INITIAL STUDY and
DRAFT MITIGATED NEGATIVE DECLARATION
Phelan Warehouse at W Nance/N Webster
Development Plan Review No. 20-00017

Lead Agency:

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

Prepared by:

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Avalon, CA 90704

December 2021

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LIST OF ACRONYMNS

Acronym	Definition
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
ADA	Americans with Disabilities Act
AFY	Acre Feet Per Year
AQMP	Air Quality Management Plan
APE	Area of Potential Effect
APN	Assessor Parcel Number
APZ	Accident Potential Zone
BMPs	Best Management Practices
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Perris
CMP	Congestion Management Program
CNPS	California Native Plant Society
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CRHR	California Register of Historic Places
dBA	A-Weighted Decibels
DIF	Development Impact Fees
DPM	Diesel Particulate Matter
EPA	Environmental Protection Agency
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
GSP	Groundwater Sustainability Plan
gpd/acre	Gallons per Day per Acre
HAER	Historic American Engineering Record
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HCP	Habitat Conservation Plan
ITE	Institute of Transportation Engineers
LID	Low Impact Design
LOS	Level of Service
LST	Localized Significance Threshold
MARB/IPA	March Air Reserve Base/Inland Port Airport
MARB/IPA ALUCP	March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
mgd	Millions of Gallons per Day
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Water Sewer System
MSHCP	Western Riverside Multiple Species Habitat Conservation Plan
MTCO2e	Metric Tons Carbon Dioxide Equivalent
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission

NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NO2	Nitrogen Dioxide
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NPRBBD	North Perris Road and Bridge Benefit District
PCE	Passenger Car-Equivalent
PM-2.5	Particulate Matter Less Than 2.5 Microns in Diameter
PM-10	Particulate Matter Less Than 10 Microns in Diameter
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
PVCCSP	Perris Valley Commerce Center Specific Plan
RWQCB	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SGMA	the Sustainability Groundwater Management Act
SF	Square Feet
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SLF	Sacred Lands File
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIA	Traffic Impact Analysis
TUMF	Transportation Uniform Mitigation Fee

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1 INTRODUCTION

1.1 PURPOSE AND SCOPE

The California Environmental Quality Act ("CEQA"), codified in the Public Resources Code (PRC), Section 21000 et seq., and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), Title 14, Section 15000 et seq. of the California Code of Regulations (CCR), were established to require public agencies to consider and disclose the environmental implications of their actions (projects) and identify possible ways to avoid or minimize significant environmental effects of a project by requiring implementation of mitigation measures or recommending feasible alternatives. CEQA applies to all California governmental agencies at all levels, including local, regional, and State, as well as boards, commissions, and special districts.

The City of Perris is considering approval of proposed **Development Plan Review No. 20-00017: Phelan Warehouse at W Nance/N Webster** (proposed Project)**.** The proposal is to develop an approximately 5-acre site located at the southeast corner of W Nance Street and N Webster Avenue with a new 109,229-square-foot concrete tilt-up non-refrigerated warehouse with an office and four bays and related site landscaping, drainage and parking. The warehouse is designed with two, grade-level docks and 15 high-door docks and will house one tenant, which has not yet been designated at this time.

As provided by PRC Section 21067, the City of Perris ("City"), is the Lead Agency for the approval of the Project and is responsible for preparing environmental documentation in accordance with CEQA as amended to determine if approval of the discretionary actions requested and subsequent implementation of the proposed Project could have a significant impact on the environment.

1.1.1 Initial Study Analysis

As defined by Section 10563 of the State CEQA Guidelines, an Initial Study (IS) is prepared primarily to provide the Lead Agency with information to use as the basis for determining whether a Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR), would be appropriate for providing the necessary environmental documentation and clearance for the proposed Project.

The Initial Study is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines, as amended, and includes a series of questions about the project for each of the listed environmental topics. The Form evaluates whether or not there would be significant environmental effects associated with the development of the project and provides mitigation measures, when required, to reduce impacts to a less than significant level. The form requires an analysis in the following subject categories:

- 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

An explanation for each answer to the Form is provided in Section 4 of this Initial Study.

1.1.2 Initial Study Summary of Findings

Based on the analysis in Section 4, there were no environmental factors that could potentially affect ("Potentially Significant") the environment. Therefore, the determination, based on the Initial Study, is that a **Mitigated Negative Declaration** would be prepared.

1.2 CONTACT PERSON

Any questions about the preparation of the Initial Study, its assumptions, or its conclusions should be referred to the following:

City of Perris
Department of Community Development, Planning Division
Attn: Alfredo Garcia
135 N. D Street
Perris, CA 92570
Phone: (951) 943-5003
Email: algarcia@cityofperris.org

City of Perris
Initial Study and Environmental Evaluation

1. Project Title: Phelan Warehouse at W Nance/N Webster (DPR 20-00017)

2. Lead Agency Name: City of Perris
Address Planning Division
135 N. "D" Street
Perris, California 92570

3. Contact Person: Alfredo Garcia
algarcia@cityofperris.org
(951) 943-5003

5. Project Location: Southeast corner of W Nance Street and N Webster Avenue
Gross Acres: 4.99 acres (plus 0.11 acre of Webster Ave dedication)
Site Address: None assigned.
Topographic Quad (USGS 7.5"): *Perris*
Topographic Quad Coordinates: T4 South, R3 West, Section 6
Latitude: 33 51.2782, Longitude: -117 14.5867
APN: 3020-300-10

4. Project Sponsor's Name: Phelan Development
Address 450 Newport Center Drive, Suite 405
Newport Beach, CA 92660

6. General Plan Designation: Perris Valley Commerce Center Specific Plan – General Industrial

7. Zoning Designation: Perris Valley Commerce Center Specific Plan – General Industrial

8. Description of Project:

Construction of one 109,229 SF non-refrigerated warehouse with four bays, two grade level docks and 15 high docks. The warehouse is designed to house one tenant, which has not been identified at this time, and includes one 5,000 SF area of office space.

9. Surrounding Land Uses:

Surrounding land uses are identified in Table 1.2-1 The Project site is currently vacant.

Table 1.2-1: Surrounding Land Use

Direction	Land Use Description
North	W Nance Street, parking lot and industrial building.
East	Parking lot and industrial building
South	Vacant land
West	N Webster Ave, non-conforming residential, industrial/vehicle storage

10. Other Public Agencies Whose Approval is Required:

The following discretional approvals are required for the Project:

Federal Agencies:

- There are no federal agencies in which discretionary approvals are required.

State Agencies:

- There are no State agencies in which discretionary approvals are required.

Local Agencies:

- City of Perris:
    - Adopt CEQA compliance documents;
    - Approve Development Plan Review (DPR# 20-00017) to allow the development of the approximately 4.99-acre site that has a 0.11 acre of Webster Ave dedication with an approximately 109,229 square foot warehouse.
- Santa Ana Regional Water Quality Control Board:
    - Approval of a National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.
- Eastern Municipal Water District:
    - Approval of water and sewer improvement plans.

11. California Native American Consultation:

On February 23, 2021, the City of Perris notified the following tribal entity representatives of the Project and that the 30-day timeframe in which to request consultation would end March 25, 2021, in accordance with AB52. The following summarizes the results of the AB52 consultation.

- Mr. Joseph Ontiveros, Director of Cultural Resources, Soboba Band of Luiseño Indians. Result: no response received. Consultation concluded.
- Ebru Ozdil, Planning Specialist, Pechanga Band of Luiseño Indians. Result: request for consultation received March 19, 2021. The City attempted to schedule consultation meetings, but no response received. Consultation concluded.
- Destiny Colocho, manager, Rincon Band of Mission Indians. Result: no response received. Consultation concluded.
- Patricia Garcia, Director of THPO, Agua Caliente Band of Cahuilla Indians. Result: no response received. Consultation concluded.

The City has developed standard mitigation measures to ensure resources to tribal cultural resources are minimized. These have been incorporated, as appropriate, into the Initial Study.

2 PROJECT DESCRIPTION

2.1 BACKGROUND

In 2012, the City of Perris adopted the Perris Valley Commerce Center Specific Plan (PVCCSP). The PVCCSP planning area encompasses more than 5 square miles and over 3,500 acres in the northwestern portion of the City and is located near the March Air Reserve Base/Inland Port Airport (MARB/IPA). The PVCCSP is designed to promote compatibility of existing residential land uses and their neighboring industrial, commercial, and office uses through land use designations within the plan area. Since the PVCCSP was adopted there have been nine amendments, with the last amendment approved in August 2018.

The environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086), which was certified by the City of Perris in January 2012. The PVCCSP EIR 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 based on, or "tiered" from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference.

The PVCCSP EIR analyzes the direct and indirect 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 Overriding 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. The PVCCSP MMRP is provided in Appendix J to this Initial Study. Mitigation measures applicable to this Project are incorporated in this Initial Study to ensure compliance with the PVCCSP MMRP.

Applicant Phelan Development proposes to construct one 109,229 SF non-refrigerated warehouse that includes space for one, 5,000 SF ancillary office (Project) to be located at the southeast corner of W Nance Street and N Webster Ave within the PVCCSP area (Figures 2.4-1 through 2.4-9). The warehouse/office building is designed with two, grade level and 15 dock high, doors and is designed to house one tenant, which has not been identified at this time.

2.2 PROJECT SITE SETTING

The Project site is located on the southeast corner of W Nance Street and N Webster Ave and is bounded by W Nance Street on the north, vacant land on the south, N Webster Ave on the west, and industrial development on the east (Figure 2.4-2). The immediate Project vicinity is a mix of industrial development, vacant land with a pocket of residential located along N Webster Ave, across from the southern portion of the Project property boundary.

The proposed Project site is within the *Perris* U.S. Geological Survey (USGS) 7.5-minute topographical map in Section 6, Township 4 South, Range 3 West (Figure 2.4-2 and Figure 2.4-3).

The property is identified as Assessor Parcel Number (APN) 302-030-010, Parcel 1 of Parcel Map 23930, shown on Parcel Map Book 179/70-71, which is approximately 5 acres (or 4.999952), which includes a dedication to the City of 25 feet of right-of-way along N. Webster Ave for a total half-width of 55 feet. In the City's initial comments on this Project, the City indicated it wanted to reduce the dedication along N. Webster Ave from the required 55 feet to a 47-foot half-width. Therefore, the City's request necessitated an increase in the overall parcel size from 5 acres to approximately 5.11 acres, which is identified on the site plan (Figure 2.4-5).

Site Zoning

The Project site and Project vicinity are located within the General Industrial (GI) zoning of the PVCCSP (Figure 2.4-4). This zone provides for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. This zone correlates with the "General Industrial" General Plan Land Use designation (City of Perris, February 20, 2019). The pocket of residential located along N Webster Ave, across from the southern portion of the Project property boundary is considered a non-conforming land use.

2.3 PROJECT CHARACTERISTICS - CONSTUCTION

The Project components include the following (refer to Figures 2.4-5 through 2.4-9):

Site Plan: The Project is to construct one 109,229 SF non-refrigerated warehouse with four bays, two, grade level docks and 15 high docks. The warehouse is designed to house one tenant, which has not been identified at this time, and includes one 5,000 SF area of office space.

The site is designed with building setbacks as required by City code. The height of the buildings will be approximately 3-foot clear, with an exterior height not to exceed 35 feet, which is consistent with Federal Aviation Administration/March Air Reserve Base limitations and is consistent with the building elevations of the adjacent and surrounding area (Figure 2.4-7).

The color scheme of the warehouse is a variety of neutral earth tones with accents which are consistent with the color scheme of the adjacent warehouse so that the Project will blend with the surrounding areas.

Off-Site Improvements: Street improvements include curb, gutter and pavement to half-width on both W Nance Street and N Webster Ave.

Parking: The site contains a total of 44 parking spaces, which include four spaces that are American with Disabilities Act (ADA)-compliant stalls. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), the tenant may designate any of the parking spaces for low-emitting, fuel efficient, and carpool/vanpool vehicles. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, raceways will be provided in two of the standard parking spaces and one of the

handicapped/van accessible for future charging of electric vehicles. And pursuant to Section 5.106.4.1.2 of the CalGreen Code, one long-term bicycle parking space will be provided.

Landscaping and Hardscape: Landscaping is designed around the perimeter as well as within various parking areas. The facility will provide approximately 42,076 SF of landscaped area (approximately 18.9 percent of the net lot area), which exceeds the 12 percent (or 26,712 SF) minimum (refer to Figure 2.4-8). A new tube fence will be added adjacent to the southern property perimeter. The existing concrete wall screening and existing tube fence of the adjacent development on the eastern boundary will be protected in place, and the Project site will add pine trees along/adjacent to the existing fence and concrete wall. African sumac and multi-trunk flowering trees are planned for the W Nance Street frontage, while pine and coast live oak trees are planned for the N. Webster Ave frontage. Acacia trees are planned for the southern property boundary. Two African sumac trees will provide shade for the bocce court. Drought tolerant ground cover is identified around the building perimeter and along the property boundary perimeter.

Fenestration and Glazing: The PVCC Specific Plan Standards and Guidelines related to colors and materials (Section 4.2.3.5) encourage the use of low-reflectant facades and prohibit metal siding where visible from the public. Further, as identified in Section 12.1.3, Compatibility with MARB/IPA ALUCP of the PVCC Specific Plan, any use that would cause sunlight to be reflected towards an aircraft engaged in a climb following takeoff or descent towards a landing at an airport is prohibited. As identified in the building elevations provided in Figure 2.4-7, exterior surfaces of the proposed building would be finished with a combination of architectural coatings, trim, and/or other building materials (e.g., concrete). Windows would consist of low reflective glass. The Project plans to comply with the requirements in the PVCC Specific Plan related to building materials to ensure that glare does not create a nuisance to on- and off-site viewers of the Project site, or aircraft traveling to/from MARB/IPA.

Site Lighting: Site lighting will be low-level high-pressure sodium that will be pointed downward at the parking lot and/or along the edges of the building. Refer to Figure 2.4-9 for the Photometric Plan.

Stormwater Management: The Project applicant has prepared a Water Quality Management Plan (WQMP, Appendix F) that identifies stormwater management for the building operations/post construction. Overall, the existing drainage patterns were identified, and the design preserves the overall drainage pattern. As part of the Project, the on-site storm drain system will be constructed to collect and convey the storm water runoff in a northeasterly direction to proposed permanent structural best management practices (BMPs) for treatment purpose. Two (2) proprietary BMPs (i.e. – Modular Wetland Systems by BioClean) are proposed in the northeasterly area of the Project site to treat the on-site runoff prior to discharging the treated flow into the catch basin along W Nance Street. The biofiltration systems are designed to internally bypass flows in excess of the water quality design storm. The biofiltration system outflow pipes confluence onsite just before discharging from the project site via 18-inch diameter high-density polyethylene (HDPE) pipe, where the onsite drainage system will tie into the relocated 7-foot-wide Lateral E3-6 catch basin within the southern half-street of W Nance Street. Construction of the Project will also require the contractor to prepare a Stormwater Pollution Prevention Plan (SWPPP) as the site is more than 1 acre.

Utilities and Services: Public water and sewer are served by the Eastern Municipal Water District (EMWD), electrical service is readily available through Southern California Edison (SCE), and natural gas is available

through Sempra Energy. The applicant has received "will serve letters" from the EMWD and SCE (Appendix I).

Design Consistency with PVCCSP. The Project has been designed to be in compliance with the PVCCSP. Sections of the PVCCSP applicable to the Project include but are not limited to:

Chapter 4, Section 4.2 - On-Site Standards and Guidelines
4.2.1 General On-Site Project Development Standards and Guidelines
4.2.2 Site Layout for Commerce Zones
4.2.3 Architecture
4.2.4. Lighting
4.2.5 Signage Program
4.2.6 Walls/Fences

Chapter 6, Section 6.1 On-Site Landscape General Requirements
6.1.1 On-Site Landscape Screening
6.1.2 Landscape in Parking Lots
6.1.3 On-Site Plant Palette

Chapter 8, Section 8.2 Industrial Development Standards and Guidelines
8.2.1 Industrial Site Layout
8.2.2 Landscape

2.3.1 Construction Timing

Construction is anticipated to occur in one phase, beginning in winter 2022, lasting approximately nine months. Initial site improvements include grading and underground infrastructure followed by building construction, paving, and landscape activities. The grading quantities are anticipated to balance on site and little to no import or export of fill material is anticipated. Project construction will require the use of heavy equipment such as dozers, scrapers, paving machines, concrete trucks, and water trucks.

Construction activities include the following:

Site grading and underground utility construction – this is expected to last approximately one month. Site activities include placement of underground water, sewer and other utilities underground throughout the site to service the structures. Typical equipment includes excavators and trenchers.

Building Construction – construction of the one 109,299 SF non-refrigerated warehouse is expected to occur over seven months. The construction method is concrete tilt-up – concrete is formed on the ground, lifted into place and braced. Typical equipment includes welders, concrete trucks, and cranes for lifting. Should a crane be utilized, the Project contractor will comply with all local, State, and federal regulations, including but not limited to the FAA Section 77.13 for construction/alteration near airports. The type of equipment will be evaluated and all permits obtained as necessary prior to construction. All portions of the building will be complete including installation of rollup doors and painting.

Final Site Paving and Landscaping – this activity is anticipated to occur over one month. All parking areas will be paved, and landscaping placed per the design. All architectural and parking lot lighting will also be installed.

2.3.2 Best Management Practices During Construction

The following best management practices are incorporated into the Project construction specifications to identity how the Project would conform to Federal, State, and Local regulations:

- PVCCSP EIR Mitigation Monitoring and Reporting Program. The PVCCSP EIR identified mitigation measures that the Project is required to adhere to and incorporate where applicable. The PVCCSP MMRP is provided in Appendix J. Mitigation measures applicable to this Project are incorporated in this Initial Study to ensure compliance with the PVCCSP MMRP so that impacts will be reduced to less than significant levels.

- Construction Water Quality Control. Construction projects that disturb 1 acre of land or more are required to obtain coverage under the NPDES General Permit for Construction Activities (General Construction Permit), which requires the applicant to file a notice of intent (NOI) to discharge stormwater and to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP includes an overview of the Best Management Practices (BMPs) that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. The Project is more than 1 acre, therefore, the contractor is required to provide an SWPPP. The SWPPP will also address post-construction measures for water quality protection.

2.4 PROJECT CHARACTERISTICS - OPERATIONS

As no tenant has been selected at this time, the specific operational scenario for the Project cannot be identified. However, it is anticipated that the Project will be conditioned to operate within the City of Perris guidelines for type of use and hours of operation. The General Industrial zoning of the site provides for the development of general industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from warehousing and distribution facilities to industrial activities and emergency shelters.

In general, the facility is designed to be a non-refrigerated warehouse facility with four bays and 15 docks. Gates are designed on the north and south sides of the dock area for security. The gates will be open during the tenant operating hours and/or as designated by the tenant operation schedule.

Based on the building size and layout, it is anticipated that the operation would employ approximately 7 to 10 office personnel and approximately 20 warehouse staff. Facility employee amenities include an exercise room in the building interior, with an outdoor bocce ball court adjacent to a trellised/shaded break area along the northeast corner of the building.

The main entrance for both autos and trucks is from W Nance Street, but each have a separate entrance/exit based on vehicle type. Autos enter and exit via a designated driveway located approximately 194 feet east of the N Webster Ave intersection, and the truck designated entrance/exit is located approximately 373 feet east of the N Webster Ave intersection. The truck exit onto W Nance Street is designed as a right turn only. The driveway access at N Webster Ave is approximately 622 feet

from the intersection of N Webster Ave and W Nance Street, and it is designed as a right-exit-only for trucks; no autos may enter or exit on N Webster, and no trucks may enter on N Webster Ave.

Employee auto parking is primarily along the W Nance Street building frontage, with seven spaces along the eastern side of the building. The parking configuration places workers near the building so workers do not have to cross truck traveled ways to enter and exit the building. The site contains a total of 44 parking spaces, which include three spaces that are handicapped accessible. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), three 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, raceways will be provided in two of the standard parking spaces and one space that will be striped for future van accessible EV space for future charging of electric vehicles. And pursuant to Section 5.106.4.1.2 of the CalGreen Code, 1 long-term bicycle parking space will be provided.

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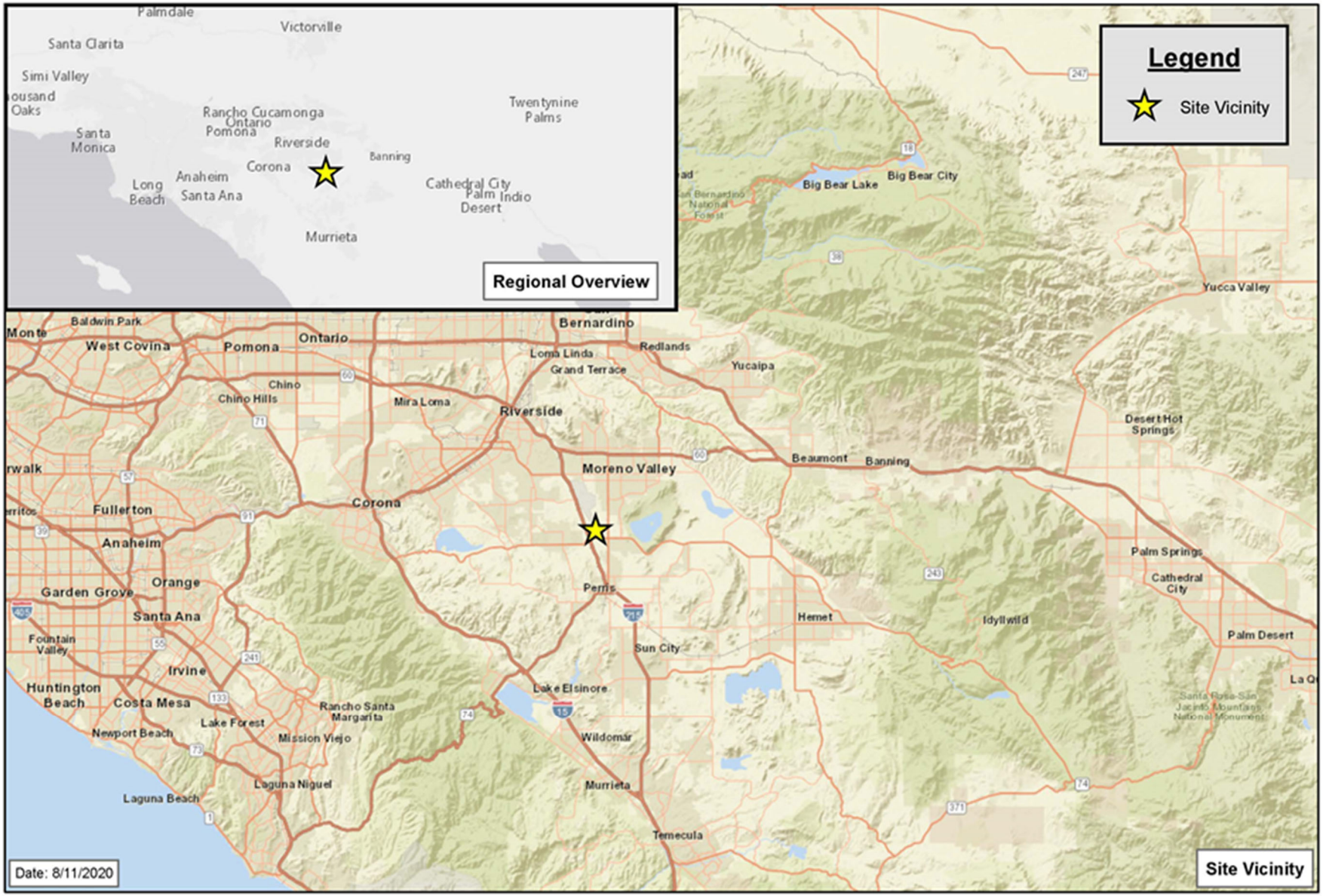

COMPASS Consulting Enterprises, Inc.

Not to Scale

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Figure 2.4-1 - Regional Vicinity
Phelan Warehouse at W Nance/N Webster
Initial Study

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COMPASS Consulting Enterprises, Inc.

