated to only occur during the permissible hours according to the Perris Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise levels above existing within the Project vicinity. The construction noise levels of the Project site are anticipated to be between 61.4 dBA and 68.7 dBA L_{eq} at the nearest sensitive receptor, with the loudest activity associated with site grading. While the loudest construction activity is below the City's allowable noise level at residential properties, it is recommended to use noise best practices to minimize the noise impacts to the sensitive uses in proximity to the Project site. Therefore, with implementation of PVCCSP EIR mitigation measures **PVCCSP MM Noise 1** through **PVCCSP MM Noise 4**, further reductions from potential construction-related noise will be realized and impacts are less than significant for short term noise from construction activities.

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

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

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

PVCCSP MM Noise 4: Construction contractors 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.

Project-Generated Traffic Noise Impacts

In general, an increase in traffic noise of 3 dBA is barely perceptible to people, while a 5 dBA noise increase is readily noticeable. A potential noise impact would occur in locations where noise sensitive land uses exist adjacent to an identified roadway segment that Project traffic would increase noise levels 5 dBA CNEL or greater, or 3 dBA CNEL or greater when the resulting noise levels exceed 60 dBA CNEL. (PVCCSP EIR, p. 4.9-20.)

Implementation of the Project would generate 275 daily vehicle trips on nearby road segments, which may increase traffic noise. (ENTECH, p. 29.)

Traffic noise was modeled using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model FHWA-RD-77-108 to assess noise impacts at three roadway segments for the Existing without Project (E) and the Existing plus Project (E+P) scenarios. Noise levels were modeled at each segment in order to calculate Project generated increases in exterior noise levels. The results are presented in **Table J**.

Table J – Change in Existing Noise Levels as a Result of Project

Roadway ¹	Segment	CNEL at 50 Feet dBA ²			
		Existing Without Project (E)	Existing plus Project (E+P)	Change in Noise Level	Potential Significant impact
Harley Knox Boulevard	Redlands Avenue to Perris Boulevard	72.9	72.9	0.0	No
Redlands Avenue	Harley Knox Boulevard to Ramona Expressway	69.9	69.9	0.0	No
Perris Boulevard	Harley Knox Boulevard to Ramona Expressway	71.2	71.2	0.0	No

Source: Appendix K, Table 7-3

Notes:

¹ Exterior noise levels calculated at 5 feet above ground level.

² Noise Levels were calculated from the centerline of the subject roadway.

As shown above in **Table J**, the modeled traffic noise levels for the Existing (i.e., without Project traffic) scenario range from 69.9 dBA CNEL to 72.9 dBA CNEL, without accounting for noise attenuation features such as noise barriers or topography. **Table J** demonstrates noise levels for Existing plus Project scenario also ranges from 69.9 dBA CNEL to 72.9 dBA CNEL and that the addition of Project-generated traffic will not increase exterior noise levels. Because implementation of the proposed Project does not result in at least a 3 dBA CNEL increase, impacts are less than significant.

Operational Noise

Stationary-related noise impacts associated with rooftop HVAC equipment, onsite parking lot circulation, and the proposed 26-bay loading dock (including back-up alarms) were evaluated based on the maximum noise levels identified below in **Table L**.

Table K – Reference Noise Levels

Noise Source ¹	Source Type	Number of Units	Reference Noise Level (dBA) ²	Distance (ft)
Unloading/Loading	Area	N/A	75	10
Back Up Alarm	Point	26	100	3
Parking Lot Circulation	Area	127	-	-

Noise Source ¹	Source Type	Number of Units	Reference Noise Level (dBA) ²	Distance (ft)
Air Conditioning Units	Point	32	69	3

Source: Appendix K, Table 6-2

Notes:

¹ Reference noise levels were obtained from the Sound Plan library.

² Based on the throughput of 3 cars per hour

The reference noise levels for the operational noise sources provided in **Table K** were utilized to calculate the predicted operational source noise levels at receivers R-1 through R-6. The predicted operational noise levels for each operational source type were combined to obtain the total Project-only operational noise level at each re location. As shown below in **Table L – Project Only Operational Noise Levels (dBA L_{max})**, the combined project operational noise levels at receivers R1 through R6 range from 34 to 47 dBA L_{max}. Therefore, operational noise levels associated with the Project will satisfy the Perris Municipal Code exterior noise level standards of 80 dBA L_{max} daytime and 60 dBA L_{max} nighttime and the General Plan Standard of 60 CNEL. (ENTECH, p. 31.)