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Figure 2.4-2 - Site Location – Aerial View
Phelan Warehouse at W Nance/N Webster
Initial Study

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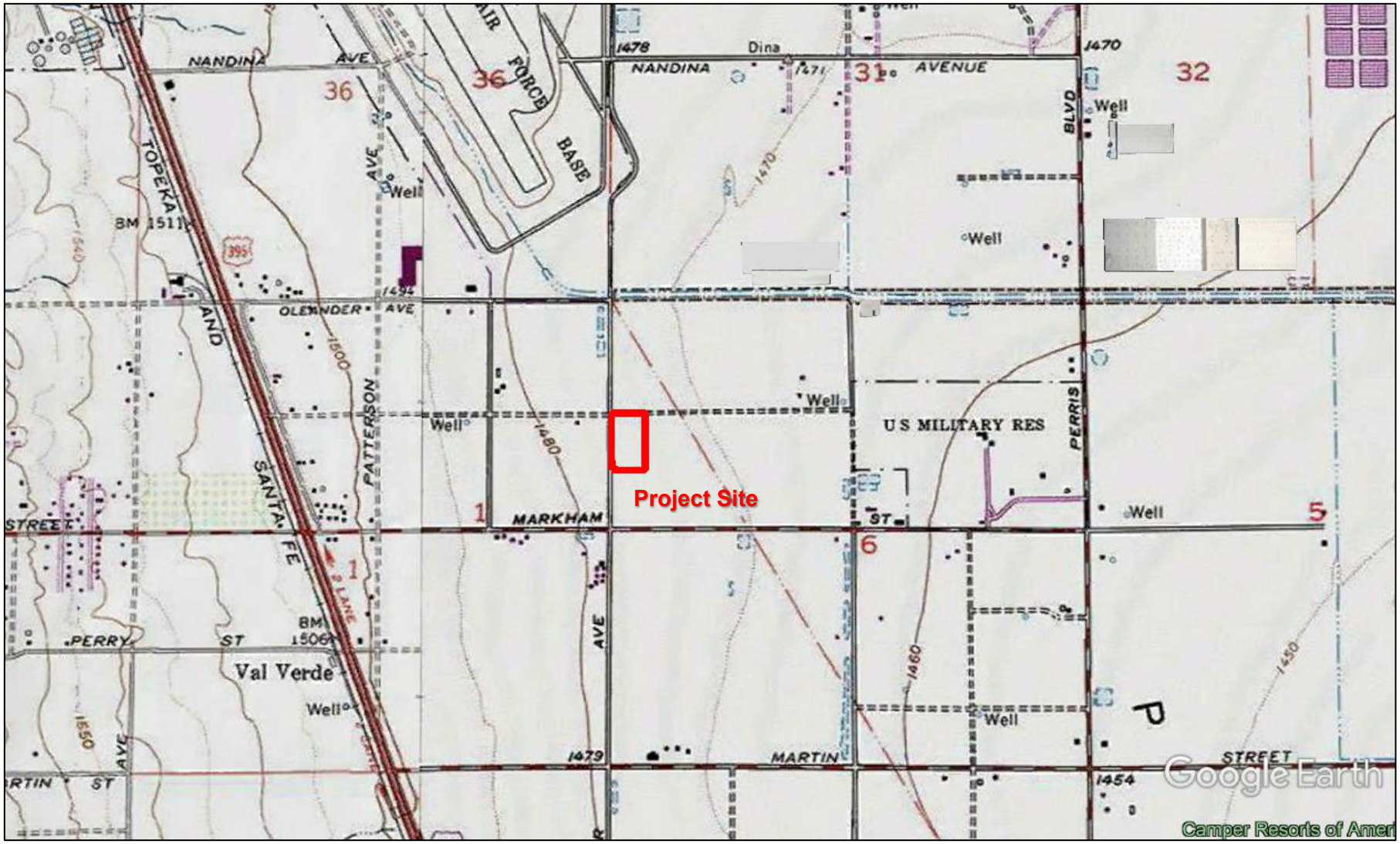

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Figure 2.4-3 - Site Location – USGS Map
Phelan Warehouse at W Nance/N Webster
Initial Study

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PERRIS VALLEY COMMERCE CENTER LAND USE PLAN

Figure 2.0-1, Specific Plan Land Use Designation

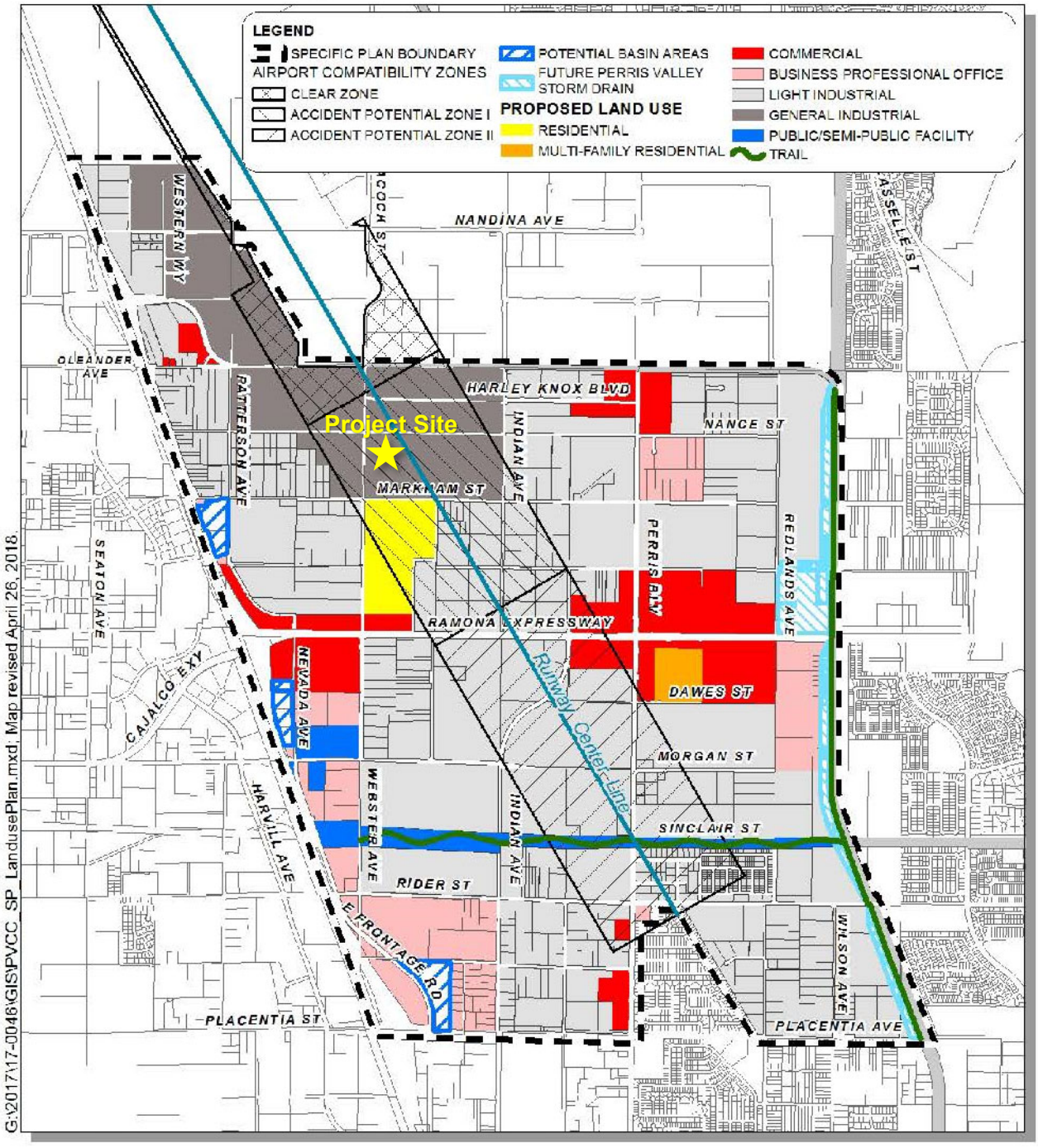

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Figure 2.4-4 - Site Location - PVCCSP
Phelan Warehouse at W Nance/N Webster
Initial Study

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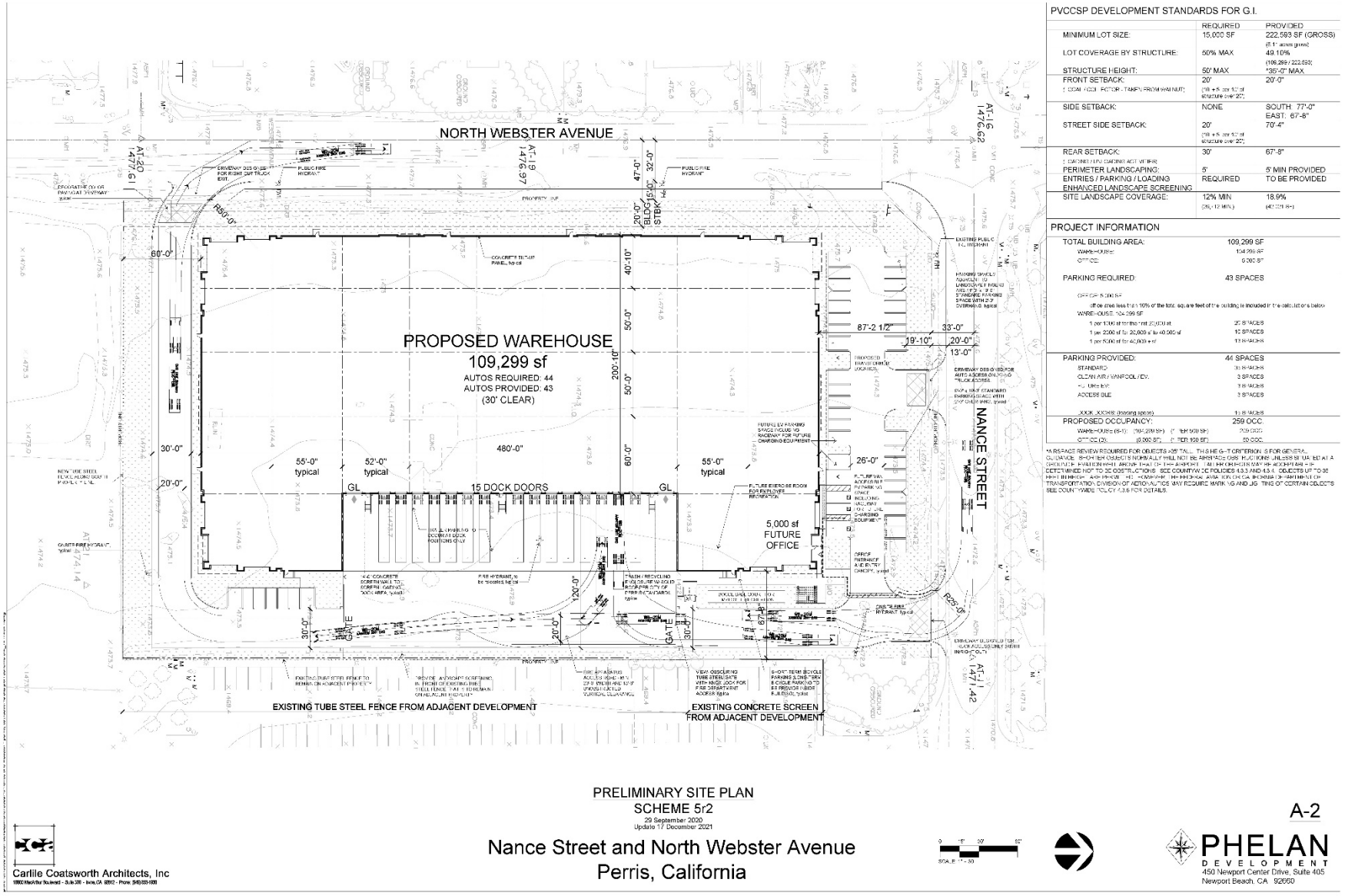

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Figure 2.4-5 - Site Plan Schematic
Phelan Warehouse at W Nance/N Webster
Initial Study

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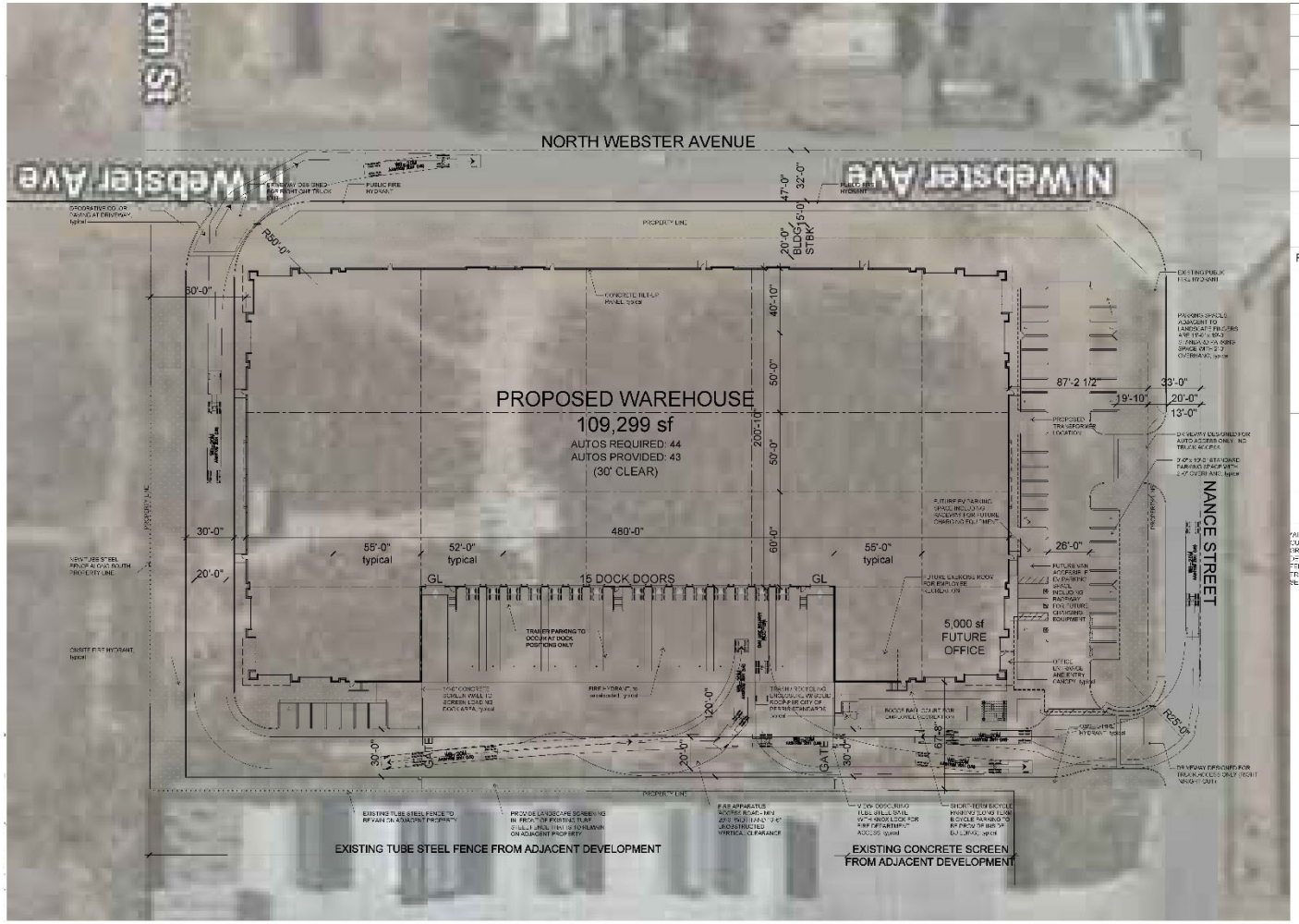

PVCCSP DEVELOPMENT STANDARDS FOR G.I.

	REQUIRED	PROVIDED
MINIMUM LOT SIZE:	15,000 SF	222,593 SF (GROSS) (5.11 acres gross)
LOT COVERAGE BY STRUCTURE:	50% MAX	49.10% (109,299 / 222,593)
STRUCTURE HEIGHT:	50' MAX	*35'-0" MAX
FRONT SETBACK: (LOCAL / COLLECTOR - AREA FROM WALNUT)	20' (10' + 5 per 10' of structure over 20')	20'-0"
SIDE SETBACK:	NONE	SOUTH: 77'-0" EAST: 67'-8"
STREET SIDE SETBACK:	20' (10' + 5 per 10' of structure over 20')	70'-4"
REAR SETBACK: (LOADING / UNLOADING ACTIVITIES)	30'	67'-8"
PERIMETER LANDSCAPING:	5'	5' MIN PROVIDED
ENTRIES / PARKING / LOADING ENHANCED LANDSCAPE SCREENING	REQUIRED	TO BE PROVIDED
SITE LANDSCAPE COVERAGE:	12% MIN (26,712 MIN)	18.9% (42,021 SF)

PROJECT INFORMATION

TOTAL BUILDING AREA:	109,299 SF
WAREHOUSE:	104,299 SF
OFFICE:	5,000 SF
PARKING REQUIRED:	43 SPACES
OFFICE 5,000 SF (office area less than 10% of the total square feet of the building is included in the calculations for use)	
WAREHOUSE 104,299 SF	
1 per 1000 sf for the first 20,000 sf	20 SPACES
1 per 2000 sf for 20,000 sf to 40,000 sf	10 SPACES
1 per 5000 sf for 40,000 + sf	13 SPACES
PARKING PROVIDED:	44 SPACES
STANDARD	36 SPACES
CLEAN AIR / VANPOOL / EV	3 SPACES
FUTURE EV	7 SPACES
ACCESSIBLE	1 SPACES
DOCK DOORS (loading space)	15 SPACES
PROPOSED OCCUPANCY:	259 OCC.
WAREHOUSE (S-1) (104,299 SF) (1 PER 500 SF)	209 OCC.
OFFICE (B) (5,000 SF) (1 PER 100 SF)	50 OCC.

AIRSPACE REVIEW REQUIRED FOR OBJECTS >35' TALL. THIS HEIGHT CRITERION IS FOR GENERAL GUIDANCE. SHORTER OBJECTS NORMALLY WILL NOT BE A HAZARD. OBSTRUCTIONS UNLESS SITUATED AT A GROUND ELEVATION MUCH LOWER THAN THAT OF THE AIRPORT, TALLER OBJECTS MAY BE ACCEPTABLE. IF DETERMINED NOT TO BE OBSTRUCTIONS. SEE COUNTYWIDE POLICIES 4.3.5 AND 4.3.4. OBJECTS UP TO 35 FEET IN HEIGHT ARE PERMITTED. HOWEVER, THE FEDERAL AVIATION OR CALIFORNIA DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS MAY REQUIRE MARKING AND LIGHTING OF CERTAIN OBJECTS. SEE COUNTYWIDE POLICY 4.3.6 FOR DETAILS.

PRELIMINARY SITE PLAN (AERIAL)
SCHEME 5r2
29 September 2020
Update 17 December 2021

Nance Street and North Webster Avenue
Perris, California

A-2

Carlile Coatsworth Architects, Inc
19800 MacArthur Boulevard - Suite 300 - Irvine CA 92612 - Phone: (949) 833-1800

PHELAN DEVELOPMENT
450 Newport Center Drive, Suite 405
Newport Beach, CA 92660

COMPASS Consulting Enterprises, Inc.

Not to Scale

Figure 2.4-6 - Site Plan – Aerial Base
Phelan Warehouse at W Nance/N Webster
Initial Study

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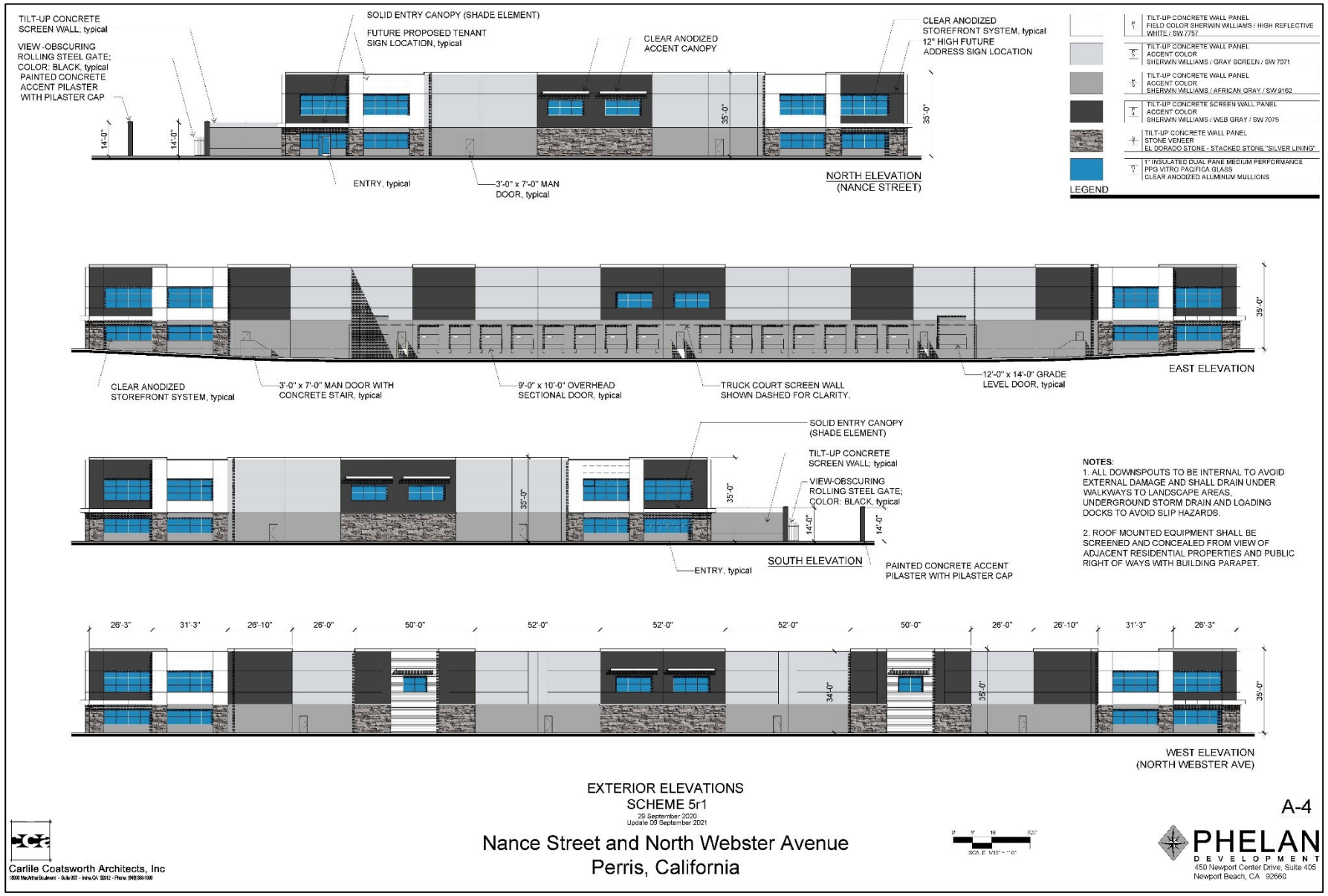

COMPASS Consulting Enterprises, Inc.

Not to Scale

Figure 2.4-7 - Building Elevations and Profile
Phelan Warehouse at W Nance/N Webster
Initial Study

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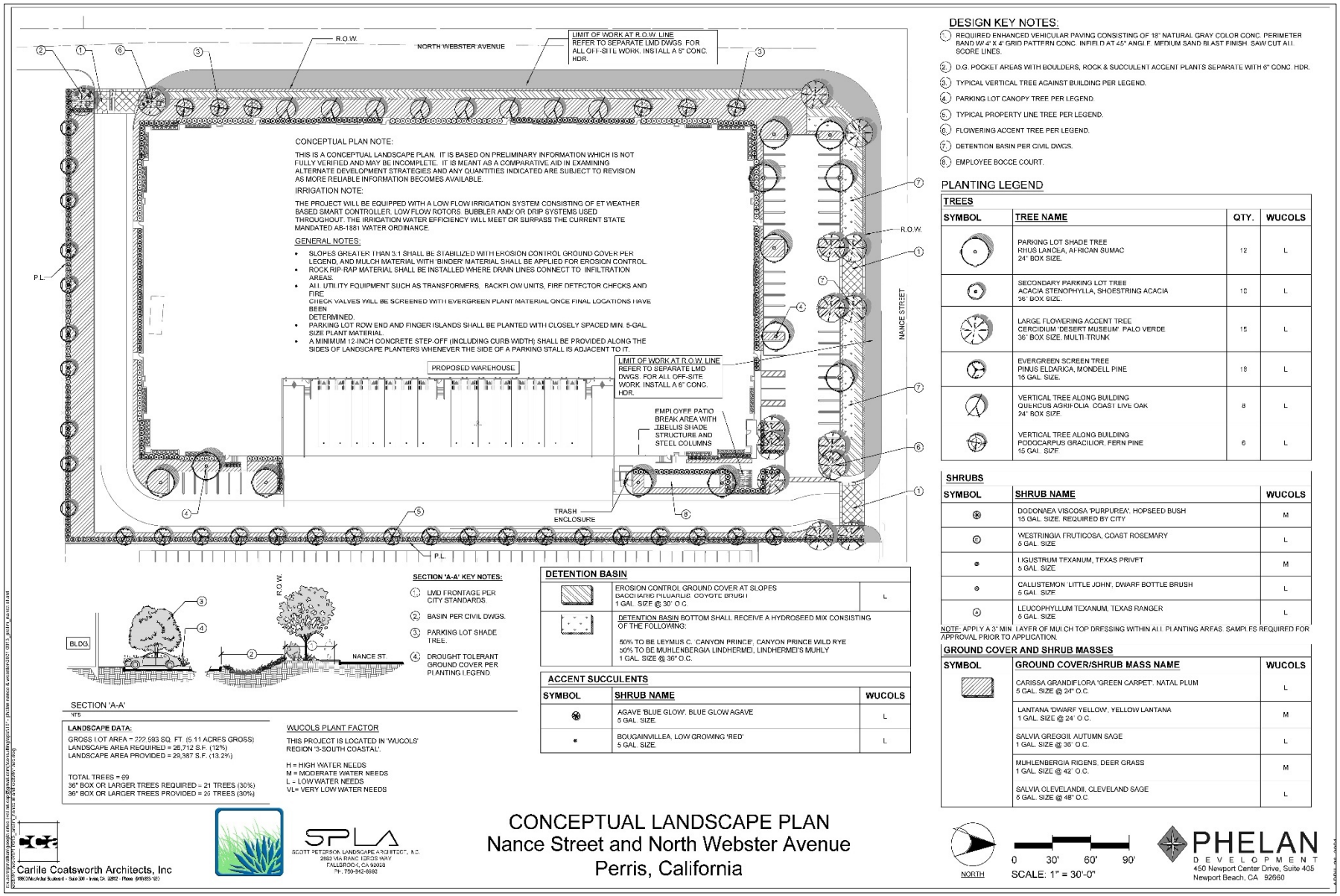

Figure 2.4-8 - Landscape Plan
Phelan Warehouse at W Nance/N Webster
Initial Study

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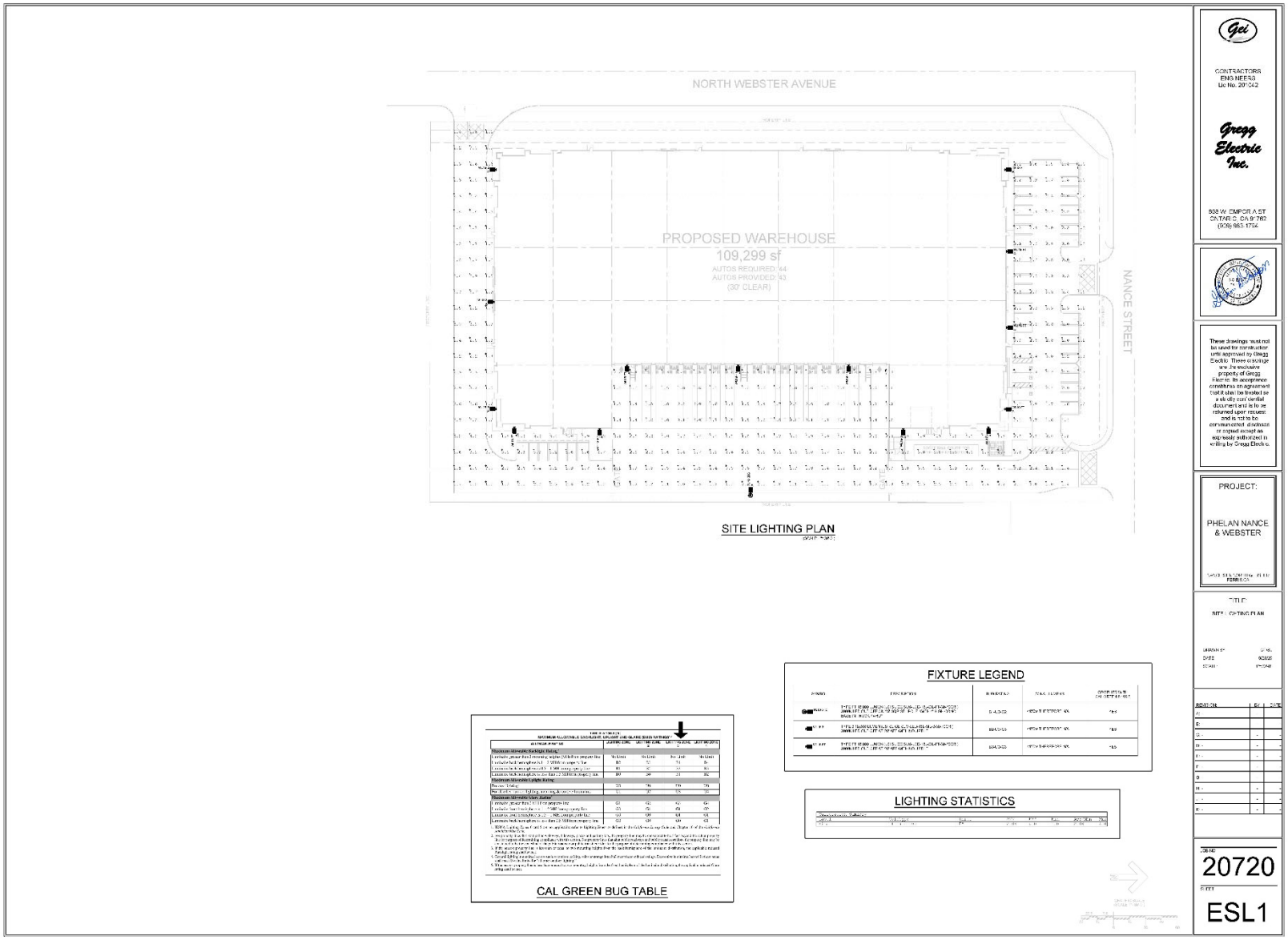

Figure 2.4-9 - Photometric Plan
Phelan Warehouse at W Nance/N Webster
Initial Study

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3 ENVIRONMENTAL ANALYSIS AND DETERMINATION

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

3.1 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

Section 4 provides a discussion of the potential environmental impacts of the Project. The evaluation of environmental impacts follows the questions provided in the Checklist provided in the CEQA Guidelines.

3.2 EVALUATION OF ENVIRONMENTAL IMPACTS

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

All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Once the Lead Agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant.

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

“Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” Mitigation measures are identified and explain how they reduce the effect to a less than significant level (mitigation measures may be cross-referenced).

Earlier analyses may be used where, pursuant to the Program EIR or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (Section 15063[c] [3][D]. In this case, a brief discussion should identify the following:

a) Earlier analyses used where they are available for review.

b) Which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and whether such effects were addressed by mitigation measures based on the earlier analysis.

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

References and citations have been incorporated into the checklist references to identify information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document, where appropriate, include a reference to the page or pages where the statement is substantiated.

Source listings and other sources used, or individuals contacted are cited in the discussion.

The explanation of each issue should identify:

a) The significance criteria or threshold, if any, used to evaluate each question

b) The mitigation measure identified, if any, to reduce the impact to less than significant.

3.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Based on the analysis in Section 4, the proposed Project could potentially affect ("Potentially Significant") the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor and identifies where mitigation measures would be necessary to reduce all impacts to less than significant levels.

☐ 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

3.4 DETERMINATION

On the basis of this initial evaluation, the following finding is made:

	The proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	Although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
	The proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	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.
	Although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature Date

Name Title

4 ENVIRONMENTAL IMPACTS

4.1 AESTHETICS

4.1.1 Environmental Setting

The Project is located at the corner of W Nance Street and N Webster Ave, an area which is currently either newly developed with industrial uses, or which industrial uses are under construction, or which industrial uses are planned but not yet constructed.

The Project is designed consistent with colors, materials and shapes that are similar in design to the existing newly constructed warehouse/industrial uses, and consistent with the standards in the PVCCSP Specific Plan.

4.1.2 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting in Chapter 4, Chapter 6, and Chapter 8. These Standards and Guidelines have been incorporated as part of the proposed Project design. There are no mitigation measures for aesthetics included in the PVCCSP EIR, and as such no PVCCSP-specific mitigation measures apply to this Project.

4.1.3 Impact Analysis

CEQA THRESHOLDS	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact or Does Not Apply**
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	

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

Discussion

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

Less Than Significant Impact. The CEQA Guidelines do not provide a definition of what constitutes a "scenic vista" or "scenic resource" or a reference as to from what vantage point(s) the scenic vista and/or resource, if any, should be observed. Scenic resources are typically landscape patterns and features that are visually or aesthetically pleasing and that contribute affirmatively to the definition of a distinct community or region such as trees, rock outcroppings, and historic buildings.

A scenic vista is generally identified as a public vantage viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Common examples may include a public vantage point that provides expansive views of undeveloped hillsides, ridgelines, and open space areas that provide a unifying visual backdrop to a developed area.

The Project area is rapidly developing with warehouses and industrial consistent with the City of Perris General Plan and the PVCCSP. The proposed Project would change the visual character of the Project site, which is currently vacant and undeveloped, by adding the distribution warehouse building and landscaping. However, the proposed Project will be consistent and compatible with existing and proposed commercial and general industrial development surrounding the Project site in terms of building height, massing, and development intensity. The Project site is not a scenic vista nor are there designated scenic vistas in the vicinity where the Project would interrupt the views from any scenic vista. Therefore, there is a less than significant impact.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Project does not occur within a state scenic highway. Therefore, the Project will not damage resources within a state scenic highway.

c) In nonurbanized 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?

Less than Significant Impact. The Project is located within the PVCCSP – General Industrial area. The Project is designed to be consistent with the PVCCSP Standards and Guidelines which ensures compatibility with the visual character intended for the vicinity.

There are no mitigation measures for aesthetics included in the PVCCSP Environmental Impact Report. Therefore, impacts are less than significant, and no mitigation is required.

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

Less than Significant Impact With Mitigation Incorporated. The Project site is currently vacant, at the intersection of two major roadways, within an area that is zoned for general industrial and adjacent to existing warehouses and lighted parking lots. Implementation of the Project would involve the construction of new warehouse. The Project will be conditioned by the City to follow all lighting requirements in the City's Municipal Code. This includes ensuring all lighting, including security lighting, is directed downwards to reduce spillage off site. Further, the site is zoned General Industrial and is therefore intended to be occupied by uses such as those proposed by the Project, including light emissions typical of commercial projects. Therefore, there is a less than significant operational impact, and no mitigation is required.

The proposed Project site is within Zone B of Riverside County Ordinance 655, or within a 45-mile radius of the Mt. Palomar Observatory. The proposed Project would introduce new sources of nighttime light and glare into the area from improved street lighting and additional security lighting at the Project site. However, all lighting at the Project site would be designed pursuant to the Perris Municipal Code Section 19.02.110, which includes requirements for installing energy-efficient lighting and shielding parking lot lights to minimize spillover onto adjacent properties and right-of-way.

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 AES-1**.

4.1.4 Cumulative Impacts

The City's General Plan identifies the entire Project vicinity as being within General Industrial zoning of the PVCCSP. The EIR prepared for the PVCCSP anticipated full build out of the area. The Project site is approximately 5 acres, which is a smaller parcel compared to the size of the warehouses and parcels that surround it, and it incorporates all measures to ensure compatibility with the PVCCSP planning area. Therefore, the impact will be less than significant and not cumulatively considerable for the subject areas of scenic vistas/resource, zoning compliance and light/glare.

4.1.5 Mitigation Measures:

The Project is required to comply with the following mitigation measure, which will ensure that construction-related lighting impacts are less than significant:

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.

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Environmental Setting

According to the PVCCSP Draft EIR (PVCCSP DEIR), agriculture has been a major foundation of the economy and culture of Riverside County but has decreased over the past decade. Some lands have been lost to other forms of development while other lands have been brought into agricultural production (PVCCSP DEIR). The Riverside County 2018 Agricultural Production Report identified that the total planted acreage in Riverside County increased from 188,019 acres in 2017 to 194,346 acres in 2018. Overall, this is a reduction from 204,250 acres in 2014. Crop valuation has overall decreased, from a total of $1.36 million in 2014 to $1.29 million in 2018. Vegetables and melons remain the most valued crops, with tree and vine crops and livestock also remaining fairly consistent high yield crops.

The proposed Project is located on vacant land in an industrial zone of the City of Perris. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the Project site is identified as Prime Farmland, with the USDA soils report (located at the end of this section) identifying the Project site as Prime Farmland if Irrigated.

4.2.2 PVCCSP Applicable Standards and Mitigation Measures

There are no Standards and Guidelines or mitigation measures related to agriculture and forestry resources included in the PVCCSP, and no mitigation measures for this topic area in the PVCCSP EIR.

4.2.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

Discussion

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 nonagricultural use?

Less Than Significant Impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the Project site is identified as Prime Farmland, with the USDA soils report identifying the Project site as Prime Farmland if Irrigated. The Project site is part of an approximately 210-acre pocket of Prime Farmland that is surrounded by urban/built-up land. There are currently no agricultural uses on the site, and none are proposed. The following analysis is based on application of the Land Evaluation and Site Assessment (LESA) Model to the proposed Project.

California Land Evaluation and Site Assessment Model

Appendix G of the State CEQA Guidelines states, "in determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment (LESA) Model prepared by the California Department of Conservation (CDOC) as an optional model to use in assessing impacts on agriculture and farmland." The LESA model is a point-based approach used to rate the relative value of agricultural land resources. The LESA model is composed of six different factors. Two factors (i.e., Land Evaluation [LE] factors) are based on soil resource quality and four factors (i.e., Site Assessment factors) provide measures of a given project's size, water resources, and surrounding lands. Each of these factors is separately rated on a 100-point scale. The factors are then weighted relative to one another and combined, resulting in a single numeric score with a maximum attainable score of 100 points. This score becomes the basis for making a significance determination regarding the conversion of agricultural lands to non-agricultural uses based on a set of scoring thresholds (CDOC 1997).

The Project site soils classification map and the accompanying soil data sheets according to the USDA Natural Resource Conservation Service (USDA) are provided in Figure 4.2-1 at the end of this section. The USDA has classified the Project site soils as Ramona sandy loam, 0 to 2 percent slopes, MLRA 19. The Project site is currently not irrigated, and as such, the USDA classifies the Land capability classification (nonirrigated) as 4s, which is further defined as soils that have very severe limitations that restrict the choice of plants or require very careful management, or both. If the soil were irrigated, the USDA identifies that the Project site soils to be Class 2, or moderate limitations that reduce the choice of plants or require moderate conservation practices. Either irrigated or non-irrigated, both are identified as having a subclass "s" which is defined as limitations within the rooting zone, such as shallowness of the rooting zone, stones, low moisture-holding capacity, low fertility that is difficult to correct, and salinity or sodium content. For the LESA model, the site scoring was identified as the current condition, which is Class 4s.

Table 4.2-1 identifies the CDOC thresholds of significance. Table 4.2-3 summarizes the Project's final LESA score summary.

Table 4.2-1: California LESA Model Scoring Thresholds

Total LESA Score	Significance Determination
0 to 39 points	Not Considered Significant
40 to 59 points	Considered Significant *only* if LE and SA subscores are each ≥ 20 points
60 to 79 points	Considered Significant *unless* either LE or SA subscore < 20 points
80 to 100 points	Considered Significant

Table 4.2-2: Proposed Project LESA Score

	Factor Scores (acres; or 0–100 points)	Factor Weighting(Total = 1.00)	Weighted Factor
Land Evaluation (LE) Factors			
Land Capability Classification	40	0.25 (25%)	10
Storie Index Rating	95	0.25 (25%)	23.75
		Land Evaluation Subtotal	***33.75***
Site Assessment (SA) Factors			
Project Size	0	0.15 (15%)	0
Water Resource Availability	90	0.15 (15%)	13.5
Surrounding Agricultural Land	0	0.15 (15%)	0
Protected Resource Land	0	0.05 (5%)	0
		Site Assessment Subtotal	***13.5***
		Total LESA Score	**47.25**

The Project scored 47.25 points. According to the LESA threshold identified in Table 4.2-1, scores above 39 points must also meet a second test. The Project impact would be considered significant only if both the LE and SA subscores are each greater than 20 points. The Project LE score is 33.75, but the

SA score is 13.5. Therefore, the impact is not considered significant. Therefore, less than significant impacts associated with this issue would occur and no mitigation is required.

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

No Impacts. The Project site is not subject to of any Williamson Act contracts. No impacts would occur, and no mitigation is required.

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))?

No Impact. No part of the Project site or its surroundings are designated as timberland. No impacts would occur, and no mitigation is required.

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

No Impact. There is no designated forest land on the Project site, and the proposed Project would therefore not affect forests during construction or operations. No impacts would occur, and no mitigation is required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or the conversion of forest land to non-forest use?

Less Than Significant Impact. As discussed under Threshold IIa above, the FMMP map indicates the approximately 5.1 acre Project site is situated within an approximately 210-acre pocket of Prime Farmland that is surrounded by urban/built-up land. However, there are no agricultural activities occurring at the Project site or the surrounding Prime Farmland properties. As discussed under Threshold IIa above, based on the results of the LESA Model, which takes into consideration agricultural production on adjacent properties, the Project would have a less than significant impact related to the conversion of Farmland to non-agricultural uses. As discussed under Thresholds IIb through IId above, the Project would not involve other changes in the existing environment that would result in conversion of forest land to non-forest land. Therefore, less than significant impacts associated with this issue would occur and no mitigation is required.

4.2.4 Cumulative Impacts

As identified in the PVCCSP EIR, build out of the PVCCSP, which includes the Project site, would result in the conversion of Prime Farmland and Farmland of Statewide Importance to non-agricultural uses. That conversion was previously addressed in the EIR that was prepared for the City of Perris' 1991 General Plan and a Statement of Overriding Considerations was adopted for the loss of designated farmland related to the 1991 General Plan. The 2005 Perris General Plan EIR and the PVCCSP EIR relied on the previous

Statement of Overriding Considerations to determine that no new impacts to agricultural resources, including cumulative impacts, would result.

Development in the County of Riverside and the City of Perris, including the PVCCSP area, would result in the cumulative conversion of agricultural uses and Farmland to a more urbanized, non-agricultural land use. This is a continuing development trend currently occurring in the region. Based on inventories of agricultural acreage prepared as part of the FMMP, the amount of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland in the County decreased by approximately 37 percent between 1984 and 2016. As of 2016, there were approximately 117,484 acres of Prime Farmland, 43,757 acres of Farmland of Statewide Importance, and 32,565 acres of Unique Farmland remaining in the County. With the continued introduction of non-agricultural land uses, there would continue to be a decrease in amount of Farmland in the County. There are various factors driving the decline in agriculture in the County, and ongoing conversion of Farmland to non-agricultural uses including, but not limited to increasing land values, environmental regulations, competition from the Central Valley, and high water and labor costs.

The limited nature of the existing agricultural activity in the City does not significantly contribute to the overall economic vitality of the City or the County. The City of Perris continues to undergo a transition into an urban area and conversion of agricultural lands has been identified as goals of both the current (2005) and past (1991) General Plans. Agricultural land use designations were not established in either plan, with the exception of one small parcel in the current General Plan. The continued utilization of property in the City, including the Project area, for continued low quality agricultural activity would impede the City from achieving the goals and objectives set forth in its General Plan. Therefore, build out under the City's General Plan and the PVCCSP would result in the continued conversion of Farmland to non-agricultural uses. As determined in Thresholds IIa and IIe, above, Project impacts related to farmland conversion would be less than significant and therefore not cumulatively considerable.

The Project site is not subject to a Williamson Contract nor does the Project conflict with zoning of agricultural use. Accordingly, the Project would not have cumulative significant impact due to conflicting with a Williamson Contract or zoning of agricultural use. Additionally, there are no forest lands, timberlands, or Timberland Production zones within the Project area or in the Project area's vicinity, nor are any nearby lands under active production as forest land. Therefore, cumulatively significant impacts to forest land would not occur and the Project has no potential to result in a cumulatively considerable impact to the loss of these lands.

4.2.5 Mitigation Measures:

No mitigation measures are required.

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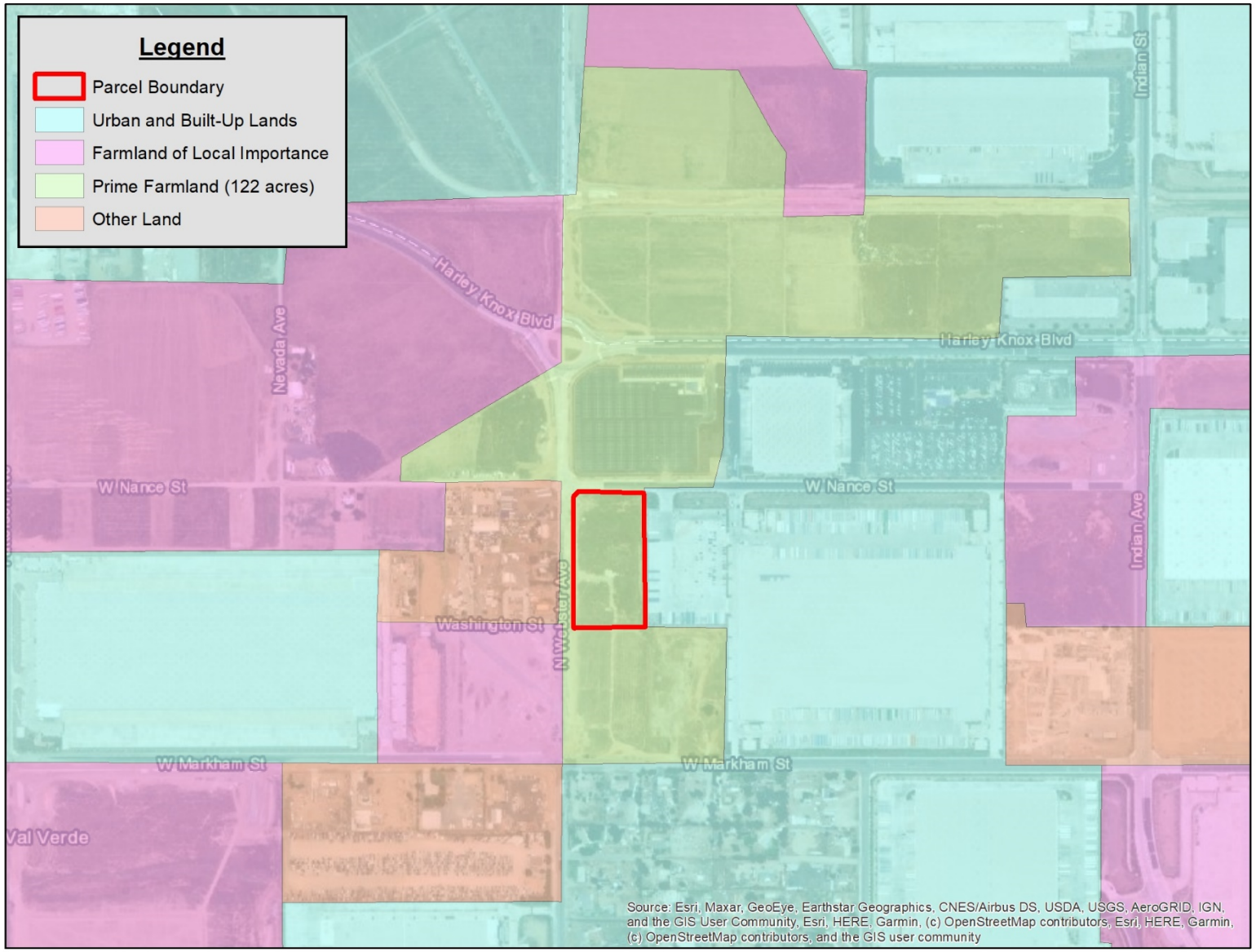

COMPASS Consulting Enterprises, Inc.