Table L – Project Only Operational Noise Levels (dBA Lmax)

Receiver Location	Distance	Combined Project Only Operational Noise Level (dBA L_{eq}) ³	Daytime Standard 80 dBA L_{max} Exceeded	Nighttime Standard 60 dBA L_{max} Exceeded
R1	610	41	No	No
R2	325	47		
R3	618	38		
R4	632	41		
R5	1,250	34		
R6	1,341	35		

Source: Appendix K, Table 8-1

- 13b. Less than significant impact.** Project-generated traffic and construction may result in ground vibration.

Construction Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The threshold at which there may be a risk of architectural damage to conventional sensitive structure is 0.20 inches/second. Primary sources of ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the FTA. Construction activities that would occur within the Project site include grading, building construction, paving, and painting. These activities have the potential to generate low levels of ground-borne vibration. As shown in **Table M – Construction Equipment Vibration Levels**, the vibration levels expected at the nearest sensitive receiver, R2, is expected to be 54VdB, which is below the PVCCSP vibration threshold of 80 VdB.

Table M – Construction Equipment Vibration Levels

Noise Receiver	Distance to Property Line ¹	Large Bulldozer Reference Vibration Level PPV_{ref} (VdB) at 25 feet ¹	Peak Vibration PPV (VdB) at 185 feet	Exceed Threshold? (Below 80VdB)
R2	325 feet	87 VdB	54 VdB	No

Source: Appendix K, Table 10-4

Notes:

1 Reference noise levels obtained from the FTA *Noise and Vibration Manual*, Table 7-4

Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference level of 87 VdB at a distance of 25 feet. At 325 feet, construction vibration levels are expected to approach 54 VdB. Using the construction vibration assessment annoyance criteria provided by the FTA for infrequent events, the construction at the proposed Project site will not result in a perceptible human response (annoyance). Impacts at the closest sensitive receptor are unlikely to be sustained during the entire construction period. Moreover, construction at the Project site will be restricted to daytime hours, thereby eliminating potential vibration impact during the sensitive nighttime hours. Further, the predicted construction noise level is below the PVCCSP vibration threshold of 80 VdB, impacts would be less than significant. Nonetheless, as discussed under *Threshold 13a*, the Project applicant is required implement PVCCSP EIR mitigation measures **PVCCSP MM Noise 1** through **PVCCSP MM Noise 4**, which would also deduce potential vibration levels at nearby receptors.

Operational Vibration

Project operations will increase auto and truck traffic within the Project area. Per the *Caltrans Transportation Noise and Vibration Manual* traffic, auto and heavy trucks traveling on roadways rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. Nonetheless, a qualitative analysis is provided to evaluate the likelihood of vibration impacts from the Project utilizing the empirical vibration curve developed by Caltrans.

Based on the Caltrans vibration curve (Appendix K, Figure 7), vibration attenuates rapidly with distance. Based on the distance from the roadway centerlines to Receivers R1 through R6, the maximum worst-case vibration levels expected at these locations are near 0.08 millimeters per second (mm/s) or 0.0032 inches/second or 70 VdB. Caltrans and the Federal Transportation Agency (FTA) provide a range of perceptible annoyance levels and this predicted vibration level falls well below the distinctly perceptible level of 0.08 PPV (inches/second), below the FTA damage criteria of 0.3 PPV (inches/second), and the human annoyance level of 80 VdB. Further this worst-case vibration level from truck traffic would not exceed the Caltrans threshold of 0.2 PPV (inches/second). It is expected that actual vibration levels within the Project area from truck traffic will be lower than this worst-case level when soil type and pavement conditions are considered. On this basis, the potential for the Project to result in exposure of persons to, or generation of, excessive ground-borne vibration would be less than significant. (ENTECH, p. 33.)

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

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

References: PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

14a. Less than significant impact. According to the US Census Bureau, the City’s population is 79,294 as of July 2019 (USCB). The Southern California Association of Governments (SCAG) estimates that the population of Perris is expected to increase to about 121,000 by the year 2045. (SCAG, p. 39.) The proposed Project does not involve construction of any new homes and will not contribute to a direct increase in the City’s population. The proposed Project may indirectly contribute to population growth within the City by creating jobs both during construction and operation. However, development of the Project would be consistent with the General Plan land use and zoning designations for the site, which are used by both local and regional agencies to determine anticipated growth. The employment growth that would occur from the Project is within the growth estimates analyzed by the PVCCSP EIR. Any new housing that is developed within the City of Perris is subject to environmental review and approval.

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

14b. No impact. The Project site is undeveloped vacant land. Therefore, the Project will not displace any existing housing and will not necessitate construction of replacement housing elsewhere. There are some existing residences west of the Project site. However, these properties have PVCCSP land use designations of Light Industrial; thus the residential uses are legal, non-conforming. Therefore, neither construction or operation of the proposed Project will displace

these existing homes or substantial numbers of people necessitating the construction of replacement housing elsewhere. There will be no impacts in this regard.

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

References: ORD 1182, PVCCSP IS

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

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

4.2.1 Crime Prevention Measures

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

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

Off-Site Design Standards and Guidelines (from Chapter 5.0 of the PVCCSP)**5.4 Off-Site Infrastructure Standards**

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

EXPLANATION OF CHECKLIST ANSWERS

- 15a. Less Than Significant Impact.** The North Perris Fire Station No. 90 is located at 333 Placentia Avenue, approximately 2.4 miles south of the proposed Project site. It is expected that this fire station would provide first response to the proposed Project.

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

City Ordinance No. 1182 establishes a developer impact fee (DIF) to mitigate the cost of public facilities needed to offset the impact of developing new facilities to support fire services (ORD 1182). The proposed Project will be required to comply with Ordinance No. 1182 in order to offset potential impacts to the local fire department.

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

- 15b. Less Than Significant Impact.** The City contracts with the Riverside County Sheriff to provide police services for the City. The Perris police station is located at 137 North Perris Boulevard, approximately 4.7 miles southwest of the proposed Project site.

Due to the small increase in onsite people that would occur from implementation of the Project, an incremental increase in demand for police protection would occur. However, the Project would include security lighting and other security measures. In addition, the increase in demand would be limited, and would not require provision of a new or physically altered police facility that could cause environmental impacts and impacts would be less than significant.

As stated in *Threshold 15a*, Ordinance No. 1182 establishes a developer impact fee to mitigate the cost of public facilities to serve new development. The Sheriff's Department receives a portion of these developer impact fees, which are collected and distributed in order to offset the impact of developing new facilities to support sheriff services. The proposed Project will be required to comply with Ordinance No. 1182 in order to offset potential impacts to the local police department. Thus, the proposed Project will not result in substantial adverse physical impacts related to police protection. Therefore, impacts are less than significant.

- 15c. Less Than Significant Impact.** The proposed Project is located within the boundaries of the Val Verde Unified School District (VVUSD). The proposed Project will not directly create a source of school-aged children, as the Project does not increase residential land use designations nor construct any housing. Therefore, it would not generate the need for new or physically altered school facilities and impacts would be less than significant. It may indirectly affect schools by providing a source of employment that may draw new residents into the area; however, appropriate developer impact fees, as required by state law, shall be assessed and paid to the school district. Since the proposed Project does not propose new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate development impact fees. Thus, the proposed Project will not result in substantial adverse physical impacts related to schools.
- 15d. Less Than Significant Impact.** The proposed Project will not directly require the construction or expansion of public recreational facilities as it does not include new residential uses. However, it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. The applicable Recreational Facilities DIFs shall be assessed and paid towards parks. With the payment of these fees, impacts to parks and other public recreational facilities are considered mitigated to a less than significant level. The Project includes onsite recreational amenities that are provided in accordance with the PVCCSP Industrial Development Standards and Guidelines for recreational amenities as part of the Project to serve the future employees. The physical impacts of building these amenities are addressed through the overall analysis of the site development and no unique or separate environmental impacts will occur as a result of building these facilities. Based on the above discussion, impacts are considered to be less than significant.
- 15e. Less Than Significant Impact.** The proposed Project would not directly increase the demand for library or other public services because it does not include new residential uses. The City contracts with the Riverside County Public Library System and provides library services at the Cesar E. Chavez Library located at 163 E. San Jacinto Boulevard, approximately three miles southwest of the proposed Project site. The proposed Project is subject to development impact fees that are used to construct new library facilities or expand existing library facilities subsequent to increased demand. Since the proposed Project does not include new housing, any impacts will be considered incremental and can be offset through the payment of the appropriate library mitigation fees. Therefore, impacts related to libraries are less than significant.