Not to Scale

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Figure 4.2-1 – Project Site Agricultural Designation
Phelan Warehouse at W Nance/N Webster
Initial Study

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Figure 4.2-2 – USDA Soils Information (Page 1)
Phelan Warehouse at W Nance/N Webster
Initial Study

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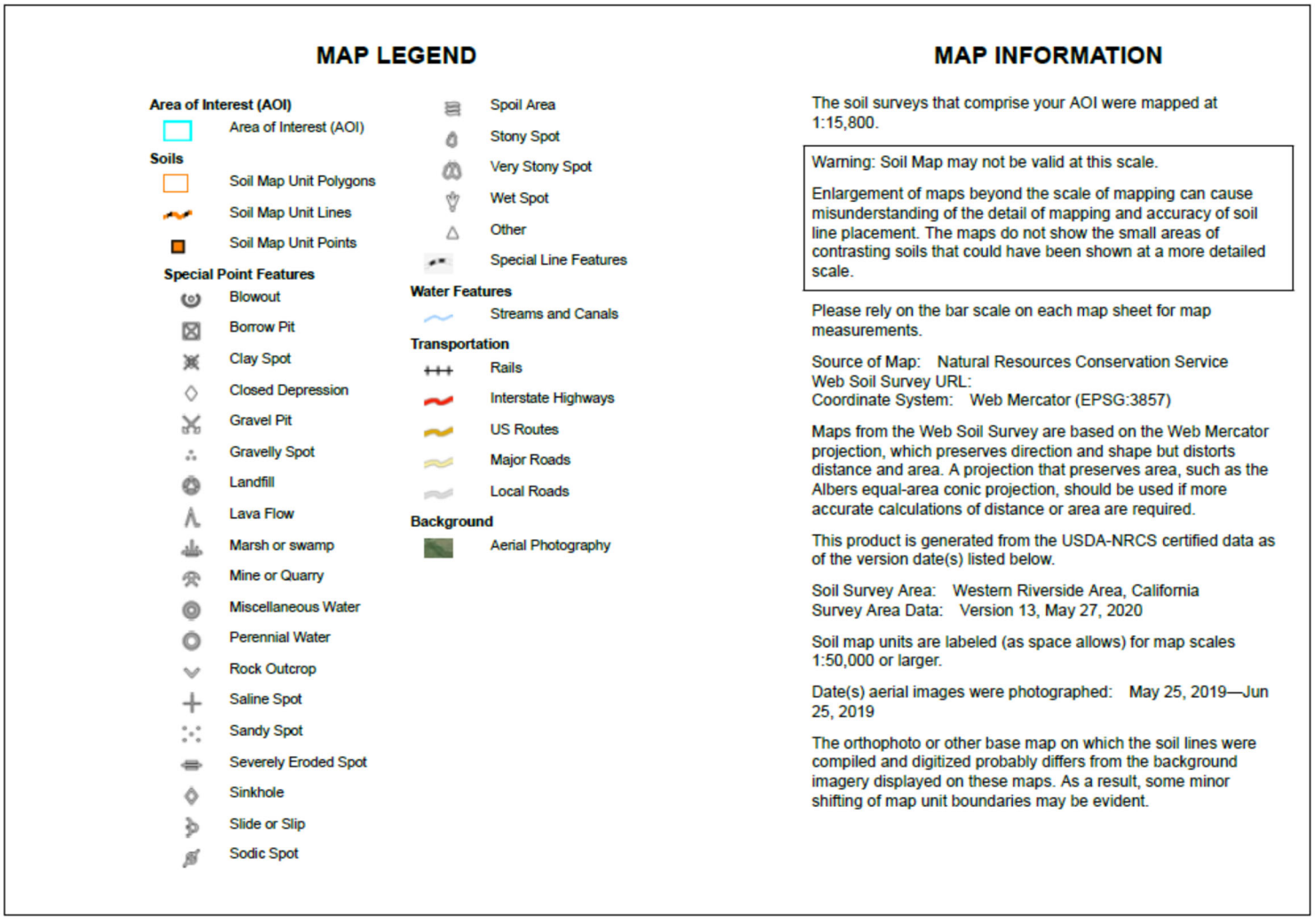

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Western Riverside Area, California
Survey Area Data: Version 13, May 27, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 25, 2019—Jun 25, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

USDA **Natural Resources Conservation Service**

Web Soil Survey
National Cooperative Soil Survey

9/17/2021
Page 2 of 3

Figure 4.2-2 – USDA Soils Information (Page 2)
Phelan Warehouse at W Nance/N Webster
Initial Study

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Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
RaA	Ramona sandy loam, 0 to 2 percent slopes, MLRA 19	5.3	100.0%
Totals for Area of Interest		**5.3**	**100.0%**

Figure 4.2-2 – USDA Soils Information (Page 3)
Phelan Warehouse at W Nance/N Webster
Initial Study

Map Unit Description: Ramona sandy loam, 0 to 2 percent slopes, MLRA 19---Western Riverside Area, California

Western Riverside Area, California

RaA—Ramona sandy loam, 0 to 2 percent slopes, MLRA 19

Map Unit Setting

National map unit symbol: 2x52z
Elevation: 370 to 2,620 feet
Mean annual precipitation: 9 to 17 inches
Mean annual air temperature: 64 to 65 degrees F
Frost-free period: 260 to 340 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Ramona and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Ramona

Setting

Landform: Terraces, alluvial fans
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Riser
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from granite

Typical profile

A - 0 to 20 inches: sandy loam
Bt - 20 to 60 inches: sandy clay loam
C - 60 to 74 inches: sandy clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 8.4 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: B
Ecological site: R019XD029CA
Hydric soil rating: No

Figure 4.2-1 – USDA Soils Information (Page 4)
Phelan Warehouse at W Nance/N Webster
Initial Study

Map Unit Description: Ramona sandy loam, 0 to 2 percent slopes, MLRA 19---Western Riverside Area, California

Minor Components

Greenfield

Percent of map unit: 6 percent
Landform: Alluvial fans, terraces
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Riser
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Hanford

Percent of map unit: 4 percent
Landform: Alluvial fans, flood plains
Landform position (three-dimensional): Riser
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Tujunga

Percent of map unit: 4 percent
Landform: Alluvial fans, flood plains
Landform position (three-dimensional): Riser
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Placentia

Percent of map unit: 1 percent
Landform: Alluvial fans, terraces
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Riser
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Data Source Information

Soil Survey Area: Western Riverside Area, California
Survey Area Data: Version 13, May 27, 2020

Figure 4.2-1 – USDA Soils Information (Page 5)
Phelan Warehouse at W Nance/N Webster
Initial Study

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4.3 AIR QUALITY

MD Acoustics performed an Air Quality, Greenhouse Gas, and Health Risk Assessment Impact Study for the proposed Project in October 2021 (Appendix A) in accordance with PVCCSP EIR mitigation measures MM Air 1, MM Air 10, and MM Air 15.

4.3.1 Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level under the Clean Air Act of 1970. The California Air Resources Board (ARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970.

- Ozone
- Nitrogen Dioxide (NO_2)
- Lead
- Particulate Matter (PM10 and PM2.5)
- Carbon Monoxide (CO)
- Sulfur Dioxide (SO_2)

The US environmental Protection Agency (EPA) and the California Air Resources Board (CARB) designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

The Project site is located in the City of Perris, which is part of the South Coast Air Basin (SCAB) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SCAQMD’s 2016 Air Quality Management Plan (AQMP) assesses the attainment status of the SCAB. The NAAQS and CAAQS attainment statuses for the SCAB are listed in Table 4.3-1. The SCAQMD updates the AQMP every three years. Each iteration of the AQMP is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017.

Table 4.3-1: South Coast Air Basin Attainment Status

Pollutant	Averaging Time	National Standards[1]	Attainment Date[2]	California Standards[3]
1979 1-Hour Ozone[4]	1-Hour (0.12 ppm)	Nonattainment (Extreme)	11/15/2010 (Not attained[4])	Extreme Nonattainment
1997 8-Hour Ozone[5]	8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024	Nonattainment
2008 8-Hour Ozone	8-Hour (0.075 ppm)	Nonattainment (Extreme)	12/31/2032	
2015 8-Hour Ozone	8-Hour (0.070 ppm)	Designations Pending	~2037	
CO	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (Attained)	Maintenance
NO_2[6]	1-Hour (100 ppb) Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (Attained)	Attainment
SO_2[7]				Attainment
	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/ Attainment	3/19/1979 (Attained)	
PM10	24-Hour (150 µg/m^3)	Nonattainment (Serious)[8]	12/31/2006 (Redesignation request submitted)[8]	Nonattainment
PM2.5	24-Hour (35 µg/m^3)	Nonattainment	12/31/2006 (Redesignation request submitted)[8]	Unclassified
Lead	3-Months Rolling (0.15 µg/m^3)	Nonattainment (Partial)[9]	12/31/2015	Nonattainment (Partial)[9]

Notes:
[1] Obtained from Draft 2012 AQMP, SCAQMD, 2012. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassified/Attainment or Unclassifiable.
[2] A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.
[3] Obtained from http://www.arb.ca.gov/desig/adm/adm.htm.
[4] 1-hour O_3 standard (0.13 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard based on 2008-2010 data has some continuing obligations under the former standard.
[5] 1997 8-hour O_3 standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the 1997 O3 standard and most related implementation rules remain in place until the 1997 standard is revoked by U.S. EPA.
[6] New NO_2 1-hour standard, effective August 2, 2010; attainment designations June, 2013; annual NO_2 standard retained.
[7] The 1971 annual and 24-hour SO_2 standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO_2 1-hour standard. Area designations expected in 2012, with SSAB designated Unclassifiable/Attainment.
[8] Annual PM10 standard was revoked, effective December 18, 2006; redesignation request to Attainment of the 24-hour PM10 standard is pending with U.S. EPA
[9] Partial Nonattainment designation - Los Angeles County portion of Basin only.

4.3.2 Environmental Setting

The South Coast Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the South Coast Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas.

The temperature and precipitation levels for the City of Sun City, closest monitoring site to the Project site with data. August is typically the warmest month December is typically the coolest months. Rainfall

in the Project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry (refer to Table 2 in Appendix A).

Local Air Quality

The SCAQMD has divided the South Coast Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The Project site is located in the City of Perris in the Perris Valley (Area 24). The nearest air monitoring station to the Project site is the Perris Monitoring Station (Perris Station) approximately 4.62 miles southeast of the Project site at, 237 ½ N D Street, Perris. The monitoring data presented in Table 4 of Appendix A shows that ozone and particulate matter (PM10) are the air pollutants of primary concern in the Project area.

4.3.3 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to the analysis of air quality impacts presented in this IS and are incorporated as part of the proposed Project, and as such are incorporated into the analysis in this section. Additionally, the PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Project will implement the PVCCSP mitigation measures related to air quality.

PVCCSP Mitigation Measure	PVCCSP Mitigation Measure Summary	Project Compliance
MM Air 1:	Provide an estimate of project-level construction emissions	An Air Quality, Greenhouse Gas, and Health Risk Assessment Impact Study is provided in Appendix A
MM Air 2	**Submit a traffic control plan for construction**	**Project-specific mitigation**
MM Air 3:	**Comply with SCAQMD Rule 403 to control dust**	**Project-specific mitigation**
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.**	**Project-specific mitigation**
MM Air 5:	Utilize permanent electrical utility services instead of diesel generators	Included in Project Design
MM Air 6:	**Construction equipment must meet or exceeds Tier 3 standards with available CARB verified or US EPA certified technologies.**	**Project-specific mitigation**
MM Air 7:	**Keep construction equipment in good repair; maintain equipment maintenance records and equipment design specification data sheets on-site during construction.**	**Project-specific mitigation**
MM Air 8:	**Apply paints using either high volume low pressure (HVLP) or equivalent.**	**Project-specific mitigation**
MM Air 9:	**Use low VOC content paint or pre-painted materials.**	**Project-specific mitigation**

PVCCSP Mitigation Measure	PVCCSP Mitigation Measure Summary	Project Compliance
MM Air 10:	Provide an estimate of air emissions for operations.	An Air Quality, Greenhouse Gas, and Health Risk Assessment Impact Study is provided in Appendix A
MM Air 11:	**Post signs at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.**	**Project-specific mitigation**
MM Air 12:	Provide permanent electrical hookups for transport refrigeration units.	Not Applicable – Facility is non-refrigerated
MM Air 13:	**Promote "clean truck" fleets to tenants.**	**Project-specific mitigation**
MM Air 14:	Designate parking spaces for high-occupancy vehicles and ride sharing vehicles.	Included in Project design
MM Air 15:	A facility-specific Health Risk Assessment is required under specific conditions.	A Health Risk Assessment is included in the Air Quality, Greenhouse Gas, and Health Risk Assessment Impact Study provided in Appendix A
MM Air 16:	Restrict sensitive land uses (hospitals, schools, et).	Project is not a sensitive land use
MM Air 17:	Restrict sensitive land uses near warehouses.	Project is not a sensitive land use
MM Air 18:	**Contact Riverside Transit Authority to coordinate bus routes.**	**Project-specific mitigation**
MM Air 19:	Utilize energy efficient lighting throughout the site.	Included in Project design
MM Air 20:	Increase overall energy efficiency beyond minimum standard.	Refer to Section 4.6 - Energy
MM Air 21:	install water conserving appliances and fixtures (low-flush toilets, and low-flow shower heads and faucets) within all new residential developments.	Project is not a residential development

4.3.4 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		X		
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

Discussion

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

Less Than Significant Impact. The regional plan that applies to the proposed Project includes the SCAQMD AQMP. A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The SCAQMD identifies that a proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies as follows:

Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Criterion 1 - Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in Appendix A, neither short-term construction impacts, nor long-term operations will result in significant impacts based on the SCAQMD regional and local thresholds of significance.

Therefore, the proposed Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for Criterion 1.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed Project are based on the same forecasts as the AQMP. The 2016- 2040 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2016, includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as

the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this Project, the County of Riverside Land Use Map defines the assumptions that are represented in the AQMP.

The proposed Project is consistent with its zoning and land use designations of PVCCSP General Industrial. Therefore, it is not anticipated that the Project would exceed the AQMP assumptions for the Project site, and therefore is consistent with the AQMP for Criterion 2.

Based on the above, the proposed Project will not result in an inconsistency with the SCAQMD AQMP. Impacts will be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact With Mitigation Incorporated. The Project site is located in the SCAB, which is designated as a non-attainment area for PM10 under state standards, and for ozone and PM2.5 under both state and federal standards (refer to Appendix A). The SCAQMD also has developed regulatory standards for criteria pollutants that are considered pre-cursers to Ozone, PM10 and PM2.5 production. These include carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2).

Based on the analysis provided in Appendix A, the proposed Project would result in short-term emissions from construction associated with site grading/preparation, utilities installation, construction of buildings, and paving. The proposed Project would also generate operational emissions associated with new vehicle traffic and energy use.

Construction Impacts

Construction activities associated with the proposed Project would result in emissions of carbon CO, volatile organic compounds (VOC), nitrogen oxides (NOx), SO_2, PM10, and PM2.5, however, none are above the SCAQMD thresholds (Table 4.3-2).[1]

[1] PVCCSP EIR mitigation measures MM Air 1 and MM Air 10 require the use of the latest available URBEMIS model to estimate the construction-related and operational emissions of projects proposed within the PVCCSP planning area. Since the time that the PVCCSP EIR was certified by the City of Perris, the URBEMIS model has been replaced by the California Emissions Estimator Model (CalEEMod). CalEEMod is now recommended by the SCAQMD for all general development projects within the South Coast Air Basin and was used to estimate the emissions associated by the proposed Project.

Table 4.3-2: Regional Significance - Construction Emissions (pounds/day)

	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO2**	**PM10**	**PM2.5**
Grading						
On-Site2	2.29	24.74	15.86	0.03	3.77	2.39
Off-Site3	0.06	0.05	0.65	0.00	0.17	0.05
Total	**2.35**	**24.78**	**16.51**	**0.03**	**3.94**	**2.43**
Building Construction						
On-Site2	2.19	20.27	19.72	0.03	1.14	1.07
Off-Site3	0.48	2.29	4.71	0.02	1.33	0.39
Total	**2.68**	**22.56**	**24.44**	**0.05**	**2.47**	**1.46**
Paving						
On-Site2	1.39	11.12	14.58	0.02	0.57	0.52
Off-Site3	0.06	0.04	0.60	0.00	0.17	0.05
Total	**1.45**	**11.16**	**15.18**	**0.02**	**0.74**	**0.57**
Architectural Coating						
On-Site2	58.34	1.41	1.81	0.00	0.08	0.08
Off-Site3	0.07	0.05	0.76	0.00	0.21	0.06
Total	**58.42**	**1.46**	**2.57**	**0.00**	**0.30**	**0.14**
Total of overlapping phases[4]	**62.54**	**35.18**	**42.19**	**0.08**	**3.50**	**2.16**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds	No	No	No	No	No	No

Notes:
1 Source: CalEEMod Version 2020.4.0
2 On-site emissions from equipment operated on-site that is not operated on public roads.
3 Off-site emissions from equipment operated on public roads.
4 Construction, architectural coatings and paving phases may overlap.

Operational Impacts

Operational activities associated with the Proposed Project would result in emissions of VOC, NOx, CO, SO_2, PM10, and PM2.5, however, none are above the SCAQMD thresholds (Table 4.3-3). Impacts will be less than significant.

Table 4.3-3: Regional Significance - Unmitigated Operational Emissions (lbs/day)

	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO2**	**PM10**	**PM2.5**
Area Sources[2]	2.50	0.00	0.01	0.00	0.00	0.00
Energy Usage[3]	0.01	0.06	0.05	0.00	0.00	0.00
Mobile Sources[4]	0.54	10.64	6.81	0.06	2.85	0.80
Total Emissions	**3.04**	**10.70**	**6.87**	**0.06**	**2.86**	**0.81**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2016.3.2
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from on-site natural gas usage.
[4] Mobile sources consist of emissions from vehicles and road dust.

The Project is required to comply with all SCAQMD rules and regulations including but not limited to idling engines and architectural coatings. In addition, the SCAQMD recently adopted Rule 2305, the Warehouse Indirect Source Rule. This rule requires warehouse buildings greater than 100,000 square feet to directly reduce NOx and PM emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. The SCAQMD estimates that Rule 2305 will reduce warehouse-related emissions by 10 to 15 percent. The proposed Project would be subject to this rule.

The Project is also required to comply with a number of PVCCSP project-specific mitigation measures that are detailed at the end of this section. Implementation of these measures will further reduce Project-specific emissions.

Other than implementation of PVCCSP mitigation measures, no other Project-specific mitigation measures are required to reduce impacts to less than significant levels.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A sensitive receptor is defined by SCAQMD as any residence including private homes, condominiums, apartments, and living quarters, schools as defined under paragraph (b)(57), preschools, daycare centers and health facilities such as hospitals or retirement and nursing homes. Also included are long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

The nearest sensitive receptors to the Project site are the residential uses located approximately 690 feet to the south (across Markham Street), and approximately 720 feet to the southwest (across the intersection of Webster Avenue and Markham Street) of the Project site. Non-conforming residential uses currently exist approximately 45 feet to the west (across N Webster Ave). These non-conforming uses are zoned General Industrial but have not yet been converted from residential.

Project-related construction and operational air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SCAB. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the Project-related air emissions in the Project vicinity. The SCAQMD has also provided Final Localized Significant Threshold Methodology (LST Methodology), June 2003, which details the methodology to analyze local air emission impacts. The Localized Significant Threshold Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The emission thresholds were calculated based on Perris Valley source receptor area (SRA 24) and a disturbance of 2 acres per day, to be conservative, at a distance of 25 meters, for construction and 5 acre a day for screening of localized operational emissions.

Construction

The data provided in Table 4.3-4 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed Project.

Table 4.3-4: Localized Significance – Construction Emissions

Phase	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	**CO**	**PM10**	**PM2.5**
Grading	24.74	15.86	3.72	2.38
Building Construction	20.27	19.72	1.14	1.07
Paving	11.12	14.58	0.57	0.52
Architectural Coating	1.41	1.81	0.08	0.08
Total of overlapping phases	32.80	36.11	1.79	1.67
SCAQMD Threshold[2]	**170**	**883**	**7**	**4**
Exceeds Threshold?	No	No	No	No

Notes:
1 Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for two acres, to be conservative, in Perris Valley Source Receptor Area (SRA 24). Project will disturb a maximum of 2.5 acres per day (see Table 8).
2 The nearest sensitive receptors are the residential uses located approximately 45 feet (~13.8 meters) to the west of the project site; therefore, the 25 meter threshold has been used.

Operations

Activities associated with the proposed Project would also result in localized emissions of NOx, CO, PM10, and PM2.5. Table 4.3-5 shows the calculated emissions for the proposed operational activities compared with appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 4.3-5 include all on-site Project-related stationary sources and, per LST methodology, mobile emissions include only on-site sources which equate to approximately 10 percent of the Project-related new mobile sources. This percentage is an estimate of the amount of Project-related new vehicle traffic that will occur on-site.

Table 4.3-5: Localized Significance – Unmitigated Operational Emissions

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	**CO**	**PM10**	**PM2.5**
Area Sources[2]	0.00	0.01	0.00	0.00
Energy Usage[3]	0.06	0.05	0.00	0.00
On-Site Vehicle Emissions[4]	0.76	0.68	0.08	0.09
Total Emissions	**0.82**	**0.75**	**0.08**	**0.09**
SCAQMD Threshold[5]	**270**	**1,577**	**4**	**2**
Exceeds Threshold?	No	No	No	No

Notes:
1 Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in Perris Valley Source Receptor Area (SRA 24).
2 Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
3 Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
4 On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
5 The nearest sensitive receptors are the residential uses located approximately 45 feet (~13.8 meters) to the west of the project site; therefore, the 25 meter threshold has been used.

Table 4.3-5 indicates that the local operational emission would not exceed the LST thresholds at the nearest sensitive receptors, located adjacent to the Project. Therefore, the Project will not result in significant Localized Operational emissions.

CO Hotspot Emissions

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts.

To determine if the proposed Project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general Project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment re-designation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

The Trip Generation Analysis for the proposed Project showed that the Project would be expected to generate a total of 192 trips per day with 21 trips during the AM peak hour and 22 trips during the PM peak hour (non-PCE). The 1992 Federal Attainment Plan for Carbon Monoxide showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at Project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the

CO standard. Therefore, no CO "hot spot" modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed Project.

Health Risk Assessment

A Health Risk Assessment was prepared as part of the Air Quality analysis in Appendix A.

Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed Project (Appendix A). The Office of Environmental Health Hazard Assessment (OEHHA) has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments, February 2015 to provide a description of the algorithms, recommended exposure variates, cancer and noncancer health values, and the air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987.

Hazard identification includes identifying all substances that are evaluated for cancer risk and/or non- cancer acute, 8-hour, and chronic health impacts. In addition, identifying any multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.

Given the relatively limited number of heavy-duty construction equipment and construction schedule, the proposed Project would not result in a long-term substantial source of toxic air containment emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed Project.