The nearest emergency medical service available to the proposed Project area is the Riverside County Regional Medical Facility located at 26520 Cactus Avenue in Moreno Valley, approximately four miles northeast of the Project site. Healthcare facilities are developed in response to perceived market demand by free enterprise. Therefore, the development of the proposed Project will not result in the construction of new or expanded medical facilities. The PVCCSP IS determined that any substantial adverse physical impacts associated with the provisions of new or physically altered medical facilities associated with development within the PVCCSP is considered to be less than significant. (PVCCSP IS, p. 17.) Therefore, impacts are considered less than significant.

5.16 RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would/does the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>

References: PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

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

8.2.1.4 Employee Break Areas and Amenities

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

EXPLANATION OF CHECKLIST ANSWERS

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

16b. Less than significant impact. See response to *Threshold 16a*, above. The proposed Project involves construction and operation of a warehouse building and does not include recreational facilities or require the construction of recreational facilities. The proposed Project has been designed to be in compliance with section 8.2.1.4 (Employee Break Areas and Amenities) of the PVCCSP and will provide the following employee amenities: bocce ball court, a trellised outdoor

break area with patio furniture, and interior break room for employee use. Incremental indirect impacts to park facilities will be offset via payment of applicable Recreational Facilities DIFs; therefore, impacts will be less than significant.

5.17 TRANSPORTATION	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

References: PVCCSP, PVCCSP EIR, RCTC, WEBB-F, WEBB-G

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

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

4.2.2.3 Pedestrian Access and On-Site Circulation

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

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

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

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

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

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

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

PVCCSP MM Trans 7 has been satisfied with the preparation and subsequent City approval of the *Focused Traffic Study for Proposed Warehouse Project on Harley Knox Boulevard in the City of Perris (DPR 20-00014)*, dated August 19, 2021. This document is available for review at the City of Perris Planning Division.

Study Area

The proposed Project is located along Harley Knox Boulevard and Redlands Avenue. The study area is located within the PVCCSP area.

EXPLANATION OF CHECKLIST ANSWERS

- 17a. Less than significant impact with mitigation.** In compliance with **PVCCSP MM Trans 7, a Focused Traffic Study** dated August 19, 2021 was prepared for the Project by Albert A. Webb Associates (WEBB), to evaluate the proposed Project's impacts on traffic. The proposed Project will participate in the phased construction of offsite traffic signals through payment of the Project's fair share of traffic signal mitigation fees which include TUMF, DIF, and NPRBBD as outlined in mitigation measure **PVCCSP MM Trans 3**. The fees shall be collected and utilized as needed by the City to construct the improvements necessary to maintain the required Level of Service (LOS) and build or improve roads to their build-out level.

The Riverside Transit Agency (RTA) operates Route 41 and Route 19 in the Project vicinity (RTA). Pursuant to **PVCCSP EIR MM Trans 4**, RTA was contacted to determine if future provision of bus routing in the Project area would require bus stops at the Project access points.¹² RTA staff indicated no bus stops are required along the Project site's frontage. The PVCCSP also includes pedestrian paths and sidewalks into roadway design, and bike trails into its *Standards and Design Guidelines* to accommodate non-motorized forms of transportation along roadways within the Specific Plan area and to encourage bus stops to be provided at large commercial and employment centers along existing and future bus routes. Compliance with these policies and implementation of **PVCCSP MM Trans 4** and **PVCCSP MM Trans 5** will ensure that the Project will not conflict with the City's adopted policies, plans, or programs supporting alternative modes of transportation.

For the reasons set forth in the preceding paragraphs, impacts related to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities are less than significant with mitigation.

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

On June 9, 2020, the City of Perris adopted its *Transportation Impact Analysis Guidelines for CEQA* (TIA Guidelines) to help ensure that land use development and transportation projects comply with the latest CEQA requirements regarding VMT. The Perris TIA Guidelines are based on the recommendations provided in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) and the Western Riverside Council of Governments (WRCOG) *Draft Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (updated March 2020). The TIA Guidelines provide standardized criteria and established thresholds of significance to be used for analyzing transportation impacts for CEQA. (TIA Guidelines, p. 1.)