Operations

The on-going operation of the proposed Project would generate toxic air contaminant (TAC) emissions from diesel truck emissions created by the on-going operations of the proposed Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of revised Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology.

The California Air Pollution Control Officers Association (CAPCOA) has developed TAC health risk assessment guidelines to provide consistent, statewide procedures for preparing the health risk assessments required under the Air Toxics "Hot Spots" Act. The most recent Health Risk Assessment for Proposed Land Use Projects, prepared by CAPCOA, July 2009, recommends avoiding siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week).

PVCCSP EIR mitigation measure MM Air 15 also requires facility-specific Health Risk Assessments for development projects within the PVCCSP planning area that 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.

Per the Trip Generation Analysis, the proposed warehouse use is anticipated to have a total of approximately 192 vehicle trips per day with 74 of those being truck trips (non-PCE). Furthermore, the proposed warehouse is not refrigerated and would, therefore, not be anticipated to have more than 40 trucks per day with operating TRUs. Therefore, this Project is not anticipated to accommodate more than 100 trucks per day, or more than 40 trucks with TRUs per day, and a quantitative health risk assessment for the proposed on-site warehouse use is not required.

Significant TAC impacts from the Project-related operational sources are not anticipated, and no significant long-term operations-related TAC impacts from the proposed Project to nearby sensitive receptors would occur.

Therefore, overall, the impacts are less than significant, and no mitigation is required.

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

Less Than Significant Impact. The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the Project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Construction of the Project has the potential to emit odors during the operation of heavy equipment and application of materials such as asphalt pavement. However, the objectionable odors that may be produced during the construction process are short-term in nature. Potential odor emissions from pavement emissions are expected cease upon the drying or hardening of the pavement. Diesel exhaust and VOC would be emitted by heavy equipment used during construction, which are objectionable to some; however, these emissions would disperse rapidly from the Project site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed Project. Impacts will be less than significant.

Potential sources that may emit odors during the on-going operations of the proposed Project would include odor emissions from diesel truck emissions and trash storage areas. Due to the distance of the nearest receptors from the Project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed Project.

4.3.5 Cumulative Impacts

The site is within the PVCCSP – General Industrial zone. The PVCCSP EIR assumed build out of various uses within the various zones. The Project is consistent with the zoning, and therefore, consistent with AQMP. The mass daily and localized emissions associated with the Project would not exceed the thresholds of significance recommended by the SCAQMD. Therefore, the contribution of the Project to cumulative air quality impacts is not considerable.

4.3.6 Mitigation Measures:

The Project is required to comply with the following PVCCSP Mitigation Measures, which will ensure impacts are less than significant:

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

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

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

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

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

PVCCSP MM Air 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 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 will be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded.

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. Compliance Note: The applicant contacted the RTA on November 3, 2021, requesting comment as to the provision of bus routing within any street adjacent to the Project. The RTA responded on November 8, 2021 stating that it had no comments from the Agency.

4.4 BIOLOGICAL RESOURCES

A biological resources assessment was prepared for the Project and is contained in Appendix B.

4.4.1 Regulatory Setting

Given the urban environment, regulations governing biological resources for this Project include the following:

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C 703-711) provides protection for nesting birds that are both residents and migrants whether they are considered sensitive by resource agencies. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a take under federal law. The USFWS, in coordination with the California Department of Fish and Wildlife (CDFW) administers the MBTA. CDFW's authoritative nexus to MBTA is provided in California Fish and Game Code (FGC) Sections 3503.5 which protects all birds of prey and their nests and FGC Section 3800 which protects all non-game birds that occur naturally in the State.

Western Riverside Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is the applicable habitat conservation plan for western Riverside County. The City of Perris is a signatory to the MSHCP. Section 6 of the MSHCP identifies that all projects must be evaluated for riverine/riparian resources, vernal pools, and specific resources if mapped for Amphibian, Burrowing Owl, Criteria Area Species, Mammals, Narrow Endemic Plants, and Invertebrate.

4.4.2 Environmental Setting

The proposed Project site consists of 5 acres encompassing Assessor's Parcel Number (APN) 302-030-010 located south of W Nance Street, east of N Webster Avenue, and west and north of vacant land, within the *Perris* U.S. Geological Survey (USGS) 7.5-minute topographical map in Section 6, Township 4 South, Range 3 West (Figure 2.4-2 and Figure 2.4-3).

The Project site occurs within San Jacinto Management Unit of the MSHCP, and does not occur within any MSHCP Criteria Cell, which were established for the acquisition of habitat and sensitive plant and wildlife species; therefore the Project is not subject to MSHCP's Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process or the Joint Project Review (JPR) process. The Project site is not located in within any area where habitat surveys are required for amphibian, criteria area species, mammal, or narrow endemic plants. The Project site is only within an area where an evaluation for burrowing owl (BUOW) is required.

4.4.3 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to the analysis of biological resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Project will implement the PVCCSP mitigation measures related to biological resources.

PVCCSP Mitigation Measure	**PVCCSP Mitigation Measure Summary**	**Project Compliance**
MM Bio 1:	**Conduct pre-construction surveys for nesting birds if constructing in nesting bird season.**	**Project-specific mitigation**
MM Bio 2:	Conduct pre-construction surveys for burrowing owl if site habitat is suitable.	Not applicable – Biological Analysis (Appendix B) determined the site as not suitable for burrowing owl.
MM Bio 3:	Prepare delineation of jurisdictional waters where drainages are present on site.	Not applicable – Biological Analysis (Appendix B) determined there are no jurisdictional drainages on site.
MM Bio 4:	Map riverine/riparian resources and avoid.	Not applicable – Biological Analysis (Appendix B) determined there are no riverine/riparian resources on site
MM Bio 5:	Map vernal pools and avoid.	Not applicable – Biological Analysis (Appendix B) determined there are no vernal pools on site
MM Bio 6:	Conduct endemic plant surveys where applicable.	Not applicable – the site is not located in an area that the MSHCP requires endemic plant surveys.

4.4.4 Impact Analysis

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

Discussion

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?

Less Than Significant Impact. Based on the literature review and field survey located in Appendix B, implementation of the Project will have no significant impacts on federally, State, or local species known to occur in the general vicinity of the Project site because the Project exists in an urbanized area, no habitat for sensitive species exist, no sensitive species exist, and the site is not mapped as within any Federal or State critical habitat for any species.

The MSCHP identifies that the Project site is not located in within any area that requires habitat surveys are for amphibian, criteria area species, mammal, or narrow endemic plants. The MSHCP identifies that the Project site is located within an area requiring a survey for burrowing owl (BUOW) if the habitat is present. The biological resources survey in Appendix B found no suitable habitat for burrowing owl.

Therefore, impacts are less than significant, and no mitigation is required.

b) Have a substantial adverse effect on any riparian habitat or 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?

No Impact. Based on the records search and field review in Appendix B, there are no drainages on site. The biological resources survey also identified that riverine/riparian resources and vernal pools as defined by the MSCHP were absent from the Project site. There are no other sensitive natural communities on the Project site. There are no impacts, and no mitigation is required.

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?

No Impact. The Project site is does not contain any drainages or state or federally protected wetlands. There are no impacts, and no mitigation is required.

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?

Less Than Significant With Mitigation Incorporated. A wildlife corridor is defined as a linear landscape element which serves as a linkage between historically connected habitats/natural areas and is meant to facilitate movement between these natural areas. The City's General Plan Conservation Element also identifies that opportunities for wildlife movement are limited in areas of the City where urban development has occurred. The Project site is located in an area that is rapidly developing with general industrial uses and as such, does not contain any wildlife corridors or nursery sites.

The Project is required to comply with a PVCCSP project-specific mitigation measure related to compliance with the Migratory Bird Treaty Act as detailed at the end of this section. Implementation of this measure will ensure that Project-specific impacts will be less than significant.

Other than the implementation of the PVCCSP mitigation measure, no other Project-specific mitigation measures are required to reduce impacts to less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The Project site is within the PVCCSP - General Industrial Area. There are no City of Perris policies or ordinances that are applicable to the Project site. There are no impacts, and no mitigation is required.

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?

Less Than Significant Impact. The City of Perris is signatory to the MSHCP. The Project site is not located in within any criteria cell, or area designated for habitat surveys for amphibian, criteria area species, mammal, or narrow endemic plants. Of the mapped resources, the Project site only required an evaluation for BUOW. A biological resource assessment was conducted of the Project site that included a habitat suitability assessment for BUOW, and no suitable habitat or individuals were discovered. The PVCCSP EIR contains a mitigation measure that requires pre-construction BUOW surveys where suitable habitat exists. This measure is not applicable because no suitable habitat exists. Therefore, there is a less than significant impact, and no mitigation is required.

4.4.5 Cumulative Impacts

The Project impacts to biological resources will not be cumulatively considerable because none exist within the site.

4.4.6 Mitigation Measures:

The Project is required to comply with the following PVCCSP Mitigation Measure, which will ensure impacts are less than significant:

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 PVCC implementing development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species.

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

4.5 CULTURAL RESOURCES

A Cultural Resources Assessment for the proposed Project was performed by CRM Tech in December 2020 (Appendix C).

Cultural resources include archaeological sites, buildings and other kinds of structures, historic districts, cultural landscapes, and resources important to specific ethnic groups.

Archaeological sites represent the material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites).

The historic "built environment" includes structures used for work, recreation, education and religious worship, and may be represented by houses, factories, office buildings, schools, churches, museums, hospitals, bridges and other kinds of structures.

An historic district is any “geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history” (36 CFR 60.3).

The National Park Service defines a cultural landscape as “a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values”.

4.5.1 Regulatory Setting

The National Historic Preservation Act (NHPA) of 1966, as amended and the California Public Resources Code (PRC), Section 5024.1, are the primary federal and state laws and regulations governing the evaluation and significance of historical resources of national, state, regional, and local importance.

National Historic Preservation Act

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to take into account the effects of their undertakings on historic properties. The Advisory Council on Historic Preservation, an independent federal agency, administers the Section 106 review process with assistance from State Historic Preservation Offices to ensure that historic properties are considered during federal project planning and implementation. The National Register of Historic Places is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture.

California Register of Historical Resources

The California Register program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under the California Environmental Quality Act. The California Register was established to serve as an authoritative guide to the state’s significant historical and archaeological

resources (PRC § 5024.1). The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation (DPR), implements the policies of the NHPA on a statewide level.

4.5.2 Environmental Setting

History

The earliest evidence of human occupation in western Riverside County was discovered below the surface of an alluvial fan in the northern portion of the Lakeview Mountains, some 10 miles southeast of the Project area, with radiocarbon dates clustering around 9,500 B.P. (Appendix C). Another site found near the shoreline of Lake Elsinore, close to the confluence of Temescal Wash and the San Jacinto River, yielded radiocarbon dates between 8,000 and 9,000 B.P. (Appendix C).

In California, the so-called "historic period" began in 1769, when an expedition sent by the Spanish authorities in Mexico founded Mission San Diego, the first European outpost in Alta California. For several decades after that, however, Spanish colonization activities were largely confined to the coastal regions and left mostly indirect impact on the arid hinterland of the territory. Although the first explorers, including Pedro Fages and Juan Bautista de Anza, traveled through the Perris and San Jacinto Valleys as early as 1772-1774, no Europeans were known to have settled in the vicinity until the beginning of the 19th century (Appendix C).

During much of the Spanish and Mexican Periods in California history, the Perris Valley were nominally under the control of Mission San Luis Rey, which was established near present-day Oceanside in 1798. By 1821, it had become a part of the loosely defined Rancho San Jacinto, a vast cattle ranch for that mission (Appendix C). The rancho was headquartered on a small hill near the Lakeview Mountains, where an adobe house for the *mayordomo*, known in later years as Casa Loma, was built sometime before 1827 (Appendix C).

The Project area is located in the northern portion of the City of Perris, roughly a quarter-mile south of March Air Reserve Base, in a formerly agrarian area that has been undergoing rapid transformation into an industrial park over the past decade (Appendix C). Historically also agricultural in use, the Project area now lies vacant and overgrown with vegetation. A concrete pad is found near the center of the property, at a location where a small group of agricultural buildings once stood in recent years.

4.5.3 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to the analysis of cultural resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Project will implement the PVCCSP mitigation measures related to cultural resources.

Additionally, the City of Perris has developed project-specific mitigation measures based off of the PVCCSP mitigation measures and are designed to replace some of the PVCCSP project specific mitigation measures. These are also identified in the following table.

PVCCSP Mitigation Measure	PVCCSP Mitigation Measure Summary	Project Compliance
MM Cultural 1:	Prepare a Phase 1 Cultural Resources Survey.	A Phase 1 Cultural Resources Survey is included in Appendix C
MM Cultural 2:	Monitor for resources during construction if results of Phase 1 survey require.	Project-specific mitigation, replaced by City measure CUL-1.
MM Cultural 3:	Monitor for Native American resources during construction if results of Phase 1 survey require.	Project-specific mitigation, replaced by City measure CUL-1.
MM Cultural 4:	Stop work if resources are found during construction on a site that is not monitored during construction.	Project-specific mitigation, replaced by City measure CULT-1.
City-CULT-1	**Monitoring for cultural and Native American Resources is required for all projects with methods dependent on recommendations from Phase 1 survey.**	**Project-specific mitigation.**
MM Cultural 5:	Monitor for paleontological resources if subsurface excavation exceeds 5 feet and results of Phase 1 survey require.	Project-specific mitigation – refer to Section 4.7,
MM Cultural 6:	Follow procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 for discovery of human remains and notification of Native American Most Likely Descendent.	Project-specific mitigation, refer to City-CULT-2 for updated measure.
City-CULT-2	**Human remains protocol and protection**	**Project-specific mitigation.**

4.5.4 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Discussion

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

Less Than Significant Impact. Public Resources Code Section 15064.5(a) defines historical resources, which includes: *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.).* Eastern Information Center (EIC) records indicate that 26 historical/archaeological sites have been recorded within the one-mile radius, as listed in Table 1 of Appendix C. All of the sites dated to the historic period, and no prehistoric (i.e., Native American) cultural remains have been recorded in the Project vicinity.

Among the 26 sites, the most notable is record 33-024868, recorded into the California Historical Resources Inventory in 2016 and consists of a 745-foot segment of unpaved Webster Ave lying to the north of Harley Knox Boulevard, some 500 feet north of the Project site, and did not include the segment of Webster Ave adjacent to the Project site. The listed section is now a paved road with gravel-lined soft shoulders after undergoing a major upgrading in 2016-2018. As such, Site 33-024868 is essentially a modern feature, and the section of Webster Ave adjacent to the Project site is not considered an extension of that feature. None of the other sites were found in the immediate vicinity of the Project area, thus none of them required further consideration in conjunction with the Cultural Resources Assessment contained in Appendix C.

The Project area is located in the northern portion of the City of Perris, roughly a quarter-mile south of March Air Reserve Base, in a formerly agrarian area that has been undergoing rapid transformation into industrial uses over the past decade. An existing warehouse occupies the adjacent property to the east, while most of the other surrounding properties consist of vacant land that formerly served as agricultural fields.

The Cultural Resources report also identified that an early road evidently extended across the Project area in the mid-19th century, but the road had fallen into disuse by the 1890s. Throughout the historic period, the Project area evidently remained vacant and used as agricultural fields, and the only notable features within or adjacent to its boundaries were Webster Avenue and, by the 1930s, Nance Street, both of which were unpaved dirt roads as late as 2016. In the early years of the current century, farming operations intensified on this property, as a number of plastic-covered greenhouses sprang up after 2003 and were later joined by what appear to have been metal-clad sheds, including a cluster near the center of the parcel, where a concrete pad remains today.

In 2008-2009, the agrarian landscape in the surrounding area began to be transformed by the construction of an increasing number of large warehouses. The nearest one, on the adjacent property to the east, was built in 2016-2018. Also during those years, Nance Street and Webster Ave became paved roads. Meanwhile, the farming operations at the Project site ceased completely after 2016, and all buildings and structures had been removed by 2018. Since then, the property has evidently lain unused to the present time.

The CRM TECH report evaluated the resources against federal and State historic criteria and determined that there are no "historical resources" as defined by CEQA that exist within or adjacent to the Project site. Therefore, there is a less than significant impact, and no mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. Archaeological sites represent the material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites). The City's General Plan notes that most of the prehistoric sites in and around the City of Perris consist of bedrock milling slicks (Appendix C). Current ethnohistorical scholarship suggests that Native peoples in this area lived in base camps close to water sources, usually in protected areas such as near the base of hills (Appendix C). The Project area, located on the open valley floor, would not have been a favored location for long-term habitation, and there are no bedrock outcrops on the Project site that could have been used for resource processing (Appendix C). No other potential markers of prehistoric human activities were found in the on the Project site.

However, it is always possible that intact archaeological deposits could be present at subsurface levels. For this reason, the Project site should be treated as potentially sensitive for archaeological resources.

The City of Perris has developed **Mitigation Measure CULT-1,** a standard mitigation measure to manage unanticipated discoveries of archaeological and Native American resources when monitoring is not required by the Phase 1 cultural resources survey. Mitigation Measure CULT-1 replaces PVCCSP EIR mitigation measures MM Cultural 2, MM Cultural 3, and MM Cultural 4. Implementation of the PVCCSP mitigation measures and Mitigation Measure CUL-1 will reduce potential impacts to unanticipated discoveries of archaeological resources.

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

Less than Significant Impact With Mitigation Incorporated. Based on an analysis of records and archaeological survey of the property, it has been determined that the Project site does not include a formal cemetery or any archaeological resources that might contain interred human remains.

The City of Perris has also developed **Mitigation Measure CULT-2,** a standard mitigation measure to manage unanticipated discoveries of human remains. Mitigation Measure CULT-2 replaces PVCCSP EIR mitigation measure MM Cultural 6.

Cumulative Impacts

The Cultural Resources Assessment in Appendix C identified there were no known significant resources on the Project site or in the Project area. Therefore, the development of the Project would not contribute to the cumulative degradation of any cultural resources; as such, the contribution of the Project to cumulative impacts to cultural resources is not considerable.

Mitigation Measures:

The Project is required to comply with the following City-standard mitigation measures, which will ensure impacts are less than significant:

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

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

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

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

In the event that human remains are discovered at the Project site or within the off-site Project improvement areas, mitigation measure CULT-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.

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

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) 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).

4.6 ENERGY

This section describes the potential energy usage effects from implementation of the proposed Project for both construction activities as well as long-term operations. MD Acoustics performed an Energy Analysis for the proposed Project in October 2021 (Appendix A-1).

4.6.1 Regulatory Setting

A full list of energy regulations is provided in the Energy Analysis in Appendix A-1. The discussion below provides a summary of key standards relative to this Project.

Building Energy Efficiency Standards

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective on January 1, 2020. The 2019 Title 24 standards include efficiency improvements to the lighting and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers.

The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, went into effect on January 1, 2020. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. Specifically, the code requires the following measures that are applicable to energy use:

- New buildings with tenant spaces that have 10 or more tenant-occupants to provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.

- New buildings that require 10 or more parking spaces to provide a specific number of spaces to facilitate the future installation of electric vehicle supply equipment. The raceways are required to be installed at the time of construction.

Senate Bill 350

Senate Bill (SB) 350 (de Leon) was signed into law in October 2015 and established new clean energy, clean air, and greenhouse gas reduction goals for 2030. SB 350 establishes periodic increases to the California Renewables Portfolio Standard (RPS) Program with the target to increase the amount of electricity generated per year from eligible renewable energy resources to an amount that equals at least 33% of the total electricity sold annually to retail customers, by December 31, 2020. The SB 350 specifically calls for the quantities of eligible renewable energy resources to be procured for all other compliance periods reflecting reasonable progress in each of the intervening years to ensure that the procurement of

electricity products from eligible renewable energy resources achieves 40 percent by December 31, 2024, 45 percent by December 31, 2027, and 50 percent by December 31, 2030.

Senate Bill 100

Senate Bill 100 (SB 100) was signed into law September 2018 and increased the goal of the California RPS Program to achieve at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

4.6.2 Environmental Setting

California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration [EIA] 2018). California consumed 292,039 gigawatt-hours (GWh) of electricity and 2,110,829 million cubic feet of natural gas in 2017 (California Energy Commission [CEC] 2019; EIA 2018). In addition, Californians consume approximately 18.9 billion gallons of motor vehicle fuels per year (Federal Highway Administration 2019). The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent) (EIA 2018).

Most of California's electricity is generated in-state with approximately 30 percent imported from the Northwest (Alberta, British Columbia, Idaho, Montana, Oregon, South Dakota, Washington, and Wyoming) and Southwest (Arizona, Baja California, Colorado, Mexico, Nevada, New Mexico, Texas, and Utah) in 2017. In addition, approximately 30 percent of California's electricity supply comes from renewable energy sources such as wind, solar photovoltaic, geothermal, and biomass (CEC 2018). Adopted on September 10, 2018, SB 100 accelerates the State's Renewables Portfolio Standards Program by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

To reduce statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline, which is sourced almost exclusively from refineries located in California. Gasoline is the most used transportation fuel in California with 15.5 billion gallons sold in 2017 and is used by light-duty cars, pickup trucks, and sport utility vehicles (California Department of Tax and Fee Administration 2018). Diesel is the second most used fuel in California with 4.2 billion gallons sold in 2015 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (CEC 2016). Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions, including CO_2 and NO_X. The transportation sector is the single largest source of GHG emissions in California, accounting for 41 percent of all inventoried emissions in 2016 (California Air Resources Board [CARB] 2018).

4.6.3 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to energy resources in Section 13 of the PVCCSP relative to incentives for Leadership in Energy and Environmental Design (LEED) certified projects Additionally, the PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Project will implement the PVCCSP mitigation measures related to energy.

PVCCSP Mitigation Measure	PVCCSP Mitigation Measure Summary	Project Compliance
MM Air 20:	**Increase overall energy efficiency beyond minimum standard.**	**Project-specific mitigation**

4.6.4 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?		X		
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Discussion

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

Less Than Significant Impact With Mitigation Incorporated. The Project will not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. Information from the CalEEMod 2016.3.2 Daily and Annual Outputs contained in the Air Quality and Greenhouse Gas Impact Study (Appendix A) were utilized to generate estimates of the Project's electricity, natural gas, and fuel consumption for construction and operational aspects of the Project. Electricity used for the Project during construction and operations would be provided by Southern California Edison, which serves more than 15 million customers. SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. Natural gas would be provided to the

Project by Southern California Gas (SoCalGas). Project-related vehicle trip energy consumption will be predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

Construction Energy

The Project's estimated energy consumption during construction is provided in Appendix A-1 (refer to Tables 3-7. In summary, the usage was estimated as follows:

- Table 3: Project Construction Power Cost and Electricity Usage: 25,401 kWh.
- Table 4: Construction Equipment Fuel Consumption Estimates: 29,801 gallons of diesel fuel.
- Table 5: Construction Worker Fuel Consumption Estimates: 8,612 gallons.
- Table 6: Construction Vendor Fuel Consumption Estimates (Medium Heavy Duty Trucks): 5,146 gallons.
- Table 7: Construction Hauling Fuel Consumption Estimates (Heavy Heavy Duty Trucks): 0 gallons (No hauling trips by Heavy Heavy Duty trucks are anticipated for the Project as there would be no demolition, the site is anticipated to balance for the grading phase, and vendors would utilize medium heavy duty trucks to transport materials; refer to Table 6 for construction vendor fuel consumption).

Project construction is required to comply with applicable California Air Resources Board (CARB) regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction- related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. The Project will be required to implement this restriction as part of PVCCSP MM Air-4 which requires the City to condition building and grading permits to restrict idling of construction equipment (refer to Appendix J).

Therefore, Project compliance with State regulations will reduce impacts to less than significant and no mitigation is required.

Operations

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project site)

and facilities energy demands (energy consumed by building operations and site maintenance activities).

The proposed Project would generate approximately 192 trips per day. The vehicle fleet mix was used from the CalEEMod output from the air quality and greenhouse gas analysis (Appendix A-1). Table 8 in Appendix A-1 shows that an estimated 160,462 gallons of fuel would be consumed per year for the operation of the proposed Project. The State of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015. Therefore, the increase in fuel consumption from the proposed Project is insignificant in comparison to the State's demand. Therefore, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Table 9 in Appendix A-1 identifes that the Project's annual operational energy demand according to the CalEEMod 2020.4.0 model annual output would be as follows:

- Natural Gas – unrefrigerated warehouse: 220,075 kBTU/year
- Electricity – unrefrigerated warehouse: 254,017 kWh/year
- Electricity – electric vehicle charging stations: 23,003 kWh/year

In 2019, the non-residential sector of the County of Riverside consumed approximately 8,183 million kWh of electricity and approximately 148 million therms of gas. Therefore, the increase in both electricity and natural gas demand from the proposed Project is not significant compared to the County's 2019 non-residential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The proposed Project is required to comply with Title 24 standards, which require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The Project would also comply with the CALGreen Code as it:

- Provides one outdoor secure bicycle facility.

- Allows for three future electric vehicle charging parking spaces by installing raceways for the equipment.

The site's current land use classification is General Industrial according to the PVCC Specific Plan Land Use Map, and the proposed use is consistent with the current land use classification identified in the City's General Plan. As such, the energy demands of the Project would be accommodated within the context of the planned availability of resources and energy delivery systems by City and Regional planning documents.

The applicant, Phelan Development, is committed to building sustainable projects. Although this Project building will not officially be LEED certified, it will follow many of the required design features including, but not limited to, LED and energy efficient lighting for interior and exterior, 3 percent skylights and clear story windows for natural warehouse light, low VOC office materials, site storm water pollution prevention, short term and long term bicycle parking, designated parking for clean air vehicles, future electric vehicle charging capabilities, site light pollution reduction, site grading and drainage system managing surface water flows, providing shade trees, outdoor potable water use in landscape areas, drought tolerant plants, moisture control in landscape areas, construction waste management plan, excavated soil and land clearing debris management recycling/ reuse plan, recycling by future occupants of building, building commissioning plan, pollutant control temporary ventilation during construction, finish pollutant control, environmental tobacco smoke control, indoor moisture control and ventilation, indoor air quality control and ventilation, carbon dioxide monitoring, and ozone depletion and greenhouse gas reductions in HVAC systems.

The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California particularly because the Project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards.

The Project is required to comply with a PVCCSP project-specific mitigation measure as detailed at the end of this section. Implementation of this measure will ensure that Project-specific impacts will be less than significant.

Other than implementation of PVCCSP mitigation measure, no other Project-specific mitigation measures are required to reduce impacts to less than significant.

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

Less Than Significant Impact. Regarding federal transportation regulations, the Project site is located in an already developed area. Access to/from the Project site is from existing roads. These roads are already in place so the Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the Project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and Southern California Gas Company.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen).

As shown in the air quality and greenhouse gas analysis (Appendix A), the proposed Project would be consistent with the City of Perris Climate Action Plan.

Given the above, the proposed Project would have a less than significant potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.6.5 Cumulative Impacts

The proposed Project complies with the existing land use designation as identified and evaluated within this document and complies with environmental documents prepared for the City's General Plan and in the PVCCSP. As such, the cumulative energy demands of the Project are not considerable.

4.6.6 Mitigation Measures:

The Project is required to comply with the following PVCCSP Mitigation Measure, which will further reduce the energy demands of the proposed Project:

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

4.7 GEOLOGY AND SOILS

A geotechnical analysis was prepared for the Project in September 2020 (refer to Appendix D). A paleontological report was prepared for the Project by CRM Tech (refer to Appendix D-1).

4.7.1 Environmental Setting

Regional Geologic Setting

The Project lies within the *Perris* U.S. Geological Survey (USGS) 7.5-minute topographical map in Section 6, Township 4 South, Range 3 West (Figure 2.4-2 and Figure 2.4-3). The Project area is located at the northern end of the Peninsular Ranges Geomorphic Province, a 900- mile (mi) long northwest-southeast trending structural block that extends from the Transverse Ranges to the tip of Baja California and includes the Los Angeles Basin. Specifically, the Project is located on the Perris Block, a fault-bounded structural block that extends from the southern foot of the San Gabriel and San Bernardino Mountains southeast to the vicinity of Bachelor Mountain and Polly Butte. It is bounded on the northeast by the San Jacinto Fault and on the southwest by the Elsinore Fault Zone.

The generally rectangular-shaped parcel is elongated in a north to south to west direction with topography of the relatively level descending slightly from a north to south direction on the order of a few feet, with elevations ranging from 1,473 feet above mean seal level (AMSL) to 1,477 feet AMSL. The site is undeveloped parcel covered with a moderate vegetation growth of natural grasses and weeds. The Project site is within a developing area, bordered by empty lots, industrial buildings, and low-density residential.

Soils

Soils on site consist of Ramona sandy loam (0 to 2 percent slopes) and Pachappa fine sandy loam (0 to 2 percent slopes). Refer to Figure 4.2-1 for a depiction of the soils on site. Soils on site have been graded and compressed.

Liquefaction

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. The City's General Plan Safety Element identifies that the Project site is located within an area that has low potential for liquefaction.

Faulting

The City of Perris is located in the southern California basin, a complex geological region that has a history of seismic activity due to the number of faults in the region. The City of Perris' General Plan Safety Element identifies that the active faults of most concern for the City of Perris are the San Andreas, San Jacinto, Cucamonga, and Elsinore Faults. None of these faults are located directly in the City of Perris or its Sphere of Influence; therefore, ground surface rupture is not identified as a significant seismic hazard.

4.7.2 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to the analysis of geological resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Project will implement the PVCCSP mitigation measures related to geological resources.

Additionally, the City of Perris has developed a project-specific mitigation measure based off of the PVCCSP mitigation measures and is designed to replace the PVCCSP project specific mitigation measure. This is also identified in the following table.

PVCCSP Mitigation Measure	**PVCCSP Mitigation Measure Summary**	**Project Compliance**
MM Geo 1	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	A geotechnical analysis was prepared and is included in Appendix D.
MM Cultural 5:	Monitor for paleontological resources if subsurface excavation exceeds 5 feet and results of Phase 1 survey require.	Project-specific mitigation, refer to GEO-1 for updated mitigation measure.
City-GEO-1	**Submit a Paleontological Resource Impact Mitigation Monitoring Program**	**Project-specific mitigation.**

4.7.3 Impact Analysis

CEQA THRESHOLDS	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact or Does Not Apply**
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
• Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
• Strong seismic ground shaking?			X	

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
• Seismic-related ground failure, including liquefaction?			X	
• Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Discussion

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

- *Rupture of a known earthquake fault, as delineated on the most recent Alquist Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*
- *Strong seismic ground shaking?*
- *Seismic related ground failure, including liquefaction?*
- *Landslides?*

Less than Significant Impact.

Alquist-Priolo Earthquake: The Project site is located in Southern California, a seismically active area and susceptible to the effects of seismic activity include rupture of earthquake faults. The proposed development site lies outside of any Alquist Priolo Special Studies Zone (Appendix D). There is no impact to this criterion, and no mitigation is required.

Ground Shaking. The site is situated in an area of high regional seismicity and the San Jacinto (San Jacinto Valley) fault is located about 6 miles east of the site. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults (Appendix D). The Project is required to be constructed consistent with all applicable seismic design standards contained in the 2019 California Building Code (CBC), including Section 1613- Earthquake Loads, which will reduce impacts from ground shaking. Therefore, the impacts are less than significant, and no mitigation is required.

Liquefaction. The depth to groundwater at the site is greater than 50 feet deep, and the Project site is mapped within the City as an area of low potential for liquefaction. Therefore, the impacts are less than significant, and no mitigation is required.

Landsides. The Project site and the surrounding area is flat. The Project site is identified within the City's General Plan as being in an area of no landslide risk. Therefore, there is no impact, and no mitigation is required.

Overall, the impact is less than significant, and no mitigation is required.

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

Less Than Significant Impact. During Project construction when soils are exposed, temporary soil erosion may occur, which could be exacerbated by rainfall. To control the potential for soil erosion, wind, dust, and water quality impacts, the Project is required to comply with SCAQMD rules relating to dust control (such as SCAQMD Rule 403) and rules to protect water quality including preparing a SWPPP to be approved by the RWQCB. Compliance with Federal, State, and Local regulations will ensure potential impacts are less than significant. Therefore, the impact is less than significant, and no mitigation is required.

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

Less Than Significant Impact. Refer to the above discussion regarding hazards associated with liquefaction and landslide hazards. As noted, there is no potential for landslide and low potential for liquefaction. Therefore, because no aspects of the proposed Project could increase the likelihood of landslides, lateral spreading, subsidence, liquefaction, potential impacts would be less than significant.

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?

Less Than Significant Impact. The subsurface soils primarily consist of fill and native soil of primarily clayey soil. The geotechnical analysis (Appendix D) identified that the clayey soils underlying the Project site have an expansion index of between 64 and 70 beginning at 2 feet below ground surface. This is considered as a "medium" potential according to Table 18-1-B of the Uniform Building Code. The Project will be designed and constructed in accordance with the recommendations made by the geotechnical analysis to account for the potential for expansive soil. Therefore, there will not be a substantial direct or indirect risk to life or property. The impact is less than significant, and no mitigation is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project does not propose to install any septic tanks or alternative wastewater disposal systems. No impacts would occur, and no mitigation is required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. A paleontological resources study was completed for the Project by study of local and regional literature and a field survey. The surface geology within the Project area was mapped as *Qal*, or alluvium of Holocene age, which is the same material mapped as the surface material in the Domenigoni Valley, the site of important vertebrate paleontological finds in recent decades (Appendix D-1). According to the Western Science Center (WSC), the soils in the Project area also consist of very old alluvial fan deposits from the Pleistocene Epoch (Appendix D-1). Throughout the course of CRM Tech's field survey, no notable surface manifestation of any paleontological remains was observed within the Project area. While surface visibility was hampered by the presence of a significant amount of vegetative ground cover, in light of past agricultural operations on the property and the resulting ground disturbance, no intact fossil remains had been anticipated on the surface or in shallow deposits prior to the survey, in any event.

The City of Perris has mapped the Project site to be within Area No. 1, which is "High Sensitivity: Pleistocene older valley deposits."

Project excavation may exceed 5 feet in some areas of the building footings to achieve adequate engineered compaction.

As such, the Project is required to comply with the following City's General Plan Policy:

> *IV.A.4 In Area 1 and Area 2 shown on the Paleontological Sensitivity Map, paleontologic monitoring of all projects requiring subsurface excavations will be required once any excavation begins. In Areas 4 and 5, paleontologic monitoring will be required once subsurface excavations reach*

five feet in depth, with monitoring levels reduced if appropriate, at the discretion of a certified Project Paleontologist.

The City of Perris has developed **Mitigation Measure GEO-1,** a standard mitigation measure to manage unanticipated discoveries of paleontological resources. Mitigation measure GEO-1 replaces PVCCSP EIR mitigation measure MM Cultural 5. Implementation of Mitigation Measure GEO-1 will reduce potential impacts to unanticipated discoveries of paleontological resources.

Other than implementation of the City's standard mitigation measure, no other Project-specific mitigation measures are required to reduce impacts to less than significant.

Cumulative Impacts

The Project site is part of the PVCCSP planning area where no significant cumulative impacts associated with geology and soils have been identified in the PVCCSP EIR.

Mitigation Measures:

The Project is required to comply with the following PVCCSP Mitigation Measures, which will ensure impacts are less than significant:

GEO-1 Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any Project-related excavations that exceed three (3) feet below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or within the off-site Project improvement areas until the paleontologist has been approved by the City.

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

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

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

discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.

4.8 GREENHOUSE GAS EMISSIONS

A Greenhouse Gas Analysis was prepared for the Project in June 2021 as part of the Air Quality Assessment (Appendix A).

4.8.1 Regulatory Setting

Since 1988, many countries around the world have made an effort to reduce GHG emissions since climate change is a global issue. Over the past 30 years, the United States, and the State of California, have enacted a myriad of regulations that have evolved over time aimed at reducing GHG emissions in transportation, building and manufacturing.

South Coast Air Quality Management District

The Project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

SCAQMD has established recommended significance thresholds for greenhouse gases for local lead agency consideration. SCAQMD has published a five-tiered draft GHG threshold which includes a 10,000 metric tons of CO_2e per year for industrial projects and two options for non-industrial projects. Tier 3 is anticipated to be the primary tier by which the SCAQMD will determine significance for projects. The Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90-precent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to CEQA analysis. The 90-percent capture rate GHG significance screening level in Tier 3 for stationary sources was derived using the SCAQMD's annual Emissions Reporting Program.

The current draft thresholds consist of the following tiered approach:

Tier 1	consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
Tier 2	consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
Tier 3	consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:

	– Industrial projects: 10,000 $MTCO_2e$ per year – Based on land use types: residential is 3,500 $MTCO_2e$ per year; commercial is 1,400 $MTCO_2e$ per year; and mixed use is 3,000 $MTCO_2e$ per year or – All non-industrial land use types: 3,000 MTCO2e per year
Tier 4	has the following options: – Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined – Option 2: Early implementation of applicable AB 32 Scoping Plan measures – Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans; – Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year for plans
Tier 5	involves mitigation offsets to achieve target significance threshold.

Local jurisdictions, such as the City of Perris, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. The City of Perris adopted its Climate Action Plan on February 23, 2016.

4.8.2 Environmental Setting

Global Climate Change (GCC) refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO2 (carbon dioxide), N2O (nitrous oxide), CH4 (methane), hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHG). These gases are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the earth's average temperature would be approximately 61° Fahrenheit (F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

For the purposes of Greenhouse Gas Analysis (Appendix A), the focus was on emissions of CO_2, CH_4, and N_2O because these gasses are the primary contributors to Global Climate Change (GCC) from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

4.8.3 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to greenhouse gas emissions. There were no mitigation measures contained in the PVCCSP EIR specifically for Greenhouse Gas impacts. However,

the PVCCSP EIR found that mitigation measures MM Air 2 through MM Air 6, MM Air 11 through Air 14, MM Air 21, and MM Air 19 would reduce GHG emissions related to buildout of the PVCCSP.

4.8.4 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion

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

Less Than Significant Impact With Mitigation Incorporated. The greenhouse gas emissions from Project construction equipment and worker vehicles are shown on Table 13 of Appendix A. The emissions are from all phases of construction. The total construction emissions amortized over a period of 30 years are estimated at 12.95 metric tons of CO_2e per year. Annual CalEEMod output calculations are provided in Appendix A.

Operational emissions occur over the life of the Project. The operational emissions for the Project are 929.11 metric tons of CO_2e per year as shown in Table 14 of Appendix A. These emissions would not exceed the SCAQMD screening threshold for industrial uses of 10,000 metric tons of CO_2e per year.

Therefore, the proposed Project's GHG emissions are considered to be less than significant and no mitigation is required. However, the PVCCSP EIR found that **Mitigation Measures MM Air 2 through MM Air 6, MM Air 11 through Air 14, MM Air 21**, and **MM Air 19** would reduce GHG emissions related to buildout of the PVCCSP. These mitigation measures would also ensure air quality impacts are reduced to less than significant levels and are identified in Section 4.3.

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

Less Than Significant Impact. As stated previously, the applicable plan for the proposed Project is the City of Perris CAP and the SCAQMD's tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which was phased in starting in 2012.

Therefore, as the Project's emissions meet the threshold for compliance with Executive Order S-3-05, the Project's emissions also comply with the goals of AB 32 and the City of Perris CAP. Additionally, as the Project meets the current interim emissions targets/thresholds established by SCAQMD, the Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, all of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the Project will be required to comply with these regulations as they come into effect.

Therefore, the impacts are less than significant, and no mitigation is required.

4.8.5 Cumulative Impacts

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. Therefore, in the case of global climate change, the proximity of the Project to other GHG emission generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. According to CAPCOA, “GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective.” The resultant consequences of that climate change can cause adverse environmental effects. A project’s GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change.

The state has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce are predicted to continue to expand. In order to achieve this goal, the CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. Consistent with CEQA Guidelines Section 15064h(3), the City, as lead agency, has determined that the Project’s contribution to cumulative GHG emissions and global climate change would be less than significant if the Project is consistent with the applicable regulatory plans and policies to reduce GHG emissions.

As discussed above, the Project is consistent with the goals and objectives of AB 32 and the City of Perris CAP.

Thus, given the Project's consistency with AB 32, the City's CAP, and the SCAQMD's 10,000 $MTCO_2e$ per year threshold for industrial uses, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, the contribution of the Project to cumulative GHG impacts is not considerable.

4.8.6 Mitigation Measures:

No mitigation measures are required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

A Phase 1 Environmental Site Assessment was prepared for the Project in 2019 (Appendix E). A Noise Impact Study was also prepared for the Project (Appendix G).

4.9.1 Regulatory Setting

The Department of Environmental Health of the Riverside County Community Health Agency is responsible for regulating the operations of businesses and institutions that handle hazardous materials or generate hazardous wastes in the City of Perris. As part of the State- mandated Certified Unified Program administered by the California Environmental Protection Agency, the County Department of Environmental Health coordinates regulatory and enforcement for the programs related to hazardous materials and wastes (City of Perris, 2005a).

4.9.2 Environmental Setting

A hazardous material is a substance that is toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high or chronic toxicity, carcinogenic, bioaccumulative properties, persistence in the environment, or that are water reactive. Improper use, storage, transport, and disposal of hazardous materials and waste may result in harm to humans, surface and groundwater degradation, air pollution, fire, and explosion.

Typical equipment which may contain fuel or hydraulic oil that may be used during construction could include a crane, a forklift/pallet jack, jackhammers, and demolition saws.

March Air Reserve Base

The Project site is also located approximately 0.5 mile south of the southern terminus of Runway 14-32 of the March Air Reserve Base/Inland Port Airport's primary runway. Runway 14-32 is oriented north-northwest/south-southeast and is 13,300 feet long. According to the March Air Reserve Base/Inland Port Airport (MARB/IPA) Airport Land Use Compatibility Plan (ALUCP), the proposed Project site is within Compatibility Zone B1-APZ I (Figure 4.9-1). The Project site is also located within confines of noise contours of the MARB that range from 65 to 70 dBA (Figure 4.13-1: *MARB ALUCP Noise Contours*); therefore the Project is subject to conditions identified within MARB ALUCP including noise attenuation within the office space and an acoustical study.

4.9.3 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to hazardous waste. The PVCCSP, Section 12, *Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table* contains a number of design requirements relative to development within the March ARB ALUCP presented in this IS and are incorporated as part of the proposed Project, and as such, are incorporated into the analysis in this section. These include but are not limited to:

- Locate structures maximum distance from extended runway centerline;
- Sound attenuation as necessary to meet interior noise level criteria;
- Zoned fire sprinkler systems required;

- Airspace review required for objects >35 ft. tall;
- Electromagnetic radiation notification; and
- Avigation easement dedication and disclosure.

The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. As such, these are assumed to be implemented in the analysis presented in this section. Additionally, the PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Project will implement the PVCCSP mitigation measures related to Hazards and Hazardous Wastes.

PVCCSP Mitigation Measure	**PVCCSP Mitigation Measure Summary**	**Project Compliance**
MM Haz 1:	Prepare a CEQA analysis if a project is within one-quarter of a mile of Val Verde High School.	Not required – site not within one-quarter of a mile of Val Verde High School. CEQA prepared for general Project entitlement.
MM Haz 2:	**Convey an avigation easement to the MARB/March Inland Port Airport Authority.**	**Project-specific mitigation.**
MM Haz 3:	**Outdoor lighting installed shall be hooded or shielded.**	**Project-specific mitigation.**
MM Haz 4:	**Provide a notice to potential purchasers and tenants regarding the site being within an airport zone.**	**Project-specific mitigation.**
MM HAZ 5:	**Prohibit specific uses that would interfere with airport operations.**	**Project-specific mitigation.**
MM HAZ 6:	**Demonstrate to City that vertical structures or construction equipment will not encroach into the 100-to-1 imaginary surface surrounding the MARB.**	**Project-specific mitigation.**
MM HAZ 7:	Conduct soil sampling of potentially contaminated soil for sites on a known contaminated site.	Not required – Project site is not located on a hazardous waste site.

4.9.4 Impact Analysis

CEQA THRESHOLDS	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact or Does Not Apply**
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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 or excessive noise to the public or the environment?				X
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 for people residing or working in the project area?		X		
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?				X

Discussion

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

Less than Significant Impact. Construction of the proposed Project would involve the use of construction-related chemicals. These include but are not limited to hydraulic fluids, motor oil, grease, runoff, and other related fluids and lubricants. The construction activities would involve the disposal and recycling of materials, trash, and debris.

With mandatory regulatory compliance with federal, State, and local laws (as described above), potential hazardous materials impacts associated with construction of the Project would be less than significant and no mitigation is required.

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?

Less than Significant Impact. Construction and operation of the Project would involve the routine transport, use, or disposal of hazardous materials on- and off-site.

Construction

Construction activities would require the temporary use of hazardous substances, such as fuel, lubricants, and other petroleum-based products for operation of construction equipment as well as oil, solvents, or paints. As a result, the proposed Project could result in the exposure of persons and/or the environment to an adverse environmental impact due to the accidental release of a hazardous material. However, the transportation, use, and handling of hazardous materials would be temporary and would coincide with the short-term Project construction activities. Further, these materials would be handled and stored in compliance with all with applicable federal, state, and local requirements, any handling of hazardous materials would be limited to the quantities and concentrations set forth by the manufacturer and/or applicable regulations, and all hazardous materials would be securely stored in a construction staging area or similar designated location within the Project site. In addition, the handling, transport, use, and disposal of hazardous materials must comply with all applicable federal, state, and local agencies and regulations, including the Department of Toxic Substances Control; Occupational Health and Safety Administration (OSHA); Caltrans; and the County Health Department - Hazardous Materials Management Services.

With the compliance with local, state, and federal regulations short-term construction impacts associated with the handling, transport, use, and disposal of hazardous materials would be less than significant.

Therefore, because the City and its contractors are required to comply with federal, State, and local regulations, impacts associated with the handling, transport, use, and disposal of hazardous materials and the release of hazardous materials into the environment would be less than significant.

Operations

As identified in Section 4.6 of the PVCCSP EIR, new commercial and industrial uses in the Specific Plan area could involve the transport, use, storage, and disposal of hazardous materials. However, with required compliance with federal, State, and City regulations, standards, and guidelines pertaining to hazardous materials management, proposed commercial and industrial developments would not create a significant hazard to the public or the environment through routine use, storage, or disposal of hazardous materials; the impact was determined to be less than significant. Although a tenant for the warehouse has not yet been determined, operation of the proposed Project may involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials).

Exposure of people or the environment to hazardous materials during operation of the proposed project may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected. The U.S. Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for hazardous materials transport, as described in Title 49 of the Code of Federal Regulations; these are implemented by Title 13 of the California Code of Regulations, known as the Hazardous Materials Transportation Act. As noted above, it is possible that vendors may transport hazardous materials to and from the Project site; and the drivers of the transport vehicles must comply with the Hazardous Materials Transportation Act. Hazardous materials or wastes stored on site are subject to requirements associated with accumulation time limits; proper storage locations and containers; and proper labeling. Additionally, for removal of hazardous waste from the site, hazardous waste generators are required to use a certified hazardous waste transportation company which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal.

Consistent with the conclusion of PVCCSP EIR, with compliance with applicable regulations, operation of the proposed Project would result in a less than significant impact related to a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials. No mitigation is required.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. The closest school to the Project site is Rancho Verde High School, which is approximately 2 miles east of the Project site. Since there are no schools within one-quarter mile of the Project site, no impacts would occur, and no mitigation is required.

d) *Would the project 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?*

No Impact. Government Code Section 65962.5(a)(1) requires that Department of Toxic Substance Control (DTSC) "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code ("HSC")." The hazardous waste facilities identified in HSC § 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment. This is known as the "Cortese List." This is a very small and specific subgroup of facilities and they are not separately posted on the DTSC or Cal/EPA's website. The following databases that meet the "Cortese List" requirements were reviewed for this Project.

Envirostore Database. There are no sites listed in the Envirostore Database within 1,000 feet of the Project site.