¹² Email communication with RTA staff on October 20, 2021.

The first step in evaluating a land use project's VMT impact is to perform an initial screening assessment. (TIA Guidelines, p. 2.) According to the TIA Guidelines, a project is presumed to have a less than significant impact on VMT if the project satisfies at least one of the following VMT screening criteria:

- A. Is the project 100% affordable housing?
- B. Is the project within one-half mile of qualifying transit
- C. Is the project a local serving land use?
- D. Is the project in a low VMT area?
- E. Are the project's net daily trips less than 500 average daily trips (ADTs)? (TIA Guidelines pp. 2-6.)

WEBB prepared a VMT screening analysis for the proposed Project (included as Appendix L to this Initial Study) to ascertain if further VMT analysis is required. The results of the VMT screening analysis indicates that the proposed Project site is located in a low VMT-generating area (i.e., a low VMT-generating Traffic Analysis Zone (TAZ) generating less than 500 daily trips, the proposed Project is not unique in that the TAZ in which the Project site is located contains other warehouses and would not be misrepresented within the county traffic model (RivTAM). The TAZ contains other warehouse land uses and the Project is consistent with the PVCCSP. The results of the VMT analysis also concluded:

- The City average daily residential home-based VMT per capita is 15.05. The Project TAZ daily residential home-based VMT per capita is 13.39 which is 1.66 lower than the City average.
- The City average daily home-based work VMT per worker is 11.62. The Project TAZ daily home-based work VMT per worker is 11.26 which is 0.36 lower than the City average. (WEBB-G, p. 2.)

Thus, the proposed Project satisfies VMT screening criteria D (located in a low VMT area) and screening criteria E (generates less than 500 daily trips).

According to the TIA Guidelines, "If a project is located in a Traffic Analysis Zone (TAZ) with VMT per capita or VMT per employee that is less than or equal to the Citywide average, then the project is considered to be located in a low VMT area and can be presumed to have a less than significant impact on VMT." Therefore, impacts with regard to being in conflict with or inconsistent with CEQA Guidelines section 15064.3, subdivision (b) would be less than significant.

- 17c. Less than significant impact.** The Project does not include the construction of widening of any road facilities, other than the construction of sidewalks along the Project site's frontage on the north and west sides of Harley Knox Boulevard and Redlands Avenue, respectively. The proposed warehouse/distribution facility is consistent with the onsite and surrounding land use and zoning designations, and as such implementation of the Project will not introduce incompatible uses to the Project Area. The Project will be reviewed by City staff to ensure that adequate sight distance is provided at each driveway location. In addition, all Project-related truck trips will be restricted to using existing City truck routes (Harley Knox Boulevard). Thus,

implementation of the proposed Project will not substantially increase hazards due to a geometric design feature or incompatible uses and will be less than significant.

- 17d. Less than significant impact.** The proposed Project is required to comply with the City's development review process including review for compliance with all applicable fire code requirements for construction and access to the site. The Project will be reviewed by the County Fire Department to determine the specific fire requirements applicable to the Project and to ensure compliance with these requirements. This will ensure that the proposed Project would provide adequate emergency access to and from the site. Thus, implementation of the proposed Project will not result in inadequate emergency access. Impacts would be less than significant.

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

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines included in the PVCCSP related to tribal cultural resources. By preparing the report titled *A Phase I Cultural Resources Survey for the First Industrial Harley Knox Project, Perris California*, dated Feb 3, 2020, the Project has complied with PVCCSP EIR mitigation measure PVCCSP **MM Cultural 1**, the applicable PVCCSP EIR mitigation measure that is also applicable to tribal cultural resources. A full citation of each applicable PVCCSP EIR mitigation measure can be found in *Threshold 5b* of this Initial Study.

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

EXPLANATION OF CHECKLIST ANSWERS

18a(i). Less than significant impact with mitigation. As discussed in *Threshold 5b* above, there are no items listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources at the Project site. Further, the site is currently vacant.

Nonetheless, in the event that previously undiscovered historical resources are encountered at the Project site during ground disturbing activities, implementation of mitigation measures **MM CR-1** and **MM CR-2** as described in *Threshold 5b* and *Threshold 5c* above, ensures that potential impacts to tribal cultural resources would be less than significant.