Geotracker Database. Geotracker is the SWRCB's database that manages potential hazardous sites to groundwater. There are no sites listed in the Geotracker Database within 1,000 feet of the Project site.

Based on the result of the database review the Project site is not located on any site that has been identified in accordance with Section 65962.5 of the Government Code.

Additionally, a Phase 1 Environmental Site Assessment was performed for the Project in accordance with ASTM Standard Practice CFR Part E152 13 and the EPA Standards and Practices for All Appropriate 312) and is located in Appendix E. The assessment identified that although the historical use was agriculture with the potential for pesticide use, there was no evidence of Recognized Environmental Condition (RECs) or Controlled RECs on site based on records searches and the field survey.

Therefore, no impact would occur, and no mitigation is required.

e) *For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

Less Than Significant Impact With Mitigation Incorporated. The Project site is located approximately 0.5 mile south of the southern terminus of Runway 14-32 of the MARB/IPA's primary runway and is within the boundaries of the 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 Compatibility Zone B1-APZ I (Figure 4.9-1) and is not required to go through Airport Land Use Commission (ALUC) review and consistency determination because: 1) the City created an Airport Overlay Zone component to the City's land use planning to accommodate development within the City consistent with the land use designations of the MARB/IPA LUCP, 2) there is no legislative action (i.e., general plan amendment, specific plan amendment, or change of zone) required or proposed, and 3) the proposed building does not exceed 35 feet in height. Additionally, industrial land uses in the B1-APZ I Zone are prohibited from exceeding a site average of 25 persons per acre a maximum single-acre intensity of 100 people per acre. Based on the County of Riverside General Plan employee generation factor of 1 employee for every 1,500 SF of General Industrial space, the Project would result in the generation of approximately 78 employees. This would equate to a site average density of 15.6 employees per acre for the 5-acre Project site. These employees would work within the 109,229 SF non-refrigerated warehouse building, which would cover an area of 2.5 acres and equate to an average of 31.2 people per acre. As such, the Project would not violate the MARB Land Use Compatibility Plan regulation of a maximum of 100 people per acre.

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 PVCCSP planning area and the Project is a proposed warehouse use. Pursuant to Perris Municipal Code Section 19.51.080(2), office space (including office space within industrial buildings) must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dBA. Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less. Table MA-2 from the MARB/IPA Airport Land Use Compatibility Plan also states that office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dBA.

The Noise Analysis in Appendix G compared the Project site to the MARB noise contours. According to the noise contour map, the Project is located between the 65 and 70 dBA CNEL contour. Noise levels measured in the field at 63 dBA CNEL with maximum levels reaching up to 64 dBA. Since the Project resides within the 65-70 dBA contour there is a potential for the interior noise level to reach up to 50 dBA when using typical building construction techniques. The Project site is susceptible to single-event aircraft noise from closed circuit events and therefore requires noise abatement measures to reduce interior levels in the office space down to 45 dBA CNEL or lower. Therefore, glazing will be required to achieve at least CNEL 25 dB of noise reduction.

The Project is required to comply with a number of PVCCSP project-specific mitigation measures that are detailed at the end of this section. In addition, **Mitigation Measure HAZ-1**, is required to ensure that interior noise levels within the building office space would not exceed City and MARB/IPA noise standards.

Implementation of PVCCSP mitigation measures and **Mitigation Measure HAZ-1**, will reduce potential impacts associated with aircraft operations to a less than significant level.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Development of the Project site would not interfere with any of the daily operations of the City of Perris Emergency Operation Center, Riverside County Fire Department, or Riverside County Sheriff's Department. Site access would be provided by two driveways. The main entrance would be on N Webster at the western boundary of the site. Emergency response and evacuation for the City are based on numerous access routes. The Project would not interfere with the City's emergency operations plan or impede roadway access through removal or closure of any streets. All construction activities would be required to be performed according to the standards and regulations of the City and county fire and sheriff's departments. For example, the Project applicant and construction contractor would be required to provide on- and offsite access and circulation for emergency vehicles and services during the construction and operation phases.

The Project would also be required to undergo the City's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations of the Riverside County Fire Department to ensure that the Project does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants).

Overall, the proposed Project would not impair implementation of or physically interfere with the City of Perris's emergency operations plan or evacuation plan. Project-related impacts would be less than significant, and no mitigation is required.

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

No Impact. The Project site is located in an urban area, and there are no wildlands in the vicinity of the Project. The new facilities will be constructed in accordance with all local, State and federal regulations regarding fire safety devices, including but not limited to fire sprinklers in the building. Therefore, there is no impact, and no mitigation is required.

4.9.5 Cumulative Impacts

The Project is consistent with the PVCCSP. The PVCCSP EIR determined that cumulative impacts associated with hazards and hazardous materials would be less than significant.

4.9.6 Mitigation Measures:

The Project is required to comply with the following PVCCSP Mitigation Measures, which will ensure impacts are less than significant:

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)"

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

- Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

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

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

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

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

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 will encroach into the 100-to-1 imaginary surface surrounding the MARB. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division will work with FAA to resolve any adverse effects on aeronautical operations.

The following mitigation measure is required to ensure that interior noise levels within the building office space would not exceed City and MARB/IPA noise standards:

HAZ-1: Prior to issuing building permits, a final acoustical building specific analysis shall be provided which calculates the noise level reduction of the building shell. Per the MARB ALUCP, building shell construction techniques must demonstrate that a noise level reduction of 25 dBA or more.

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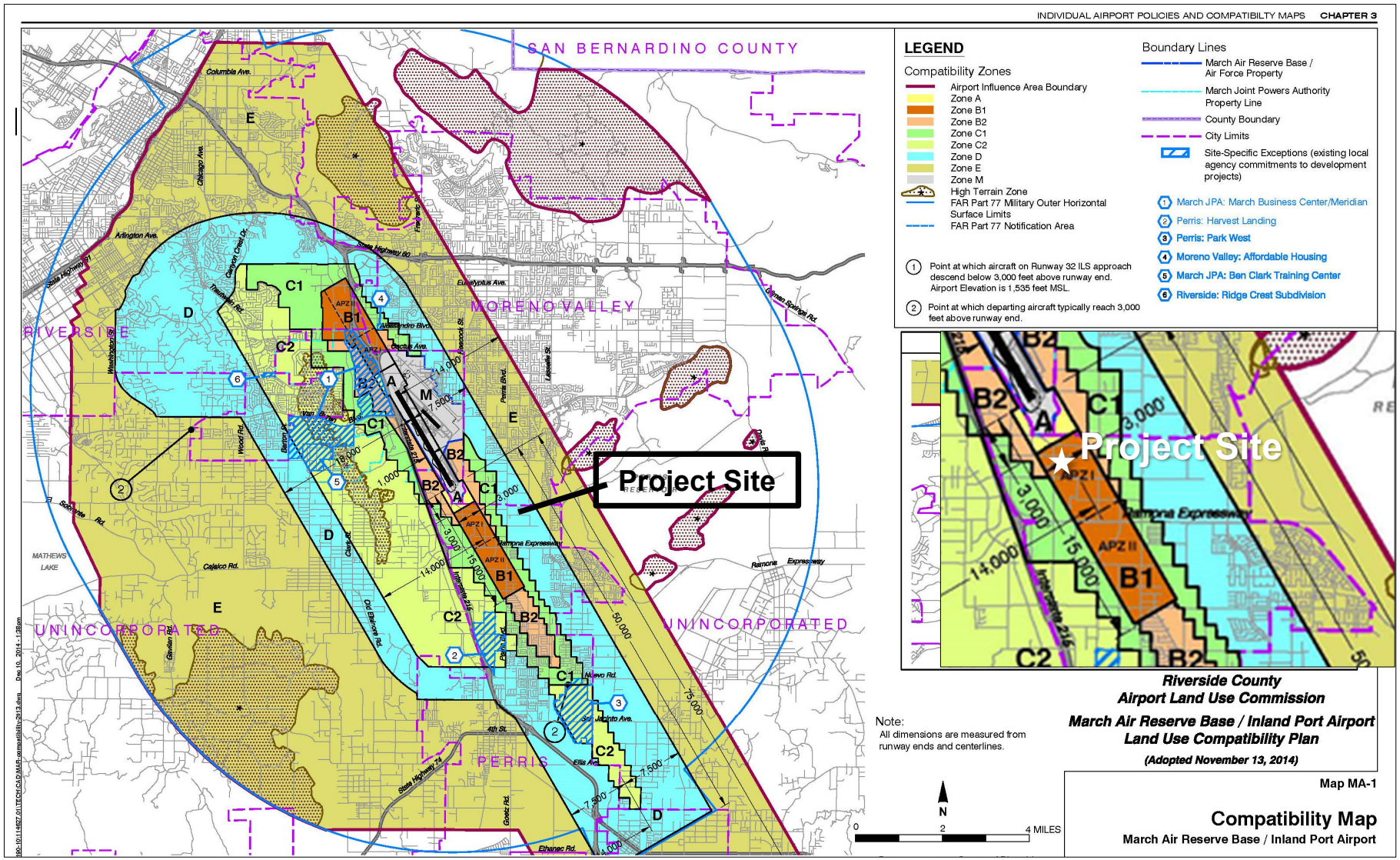

Figure 4.9-1 - MARB ALUCP Zoning
Phelan Warehouse at W Nance/N Webster
Initial Study

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4.10 HYDROLOGY AND WATER QUALITY

A Water Quality Management Plan (WQMP) for the Project is located in Appendix F, and a Preliminary Drainage Report is provided in Appendix F-1

4.10.1 Regulatory Setting

The Santa Ana Regional Water Quality Control Board requires that dischargers whose construction projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD).

The State's Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a storm water management plan/program with the goal of reducing the discharge of pollutants to the "maximum extent practicable," which is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify which BMPs will be used to address certain program areas. The program areas include public education and outreach, illicit discharge detection and elimination, construction and post-construction, and good housekeeping for municipal operations.

The Riverside County Flood Control and Water Conservation District, the County of Riverside, the City of Perris, and other incorporated cities (co-permittees) discharge pollutants from their MS4s. Stormwater and non-stormwater enter and are conveyed through the MS4 and discharged to surface water bodies of the Riverside County region. These discharges are regulated under countywide waste discharge requirements per Order No. R8-2010-0033, NPDES Permit No. CAS618033, approved by the Santa Ana RWQCB on January 29, 2010. The MS4 permit requires the development and implementation of a program addressing stormwater pollution issues in development planning for private projects. The primary objectives of the municipal stormwater program requirements are to: 1) effectively prohibit non-stormwater discharges, and 2) reduce the discharge of pollutants from stormwater conveyance systems to the "maximum extent practicable" statutory standard.

4.10.2 Environmental Setting

Hydrologically, the Project site is located within the Perris hydrologic area, in the 106,456-acre Perris Valley hydrologic sub-area (HSA 802.11) within the Lower San Jacinto River watershed (HUC 180702020305).

Floodplains

The Project site does not contain any natural drainages or waterways, according to the biological resources report in Appendix B. The Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) indicate the Project site is located within Zone X, which is an area of moderate and minimal flood risk. Zone X signifies areas subject to flooding in the event of a 500-year flood, areas of a 100- year sheet flow flooding with average depths of less than one foot, areas of a 100-year stream flood with contributing drainage areas less than one square mile, and areas protected from a 100-year flood by levees.

Groundwater

The Eastern Municipal Water District (EMWD) delivers water to most of the City including the Project site. The EMWD has prepared an Urban Water Management Plan (UWMP) comply with the Urban Water Management Planning Act and SBX7-7 and to support water supply assessments and written verifications of water supply (EMWD, July 2021). The EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The service area includes seven incorporated cities, including the City of Perris, in addition to unincorporated areas of Riverside County. The EMWD has a diverse portfolio of local and imported supplies including recycled water, potable groundwater, desalinated groundwater. Approximately half of the water used in the EMWD service area is imported by Metropolitan. The EMWD has been able to maintain a balance of local and imported water even as new connections have been added. This has been accomplished through of local supply projects and increased water use efficiency (EMWD, July 2021).

4.10.3 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to hydrology and water quality, are incorporated as part of the proposed Project, and as such, are incorporated into the analysis in this section. There are no mitigation measures for Hydrology and Water Quality included in the PVCCSP EIR.

4.10.4 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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:				
• result in substantial erosion or siltation onsite or offsite;			X	
• substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;			X	
• create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
• impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Discussion

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

Less Than Significant Impact.

Construction

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas, outdoor work areas, material storage areas, and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). Construction projects that disturb 1 acre or more of soil, including the proposed Project, are regulated under the construction general permit (CGP, Order No. 2009-009-DWQ) and its subsequent revisions (Order No. 2012-0006-DWQ) issued by the SWRCB. Projects obtain coverage under the CGP by developing and implementing a SWPPP, estimating sediment risk from construction activities to receiving waters, and specifying best management practices that would be implemented as a part of the Project's construction phase to minimize pollution of stormwater prior to and during grading and construction.

The proposed Project's construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during grading and construction. The SWPPP would specify BMPs that would be implemented for the proposed Project to protect the water quality of receiving waters (Canyon Lake and Lake Elsinore). Other construction BMPs that may be incorporated into the proposed Project's SWPPP and implemented during the construction phase include but are not limited to:

- Installation of perimeter silt fences and perimeter sandbags and/or gravel bags
- Stabilized construction exits with rumble strip(s)/plate(s)
- Installation of storm drain inlet protection on affected roadways
- Installation of silt fences around stockpile and covering of stockpiles
- Stabilization of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls
- Installation of temporary sanitary facilities and dumpsters

Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters; reduce or avoid contamination of urban runoff with sediment; and reduce or avoid contamination with other pollutants such as trash and debris, oil, grease, fuels, and other toxic chemicals.

Furthermore, Section 14.22.100 (Stormwater conveyance system protection) of the City's municipal code regulates grading and construction activities as they relate to stormwater pollution. Any person engaged in development, grading, or construction within the City shall comply with all applicable local ordinances, including the grading and erosion control section in Title 15 of the municipal code, the standard specifications for public works construction when performing public works, and applicable provisions of the National Pollutant Discharge Elimination System CGP for stormwater discharges associated with construction activity issued by the SWRCB and California RWQCB, NPDES No. CAS 618033, Order No. R8-2002-0011.

Therefore, with implementation of the BMPs in the required SWPPP, water quality or waste-discharge impacts from Project-related grading and construction activities would be less than significant, and no mitigation is required.

Operations

The Project site would ultimately discharge to the Perris Valley Channel via concentrated street flow. The proposed Project includes a warehouse building, paved parking, self-retaining LID landscaped areas, and two underground biotreatment systems for flow-based pollutant control (Appendix F).

The existing drainage patterns were identified in the WQMP (Appendix F). The Project is designed in a manner where the overall drainage pattern will be preserved. The existing site discharges to the storm drain within W Nance Street. As part of the Project, a network of an on-site storm drain system will be constructed to collect and convey the storm water runoff in a northeasterly direction to proposed permanent structural best management practices (BMPs) for treatment purpose. Two (2) proprietary BMPs (i.e. – Modular Wetland Systems by BioClean) are proposed

in the northeasterly area of the Project to treat the on-site runoff prior to discharging the treated flow into the catch basin along W Nance Street.

All runoff will be dispersed to landscaped swales prior to reaching the proposed BMPs. Insufficient demand for harvest and use is a site constraint, therefore impervious area dispersion was considered as an Low Impact Development (LID) opportunity.

Overall, implementation of the BMPs in the WQMP and compliance with NPDES MS4 permit requirements would reduce water quality and waste-discharge impacts from operational activities to less than significant, and no mitigation is required.

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

Less Than Significant Impact. The Project site is in the EMWD Perris North groundwater basin in the San Jacinto Groundwater Management Plan Area. According to the EMWD's Urban Water Management Plan, a cooperative groundwater management plan is already in place for the Groundwater Management Plan Area to insure the reliability and quality of the water supply.

Development of the Project would involve paving a large amount of the 5.1-acre Project site, thereby increasing impervious surfaces in the Project area. The WQMP prepared for the Project identifies that all runoff will be dispersed to landscaped swales. Insufficient demand for harvest and use is a site constraint, therefore impervious area dispersion was considered as an LID opportunity. The landscape swales will retain stormwater runoff during storm events and gradually release it back into the ground and the City's storm drain system. Therefore, the Project would not interfere with groundwater recharge and would beneficially retain water to ensure more groundwater recharge. Thus, impacts to groundwater recharge and groundwater supplies would be less than significant.

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:

- *result in substantial erosion or siltation onsite or offsite;*
- *substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;*
- *create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*
- *impede or redirect flood flows?*

Less Than Significant Impact. As stated previously, adherence to the BMPs in the SWPPP would not result in substantial erosion onsite or offsite.

The site drainage is designed in a manner that will mimic existing drainage patterns. There are no natural drainages on site, and the site is not located in an area that would be subject to flood flows.

The WQMP prepared for the Project identifies that two (2) proprietary BMPs (i.e. – Modular Wetland Systems by BioClean) are proposed in the northeasterly area of the Project to treat the on-site runoff prior to discharging the treated flow into the catch basin along W Nance Street. The modular wetland systems will retain stormwater runoff during storm events and gradually release it back into the ground and the City's storm drain system. Therefore, the Project would not create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or substantially increase the rate of surface water runoff.

Therefore, overall, the impacts are less than significant, and no mitigation is required.

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

No Impact. According to the Federal Emergency Management Agency (FEMA) flood maps, the Project site is located The Project is located outside the 100-year floodplain, as mapped by FEMA (site is within Flood Zone X) and would not significantly impede or redirect flood flows.

The proposed Project is located inland, more than 40 miles northeast of the Pacific Ocean and is therefore not subject to tsunami hazards.

Seiches are surface waves created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to development near large water bodies and water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The closest dam is the Lake Perris reservoir, approximately 4 miles east of the Project site. However, the Project site is not within the maximum inundation zone of the Lake Perris reservoir. There are no impacts, and no mitigation is required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As stated previously, the proposed Project's construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during grading and construction. The SWPPP would specify BMPs that would be implemented for the proposed Project to protect the water quality of receiving waters (Canyon Lake and Lake Elsinore). Therefore, the Project will not interfere with the implementation of a water quality control plan.

The EMWD works cooperatively with the cities within its service area to plan for future water supply. The PVCCSP, finalized in 2018, was therefore considered as part of the need for the City

of Perris in the EMWD's most recent UWMP (EMWD, July 1, 2021). Therefore, the Project will not conflict or obstruct a sustainable groundwater management plan.

Therefore, overall, impacts are less than significant, and no mitigation is required.

4.10.5 Cumulative Impacts

There will be no cumulative impact because the Project is part of the PVCCSP, which has been addressed in previous environmental documents with respect to water quality and groundwater supply.

4.10.6 Mitigation Measures:

No mitigation measures are required.

4.11 LAND USE PLANNING

4.11.1 Environmental Setting

The Project site is located on a vacant parcel within the PVCCSP - General Industrial zone where the use is identified as manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. The Project site is surrounded by industrial development, except for a pocket of non-conforming residential located along the southern portion of the property boundary to the west of N Webster Ave. The site is bounded by W Nance Street on the north and N Webster Ave on the west, vacant land on the south, and industrial development on the east.

4.11.2 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to land use, site placement and design and have been incorporated as part of the proposed Project and this analysis. There are no mitigation measures for Land Use and Planning included in the PVCCSP EIR.

4.11.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion

a) Would the project physically divide an established community?

No Impact. The proposed Project site is undeveloped and bordered by vacant lots to the north and south, nonconforming residential uses to the west, industrial warehouse to the east. The planned land uses in the vicinity of the proposed Project site have PVCCSP land use designations of General Industrial. The PVCCSP states that it is "designed to promote compatibility of existing residential land uses and their neighboring industrial, commercial, and office uses." Therefore, the proposed Project is consistent with the surrounding land uses and there are no impacts with regard to the division of an established community.

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

Less Than Significant Impact. According to the City's General Plan, the Project site is designated and zoned PVCCSP. Thus, land use is guided by both the Perris General Plan and the PVCCSP. Table 4.11-1 provides an evaluation of Project consistency with General Plan goals, policies and implementation measures that have been adopted for the purpose of avoiding or mitigating an environmental effect.

The General Plan identifies "Goals" as representing a synthesis of input from those who live and work in the City of Perris and define desired General Plan outcomes. "Policies" provide the overall direction for choosing among alternative courses of action necessary to achieve the Goals while also providing a measure of flexibility needed to adapt the action to changes over the life of the General Plan. "Implementation Measures" are specific, discreet actions the City may take to achieve the future conditions reflected in the General Plan element. Implementation Measures define the municipal work program for providing transportation improvements needed to meet Goals identified in the General Plan element, consistent with the element's policies.

The proposed Project includes a non-refrigerated warehouse building, which is consistent with the PVCCSP General Industrial (GI) land use designation. This zone provides for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities.

For the purposes of Table 4.11-1, only those Goals, policies and implementation measures that are applicable to the Project approvals are identified.

Table 4.11-1 General Plan Consistency

General Plan Goal or Policy	Project Consistency Analysis
Circulation Element	
Goal I: A comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City.	
Policy I.B: *Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.* **Implementation Measure I.B.1:** Require on-site improvements that accommodate public transit	*Consistent.* The applicant contacted the RTA on November 3, 2021, requesting comment as to the provision of bus routing within any street adjacent to the Project. The RTA responded on November 8, 2021 stating that it had no comments from the Agency. However, bicycle parking will be provided at the Project site to encourage employees to bike to. The Project applicant will also pay applicable development impact fees (DIF),

General Plan Goal or Policy	Project Consistency Analysis
vehicles (i.e. bus pullouts and transit stops and cueing lanes, bus turnarounds and other improvements) at major trip attractions (i.e. community centers, tourist and employment centers, etc.).	which may be used by the City to support development of transportation options.
Goal II: A well planned, designed, constructed and maintained street and highway system that facilitates the movement of vehicles and provides safe and convenient access to surrounding developments. ***Policy II.B:*** *Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.* **Implementation Measure II.B.1:** Limiting access points and intersections of streets and highways based upon the road's General Plan classification and function to reduce motorist conflicts and enhance continual traffic flow. Access points must be located a sufficient distance away from major intersections and from access points on adjoining parcels to allow for safe, efficient operation.	*Consistent.* Street improvements provided by the Project include curb, gutter and pavement to half-width on both W Nance Street and N Webster Ave, consistent with the General Plan Circulation Element and the PVCCSP.
Goal III: To financially support a transportation system that is adequately maintained. ***Policy III.A*** *Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.* **Implementation Measure III.A.4:** Require developers to be primarily responsible for the improvement of streets and highways to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.	*Consistent*. Street improvements provided by the Project include curb, gutter and pavement to half-width on both W Nance Street and N Webster Ave. The Project is subject to all transportation and development fees for future road improvements.

General Plan Goal or Policy	Project Consistency Analysis
Goal V: Efficient goods movement. ***Policy V.A*** *Provide for safe movement of goods along the street and highway system.* **Implementation Policy V.A.7** Require streets abutting properties in Light Industrial and General Industrial zones to conform to standard specifications for industrial collector streets to accommodate the movement of heavy trucks.	*Consistent*. As discussed in Section 4.17, Transportation, all Project improvements are designed consistent with applicable engineering and design improvements to ensure that the Project would not result in movements that are unsafe.
Conservation Element	
Goal I. Agricultural Resources: Orderly conversion of agricultural lands to other approved land uses. ***Policy I.A.*** *Establish growth management strategies to ensure the proper timing and economic provisions for utilities, major streets and other facilities so that orderly development will occur.*	*Consistent.* The site is classified as Prime Farmland by the USDA, although the site is not undergoing active farming. The Project applicant proposes warehouse activities consistent with the General Plan Land Use Element and the PVCCSP, which identified the conversion of the Project area to General Industrial. The analysis in Section 4.2 Agriculture identified that the conversion of the 5.1-acre Project site from Prime Farmland to General Industrial is less than significant. The Project includes dedication and improvement of street right-of-ways and the installation of utilities to ensure an orderly conversion of farmlands to General Industrial, as envisioned by the PVCCSP.
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:** For 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.	*Consistent*. The Biological Resources Assessment prepared for the Project included biological surveys on the site. Mitigation measures in Section 4.4, Biological Resources, would ensure that the Project would comply with state and federal regulations to ensure biological resources on site are protected to the extent feasible. Therefore, the Project would be consistent with this policy.