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

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

The City, as lead agency, is required to coordinate with Native American tribes through the Assembly Bill 52 Tribal Consultation process. On May 11, 2021 the City provided notification to the following seven tribes in accordance with AB52: the Agua Caliente Band of Cahuilla Indians, Desert Cahuilla Indians, Luiseño Indians, Morongo Band of Mission Indians, Pechanga Band of Mission Indians, Rincon Band of Mission Indians, and Soboba Band of Luiseño Indians. As of September 14, 2021 none of the notified tribes commented on the Project or requested consultation. Since the City did not receive a response from any of the seven tribes within 30 days following notification, the City has concluded consultation. Although no tribal cultural resources have been identified on or near the Project site, implementation of mitigation measures **MM CR-1** and **MM CR-2** as described in *Threshold 5b* and *Threshold 5c* above, ensures that potential impacts to tribal cultural resources would be less than significant.

5.19 UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<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 inadequate 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"/>

References: CAL-C, CAL-D, EMWD UWMP, EMWD-WS, EPA, MWD, PVCCSP EIR, PVWRF

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

19a. Less than significant impact. The existing power poles and overhead lines that are within the interior of the Project site and along the Project's sites frontage on Redlands Avenue will be removed or undergrounded. Existing electrical power, sewer, water and storm drains are available in Redlands Avenue to serve the Project site.

The existing Perris Valley MDP storm drain Line D located in Markham Street will ultimately convey discharge from the Project site as discussed in *Threshold 10a* to the PVSDC located 0.51-mile to the east. The drainage facilities constructed as part of the Project are also discussed in *Threshold 10a*. (See **Figure 7A – Proposed Site Plan.**) The proposed Contech

Filtterra Unit will provide adequate water quality treatment for onsite runoff and the Project will not impact flooding conditions to upstream or downstream properties.

The Project will connect to the existing 12-inch diameter water and 18-inch diameter sewer lines that are located in Redlands Avenue. Since these utility connections will be constructed within existing roadways (Redlands Avenue) or on the Project site, any resulting impacts from said utility construction have been addressed in this Initial Study.

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

- 19b. Less than significant impact.** The Project site is located within the service area of the Eastern Municipal Water District (EMWD). The EMWD provided a will-serve letter on September 16, 2021 indicating an ability to provide potable water and sewer service to the Project (EMWD-WS). The Will Serve letter is included as Appendix M to this Initial Study. The Project will connect to the existing 12-inch diameter water pipeline that is located in Redlands Avenue.

In compliance with Sections 10910–10915 of the *California Water Code* (commonly referred to as “Senate Bill (SB) 610” according to the enacting legislation), a WSA was prepared for the PVCCSP to assess the impact of development allowed by the Specific Plan on EMWD’s existing and projected water supplies. The EMWD approved this WSA in July 2011 and determined that existing and planned EMWD water supplies are sufficient to meet Project-related demands. Recently, EMWD adopted its updated 2020 UWMP, which contains more accurate projections for water supply and ability to serve the proposed Project area.

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

The EMWD adopted its 2020 UWMP, which details the reliability of EMWD’s current and future water supply. The EMWD has four sources of water supply: imported water from Metropolitan Water District (Metropolitan), local groundwater, desalinated groundwater, and recycled water. (EMWD UWMP, p. 3-3.) The EMWD has several planned projects that will increase regional supply reliability by increasing local supplies and decreasing demands for imported water from the MWD including increasing local groundwater banking through the Enhanced Recharge and Recovery Program (ERRP), expanding the desalter program with the Perris II Desalter, and full utilization of recycled water through implementation of an Integrated Resource Plan. (EMWD UWMP, p. 7-12.) Additionally, the EMWD aggressively promotes the efficient use of water through implementation of local ordinances, conservation programs and an innovative tiered pricing structure. (EMWD UWMP, p. 7-12.)

In 2020, approximately 50 percent of the EMWD’s total retail supply was imported from Metropolitan. (EMWD UWMP, p. 6-2.) Metropolitan also prepared a Regional UWMP and Integrated Water Resource Plan to detail their ability to provide water in times of shortage and address concerns regarding water supply reliability based on recent judicial decisions affecting the SWP and potential impacts due to climate change and drought. Based on the information provided in Metropolitan’s 2020 UWMP, Metropolitan has sufficient supply capabilities to meet

the expected demands of its member agencies from 2025 through 2045 under normal, historic single-dry and historic multiple-dry year conditions. (MWD, pp. ES-5–ES-6.)

The EMWD determined that it will be able to provide adequate water supply to meet the potable water demand for future development allowed by the PVCCSP as part of its existing and future demands. Therefore, it can be concluded that there are sufficient water supplies available to serve the proposed Project, which is consistent with the land use assumptions of the PVCCSP for industrial uses, from the EMWD's existing entitlements and resources as set forth in its 2020 UWMP and Metropolitan's 2020 UWMP. Therefore, because the proposed Project is consistent with the land use designation for the site that was assumed in the most recent UWMPs, and with payment of applicable fees, impacts to water supplies will be less than significant.

- 19c. Less Than Significant Impact.** Wastewater collection and treatment service will be provided by the EMWD. Wastewater from the Project would be treated at the Perris Valley Regional Water Reclamation Facility (PVRWRF). The EMWD provided a Will Serve letter, on September 16, 2020, indicating an ability to provide potable water and sewer service to the Project. (EMWD-WS.) The Project will connect to the existing 18-inch diameter sewer pipeline in Redlands Avenue.

Development associated with the PVCCSP, of which the Project is consistent and a part, will result in an increase in the amount of wastewater generated within the EMWD service area. At build-out the PVCCSP is anticipated to generate approximately 5,316,295 gallons (5.3 mgd) of wastewater per day to be treated at the Perris Valley Regional Water Reclamation Facility (PVRWRF). (PVCCSP EIR, p. 4.11-27.)

As of 2021, the PVRWRF accepts approximately 15.5 million gallons per day (mgd) but has a current treatment capacity of 22 mgd. (PVRWRF 2021.) Thus, the total demand from the PVCCSP represents approximately 59 percent of the current PVRWRF capacity. A portion of the current wastewater treated at the PVRWRF consists of diversions from elsewhere in the EMWD's service area. Therefore, because the EMWD's wastewater diversions are operational decisions and because there is sufficient capacity in the EMWD's other wastewater treatment facilities to accommodate additional wastewater flows, overall the EMWD has sufficient capacity to treat the wastewater generated by developments within the PVCCSP area.

Based on the wastewater generation factor of 1,700 gallons per day per acre (gpd/acre) for both General Industrial and Light Industrial PVCCSP land use designations applied in the PVCCSP EIR, the Project's proposed development of a warehouse/distribution facility on approximately 7.92⁺ net acres¹³ of the ~~8.1~~ ~~9.34~~ gross acre Project site would generate approximately 13,770 ~~15,878~~ gpd (0.014 ~~0.016~~ mgd) of wastewater that would be treated at the PVRWRF. As such, the proposed Project's wastewater generation represents less than one percent of the PVCCSP's total estimated wastewater generation (5.3 mgd).

Since the proposed Project consists of construction and operation of a warehouse/distribution facility, it is consistent with the land use designation in the PVCCSP and the wastewater generation analysis assumptions used for the PVCCSP EIR and will not result in impacts greater than those analyzed in the PVCCSP EIR. Therefore, implementation of the proposed Project will

¹³ ~~Approximately 1.22 acres will be graveled for weed abatement in the City of Moreno Valley. Additionally, Approximately 0.18~~ 0.21 acres of Redlands Avenue will be dedicated as right of way.

have a less than significant impact on the EMWD's ability to treat wastewater and will not contribute significantly to require construction or operation of new or expanded wastewater facilities. Thus, impacts will be less than significant.

- 19d. Less Than Significant Impact.** Trash, recycling, and green waste services within the City are provided by CR&R Waste Services. In addition to normal trash collection, the County of Riverside also sponsors several hazardous waste collection events throughout the year. Waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road, approximately 6.1 miles south of the Project site. At this facility, recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste from the proposed Project would be transported to either: (1) the Badlands Landfill on Ironwood Avenue in Moreno Valley, which has a permitted daily capacity of 4,800 tons per day (tpd); or (2) the El Sobrante Landfill on Dawson Canyon Road in Corona, with a permitted daily capacity of 16,054 tpd. (CAL C; CAL D.)

Construction-Related Solid Waste

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

Based on the U.S. Environmental Protection Agency's (EPA's) construction waste generation factors for nonresidential projects are 4.34 pounds per square foot. The proposed building of 158,550 SF will generate approximately 344 tons of construction-related solid waste¹⁴ (EPA, pp. 10, 14.). This represents approximately 0.3 percent of the total estimated construction-related waste to be generated by development of allowed PVCCSP uses, which was determined to be able to be accommodated by the landfills serving the City. Therefore, the disposal of construction-related solid waste associated with the proposed Project would not exceed the permitted capacity of the Badlands or El Sobrante landfills and there would be a less than significant impact.

Operational Solid Waste

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

Based on the California Department of Resources, Recycling and Recovery (CalRecycle) operational solid waste disposal factor of 0.0108 ton per square foot per year for the Light Industrial PVCCSP land use designation applied in the PVCCSP EIR, the Project's 158,550 SF of proposed industrial warehouse/manufacturing uses would generate approximately 1,712.34 tons per year of solid waste requiring landfill disposal. This represents approximately 0.3 percent of the estimated annual operational solid waste stream for development of allowed PVCCSP uses,

¹⁴ Proposed warehouse building 158,550 square feet [158,550 x 4.34 = 688,107 lbs or 344 tons]

which was determined to be accommodated by the landfills serving the City. Therefore, consistent with the findings of the PVCCSP EIR, the disposal of operational solid waste associated with the proposed Project would not exceed the permitted capacity of the Badlands or El Sobrante Landfills and there would be a less than significant impact.

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

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

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

5.20 WILDFIRE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
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 or 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"/>

References: CAL-B, GP, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

General Plan Safety Element

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

Weed Abatement (Section 7.08.045.)

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

EXPLANATION OF CHECKLIST ANSWERS

20a-d. No impact. The proposed Project site is not located in or near any of the Fire Hazard Severity Zones (Moderate, High, Very High) within the State Responsibility Area (SRA) (CAL-B). Also, as shown in the GP Exhibit S-16 Wildfire Constraint Areas, the Project site is not located within the City's designated Wildlife Constraint area (GP; Safety Element, p 32). Therefore, no impacts associated with wildfire would occur. No mitigation is required.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Does the project:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<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 would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

References: PVCCSP EIR

EXPLANATION OF CHECKLIST ANSWERS

21a. Less than significant impact with mitigation. As discussed in *Thresholds 5.4a through 5.4f* the proposed Project area does not contain sensitive biological resources that could potentially be affected by the proposed Project. All potentially significant impacts to biological resources would be avoided or reduced to a less than significant impact with the implementation of mitigation measures **PVCCSP MM Bio 1** and **PVSSCP MM Bio 2** set forth in Section 5.4 Biological Resources of this IS.

As discussed in *Threshold 5.5a* there are no known historic resources at the Project site. As discussed in *Threshold 5.5b* none of the eleven previously recorded cultural resources are located within a one-mile radius of the Project site. Further, the Project site has been previously disturbed, and it is highly unlikely that any cultural resources exist. However, in order to provide protection in the unlikely event that cultural resources are unearthed during Project construction, implementation of mitigation measures **MM CR 1** and **MM CR 2** set forth in Section 5.5 Cultural Resources shall be implemented to reduce potential impacts to less than significant.

Thus, the proposed Project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts are less than significant with mitigation incorporated.

21b. Less than significant impact. The proposed Project is being developed according to the PVCCSP and is an allowed use under the site's Light Industrial land use designation in the PVCCSP; however, the PVCCSP may result in several cumulatively considerable impacts. Analysis contained in the PVCCSP EIR determined that construction associated within the PVCCSP may have cumulatively significant impacts in the following areas: (PVCCSP EIR, p. 5.0-13.)

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

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

21c. Less than significant impact with mitigation. Effects on human beings were evaluated as part of this analysis of this IS under the aesthetics, air quality, cultural resources as it relates to human remains, geology and soils, GHG, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and services systems thresholds. Based on the analysis and conclusions in this IS, impacts for these topics were considered to have no impact, less than significant impact, or less than significant impact with mitigation incorporated. Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are considered less than significant with mitigation incorporated.

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