General Plan Goal or Policy	Project Consistency Analysis
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.*	*Consistent*. Section 4.4, Biological Resources, addresses the consistency of the proposed Project with the requirements of the MSHCP. As discussed, the Project would be consistent with this policy.
Goal IV. Cultural Resources: Protection of historical, archaeological and paleontological sites.	
Policy IV.A: *Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.*	*Consistent*. The Cultural Resources Report and Paleontological Resources Report prepared for the Project identified no significant resources. The Project is required to comply with mitigation measures as identified in Section 4.5, Cultural Resources, Section 4.7, Geology and Soils, and Section 4.18, Tribal Cultural Resources, to ensure all known and undiscovered resources on site are protected to the extent feasible. These measures also ensure that the Project would comply with state and federal regulations ensuring the preservation of historical, archaeological and paleontological resources.
Goal V - Water Supply. Provide an adequate water supply to support existing and future land uses, as anticipated in the Land Use Element.	
Policy V.A*: Coordinate land-planning efforts with local water purveyors.*	*Consistent*. As part of the planning process, the Project applicant has coordinated with Eastern Municipal Water District (EMWD), the local water purveyor. On November 21, 2019, EMWD issued a will-serve letter indicating that it can adequately serve the Project.
Goal VI – Water Quality. Achieve regional water quality objectives and protect the beneficial uses of the region's surface and groundwater.	
Policy VI.A: *Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).*	*Consistent*. The Project is subject to the NPDES General Construction Permit. Section 4.10, Hydrology and Water Quality, discusses how the Project will comply with requirements of the NPDES. Therefore, the Project would be consistent with this policy.

General Plan Goal or Policy	Project Consistency Analysis
Goal VIII – Sustainable Future. Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices.	
Policy VIII.A: *Adopt and maintain development regulations that encourage water and resource conservation.*	*Consistent*. Drought tolerant ground cover is proposed around the building perimeter and along the property boundary perimeter. The existing drainage patterns were identified during site design, and the design preserves the overall drainage pattern. As part of the Project, a network of an on-site storm drain system will be constructed to collect and convey the storm water runoff in a northeasterly direction to proposed permanent structural best management practices (BMPs) for treatment purpose. Two (2) proprietary BMPs (i.e. – Modular Wetland Systems by BioClean) are proposed in the northeasterly area of the Project to treat the on-site runoff prior to discharging the treated flow into the catch basin along Nance Street. Therefore, the Project would be consistent with this policy (Policy VIII.A) and comply with the requirements of the WQMP guidance document for the Santa Ana Region of Riverside County, dated October 22, 2012.
Policy VIII.B: *Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.*	*Consistent*. 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.

General Plan Goal or Policy	Project Consistency Analysis
Land Use Element	
Goal II: New development consistent with infrastructure capacity and municipal services capabilities.	
Policy II.A: *Require new development to pay its full, fair share of infrastructure costs.*	*Consistent*. As required by City Ordinance No. 1182, the Project applicant will pay applicable development fees to mitigate the cost of public facilities that support new development.
Policy II.B: *Require new development to include school facilities or pay school impact fees, where appropriate*.	*Consistent*. The Project applicant will pay applicable school facilities as required by local and state laws.
Goal III: Commerce and industry to provide jobs for residents at all economic levels	
Policy III.A: *Accommodate diversity in the local economy.*	*Consistent*. The Project is consistent with the existing land use designation for the site within the PVCCSP, which was adopted by the City to provide for a diversity of land uses within the community.
Goal V: Protection from natural or manmade disasters.	
Policy V.A: *Restrict development in areas at risk of damage due to disasters.* **Implementation Measure V.A.1** Consult hazards maps as part of the review process for all development application.	*Consistent.* The closest fault to the Project site is the San Jacinto fault, located approximately 6 miles to the east. The Project would comply with the most recent version of the CBC, which contains universal standards related to seismic load requirements. Compliance with the CBC would ensure the structural integrity in the event that seismic ground shaking is experienced at the Project site. In addition, the Project site is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. Further, the Project would comply with the site plan review and permitting requirements of the City. The PVCCSP is located in an area that is relatively flat and it is not located near any areas that possess potential landslide characteristics. Therefore, the Project would be consistent with this policy. As discussed in Section 4.10, Hydrology and Water Quality, the Project site is not within a dam inundation area, tsunami, seiche, or flood zone. The potential for liquefaction is low, and damage due to direct fault rupture is considered unlikely.

General Plan Goal or Policy	Project Consistency Analysis
	Therefore, the Project would be consistent with this policy.
Policy V.B: *Ensure land use compatibility near March Air Reserve Base/Inland Port (ARB/IP) by implementing the policies of the 2014 March ARB/IP Airport Land use Compatibility Plan (ALUCP).*	*Consistent.* The Project site is located within the MARB ALUCP, B1, Accident Potential Zone I (APZ-I, refer to Figure 4.9-1). This zone prohibits many uses that involve hazardous materials (such as gas stations), and those uses that have higher densities of people per acre. The PVCCSP, Section 12, Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table contains a number of design requirements relative to development within the MARB ALUCP and are incorporated as part of the proposed Project. These include but are not limited to: • Locate structures maximum distance from extended runway centerline; • Sound attenuation as necessary to meet interior noise level criteria; • Zoned fire sprinkler systems required; • Airspace review required for objects >35 ft. tall; • Electromagnetic radiation notification; and • Avigation easement dedication and disclosure. Additionally, industrial land uses in the B1-APZ I Zone are prohibited from exceeding a site average of 25 persons per acre a maximum single-acre intensity of 100 people per acre. Based on the County of Riverside General Plan employee generation factor of 1 employee for every 1,500 SF of General Industrial space, the Project would result in the generation of approximately 78 employees. This would equate to a site average density of 15.6 employees per acre for the 5-acre Project site. These employees would work within the 109,229 SF non-refrigerated warehouse building, which would cover an area of 2.5 acres and equate to an average of 31.2 people per acre. As such, the Project would not violate the MARB Land Use Compatibility Plan regulation of a maximum of 100 people per acre.

General Plan Goal or Policy	Project Consistency Analysis
Noise Element	
Goal I – Land Use Siting. Future land uses compatible with projected noise environments. ***Policy 1.A:*** *The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.* **Implementation Measure I.A.1:** All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.	Consistent. Noise levels of up to 70 dBA CNEL are identified in the General Plan Noise Element as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. The Project site is located between the 65 and 70 dBA CNEL contour for MARB/IPA. Therefore, the Project would be consistent with this policy.
Goal IV – Air Traffic Noise: Future land uses compatible with noise from air traffic. ***Policy IV.A:*** *Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.* **Implementation Measure IV.A.1:** As part of any approvals for new sensitive land uses within the 60 dBA CNEL or higher noise contours associated with March Inland Port, and for such new uses within the flight paths associated with the Perris Valley Skydiving Center, the City will require the developer to issue disclosure statements identifying exposure to regular aircraft noise. This disclosure shall be issued at the time of initial and all subsequent sales of the affected properties.	*Consistent.* The Project is an industrial warehouse, which is not considered a sensitive land use, although employees will be working in and around the Project site. The Project site is located near the March Air Reserve Base, specially where noise contours range from 65 to 70 dBA. The MARB ALUCP requires that office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dBA. Sections 4.9 Hazards and 4.13 Noise identify that using standard building methods, the interior facility is anticipated to reach 50 dBA CNEL. Mitigation is identified that would ensure that interior noise levels within the building office space would not exceed City and MARB/IPA noise standards.
Goal V – Stationary Source Noise: Future non-residential land uses compatible with noise sensitive land uses. ***Policy V.A:*** *New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the*	*Consistent*. The nearest residential uses are the two non-conforming residential properties located approximately 45 feet to the west, across N Webster Avenue. As discussed in Section 4.13,

General Plan Goal or Policy	Project Consistency Analysis
State of California Noise/Land Use Compatibility Criteria.	Noise, the noise levels associated with operational activities at the Project site would not exceed 60 dBA CNEL.
Safety Element	
Goal I: Reduced risk of damage to property or loss of life due to a natural or man-made disasters.	
Policy I.B - Flooding: *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.* **Implementation Measure I.B.4:** Require that new development project must incorporate facilities for on-site control of storm water run-off. **Implementation Measure I.B.5:** Require flood mitigation plans for all proposed projects in the 100-year floodplain (Areas A and AE).	*Consistent*. The Project site is located within Zone X and is outside the 500-year floodplain. The Project is not required to have flood mitigation plans because the site is not in the 100-year floodplain. The Project's stormwater management would adequately convey flows and provide flood protection in the 100-year storm event. Therefore, the Project would be consistent with this policy.
Policy I.E: Seismic Hazards. *All development will be required to include adequate protection from damage due to seismic incidents.*	*Consistent.* The Project would comply with the most recent version of the CBC, which contains universal standards related to seismic load requirements. Compliance with the CBC would ensure the structural integrity in the event that seismic ground shaking is experienced at the Project site. Therefore, the Project would be consistent with this policy.
Healthy Community Element	
Goal HC-1: Citywide Health – Foster educational opportunities that show a connection between "place" and health.	
Policy HC 1.3: *Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.*	*Consistent.* The Project would include installation of lighting, including security lighting consistent with lighting requirements contained in the PVCCSP and Riverside County Ordinance No. 655. Any illumination would utilize full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way. Therefore, the Project would be consistent with this policy.

General Plan Goal or Policy	Project Consistency Analysis
Goal HC-6: Healthy Environment – Support efforts of local businesses and regional agencies to improve the health of our region's environment.	
Policy HC 6.3: *Promote measures that will be effective in reducing emissions during construction activities.*	*Consistent.* As discussed in Section 4.3, Air Quality, the Project would comply with applicable regulations (including PVCCSP mitigation measures) that would reduce emissions during construction activities.

Note: MND = Mitigated Negative Declaration; CBC = California Building Code; PVCCSP = Perris Valley Commerce Center Specific Plan

As provided in Table 4.11-1, the Project would be consistent with the applicable General Plan goals and policies. Therefore, the Project would not conflict with an applicable land use plan, policy, or regulation that has been adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts associated with land use consistency would be less than significant.

Cumulative Impacts

The Project site is located within the PVCCSP planning area and is consistent with the site zoning designation. It is also consistent with all applicable General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect. There are no cumulative impacts related to land use.

Mitigation Measures:

No mitigation measures are required.

4.12 MINERAL RESOURCES

4.12.1 Regulatory Setting

In 1975, the California legislature enacted the Surface Mining and Reclamation Act (SMARA). This act provides for the reclamation of mined lands and directs the State Geologist to classify (identify and map) the non-fuel mineral resources of the state to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data.

4.12.2 Environmental Setting

The Project site is located on a vacant parcel within a General Industrial zone where the use is identified as manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. The California Department of Conservation, Division of Mines and Geology has not identified significant mineral resources within the City of Perris.

4.12.3 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not includes Standards and Guidelines relevant to mineral resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. There are no mitigation measures for Mineral Resources included in the PVCCSP EIR.

4.12.4 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. According to the California Geologic Survey "Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties, California" map and the City of Perris General Plan EIR, the Project site is designated Mineral Resource Zone (MRZ) 3 (CGS 2008, Perris 2004). Areas designated MRZ-3 are defined as areas containing known or inferred mineral occurrences of undetermined mineral resource significance. MRZ-2 areas are where geologic data indicate that significant mineral resources are present. Since the site is not designated MRZ-2, development of the Project site would not impact the availability of known mineral resources in the Project area.

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

No Impact. See response to Threshold Question XIIa, above. Additionally, no areas in the City of Perris have been designated as locally important mineral resource recovery sites on any local plan. Thus, the Project would have no impact on the availability of locally important mineral resource recovery sites.

4.12.5 Cumulative Impacts

The City of Perris is an urbanized area that is not designated for the availability of mineral resources. There are no mineral resources within the city or on the Project site. Development of the would not result in the loss of mineral resource recovery sites. Therefore, there are no cumulative impacts.

4.12.6 Mitigation Measures:

No mitigation measures are required.

4.13 NOISE

A Noise Impact Study for the proposed Project in December 2020 (Appendix G).

Environmental noise is commonly measured in A-weighted decibels (dBA). A decibel (dB) is a unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called a "sound level") measured in dB. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response that duplicates the sensitivity of human ears. Decibels are measured on a logarithmic scale. Generally, a three dBA increase in ambient noise levels represents the threshold at which most people can detect a change in the noise environment; an increase of 10 dBA is perceived as a doubling of loudness.

The FHWA identifies ranges of noise perceptibility as follows:

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

Noise Descriptors

The noise descriptors utilized in the noise study for this Project include but are not limited to the following:

- Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

- Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24- hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

- Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Vibration

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists

indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Table 4.13-1 identifies typical construction sources of vibration as identified by the Federal Transit Administration.

Table 4.13-1: Vibration Source Levels for Construction Equipment

	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	11 2
	0.644 (typical)	10 4
Pile driver (sonic)	0.734 upper range	10 5
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.		

4.13.1 Regulatory Setting

Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being constructed adjacent to a highway or, or alternatively that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

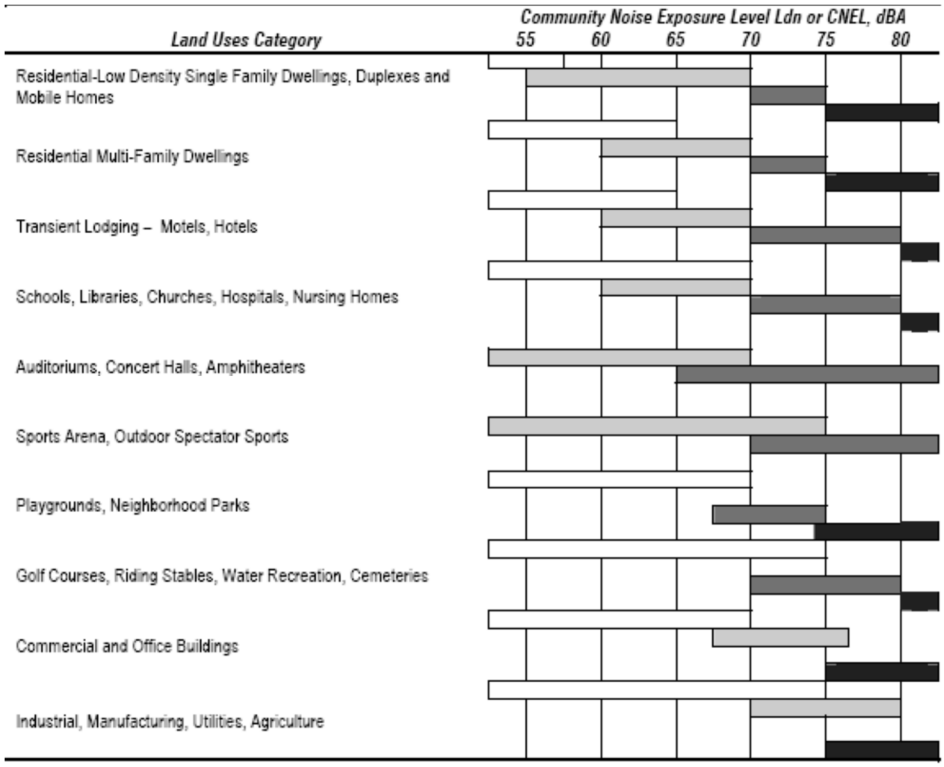
Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

State Regulations

The State of California has established noise insulation standards as outlined in Title 24 and the Uniform Building Code (UBC) which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold.

The State Department of Health Services has published guidelines that rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable as illustrated in Table 4.13-2.

Table 4.13-2: Land Use Compatibility Guidelines



Source: California Office of Noise Control

City of Perris

The City of Perris outlines its noise regulations and standards within the Municipal Code and the General Plan, Noise Element, adopted in 2005.

The City of Perris Municipal Code sets limits for exterior noise levels. Section 7.34.060 states that between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays no one may erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA in residential zones in the City.

March Air Reserve Base /Inland Port Airport Land Use Compatibility Plan

The March Air Reserve Base Airport Land Use Compatibility Plan (MARB ALUCP) requires that all new residences and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior levels from exterior aviation-related sources to no more than 40 dBA CNEL. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB.

The MARB ALUCP also requires that an acoustical study be required to be completed for any development proposed to be situated where the aviation related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

4.13.2 Environmental Setting

The Project site is located on a vacant parcel within a General Industrial zone where the use is identified as manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. The Project site is surrounded by industrial development, except for a pocket of non-conforming rural residential located along the southern portion of the property boundary to the west of N. Webster Ave. The site is bounded by W Nance Street on the north and N Webster Ave on the west, vacant land on the south, and industrial development on the east.

The Project site is located within confines of the MARB 65 to 70 dBA contour (Figure 4.13-1: *MARB ALUCP Noise Contours*) and is therefore subject to conditions identified within MARB ALUCP including noise attenuation within the office space and an acoustical study.

One, twenty-four hour (24) ambient noise measurement was performed at the western boundary of the Project site (Appendix G). Noise measurements were taken to determine the existing ambient noise levels. Noise data indicates that traffic is the primary sources of noise impacting the site and the surrounding area. Noise survey data also indicated that the ambient noise level ranges between 48 dBA Leq to 64 dBA Leq during the operational hours of 7AM to 10PM. The measured CNEL is 63.2 dBA.

4.13.3 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to noise and are incorporated as part of the proposed Project, and as such are incorporated into the analysis in this section. Additionally, the PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Project will implement the PVCCSP mitigation measures related to noise.

PVCCSP Mitigation Measure	PVCCSP Mitigation Measure Summary	Project Compliance
MM Noise 1:	**Guidelines for noise attenuation during construction**	**Project-specific mitigation**
MM Noise 2:	**Guidelines for construction equipment, stockpiling and vehicle staging placement**	**Project-specific mitigation**
MM Noise 3:	**Guidelines for noise attenuation near occupied residences**	**Project-specific mitigation**
MM Noise 4:	**Coordination of supplies and construction equipment deliveries**	**Project-specific mitigation**

4.13.4 Impact Analysis

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

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

Less Than Significant Impact With Mitigation Incorporated. A Noise Analysis was conducted for the Project and is located in Appendix G.

Construction

Construction is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times as described in the City's Municipal Code Section 7.34.060. Construction is anticipated to occur during the permissible hours according to the City's Municipal Code.

The Project site is located in a General Industrial zoned area, and the nearest residential zone is located nearly 1,000 feet to the south of the site. However, several non-conforming residential uses exist approximately 45 feet from the Project boundary on the west although the properties are zoned General Industrial. Field surveys could not determine if these residences were occupied or unoccupied. The residential uses nearly 1,000 feet to the south would not be impacted by the Project noise due to distance.

The Noise Analysis in Appendix G assumed a usage factor of 40 percent for each piece of equipment. With that assumption, unmitigated noise levels at 45 feet, which is the location of the non-conforming residential uses, have the potential to reach 89 dBA Leq at the property boundary during building construction. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the Project vicinity but is less than significant because the Project will be constructed during permissible hours and the construction noise will be temporary in nature.

Operations

Adjacent uses that may be affected by Project operational noise include general industrial to the north and east and future industrial uses to the west and south (per the zoning). Worst-case assumes that all Project activities are always operational when, in reality, the noise will likely be intermittent and cycle on/off depending on usage.

The Noise Study in Appendix G compared the Project's operational noise levels to two different noise assessment scenarios: 1) Project Only operational noise level projections, 2) Project plus ambient noise level projections. A total of one receptor location was modeled on the eastern boundary, which is the existing use, and two receptors on the western boundary, which are the non-conforming residential. Figure 4.13-2 depicts the noise contours at the Project site and illustrates how the noise will propagate at the site.

The existing ambient noise was measured at 62 dBA Leq and 71 dBA Lmax. The Project-only noise levels were estimated to range from 29 to 46 dBA CNEL. Tables 4.13-3 and 4.13-4 identify the noise levels at the various receptors studied. As identified by the tables, the Project will not generate noise combined with the ambient noise will not generate noise above the existing ambient noise. Therefore, the Project noise levels are not significant.

Table 4.13-3: Worst-Case Predicted Operational CNEL Noise Level[1]

Receptor	Existing Ambient Noise Level (dBA, CNEL)[2]	Project Noise Level (dBA, CNEL)[3]	Total Combined Noise Level (dBA, CNEL)	Land Use Compatibility (dBA, CNEL)	Change in Noise Level as Result of Project
1	63	29	63	60	0
2		32	63		0
3		46	63		0

Notes:
1 – Receptor 1 and 2 are non-conforming residential uses. Receptor 3 is the nearest property line to the east.
2 – The measured ambient CNEL.
3 – Per the Noise Element Implementation measure V.A.I, the CNEL noise level cannot exceed 60 dbA CNEL.

Table 4.13-4: Worst-Case Predicted Operational Lmax Noise Level[1]

Receptor	Existing Ambient Noise Level (dBA, Lmax)[2]	Project Noise Level (dBA, Lmax)[3]	Total Combined Noise Level (dBA, Lmax[h])	Land Use Compatibility (dBA, Lmax)	Change in Noise Level as Result of Project
1	71	44	71	60	0
2		48	71		0

Notes:
1 – Receptors 1 and 2 are non-conforming residential uses.
2 – Quietest measured ambient Lmax between 10pm and 7am, 70.5 dBA Lmax.
3 – Per Section 7.34.050 of the Municipal Code. Lmax cannot exceed the standards found in section 7.34.040 of 60 dBA Lmax for nighttime hours.

Additionally, the Project is expected to generate less than 500 daily trips and less than 50 peak hour trips during any peak hour, according to the Traffic Study in Appendix H. Therefore, the Project is presumed to have a less than significant impact on vehicle miles traveled (VMT) and a formal traffic impact study was not required. The average daily traffic (ADT) volumes would need to double to realize a 3 dBA increase (i.e., noticeable increase) from the existing noise level. Since the Project generates a nominal amount of traffic relative to the existing ADTs, the Project's traffic noise level increase would be nominal and therefore less than significant (Appendix G).

The Project is required to comply with a number of PVCCSP project-specific mitigation measures that are detailed at the end of this section. Implementation of these measures will ensure that Project-specific impacts will be less than significant.

Other than implementation of PVCCSP mitigation measures, no other Project-specific mitigation measures are required to reduce impacts to less than significant for this criterion.

b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The Noise Analysis in Appendix G analyzed the potential vibration noise levels. The analysis concluded that at a distance of 75 feet (distance of nearest structure from the site's eastern boundary), a large bulldozer would yield a worst-case 0.027 PPV (in/sec)

which may be perceptible for short periods of time during grading along the western property line of the Project site but is below any threshold of damage. The impact is less than significant, and no mitigation is required

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?

Less Than Significant Impact With Mitigation Incorporated. As discussed in Section 4.9.4, Criterion IX(e), the Project site is located between the 65 and 70 dBA CNEL contour of MARB/IPA. The Noise Analysis in Appendix G, there is a potential for the building interior noise level to reach up to 50 dBA when using typical building construction techniques. The MARB ALUCP requires that office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dBA. Section 2.3(b)(2) of the MARB ALUCP also requires that an acoustical study be required to be completed for any development proposed to be situated where the aviation related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

Therefore, to comply with the MARB ALUCP requirements and reduce impacts to a less than significant level, **Mitigation Measure HAZ-1**, as identified in Section 4.9.4, is required. With the implementation of HAZ-1, impacts will be less than significant.

4.13.5 Cumulative Impacts

The Project is part of the PVCCSP, and noise for this zoning have been previously addressed. The Project will be required to comply with the measures established for the PVCCSP and for the MARB ALUCP. Therefore, the contribution of the Project to significant cumulative noise impacts within the PVCCSP planning area would not be considerable.

4.13.6 Mitigation Measures:

The Project is required to comply with the following PVCCSP Mitigation Measures and other Project-specific mitigation measures, hich will ensure impacts are less than significant:

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

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 closet 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 the equipment is surrounded by a noise protection barrier.

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

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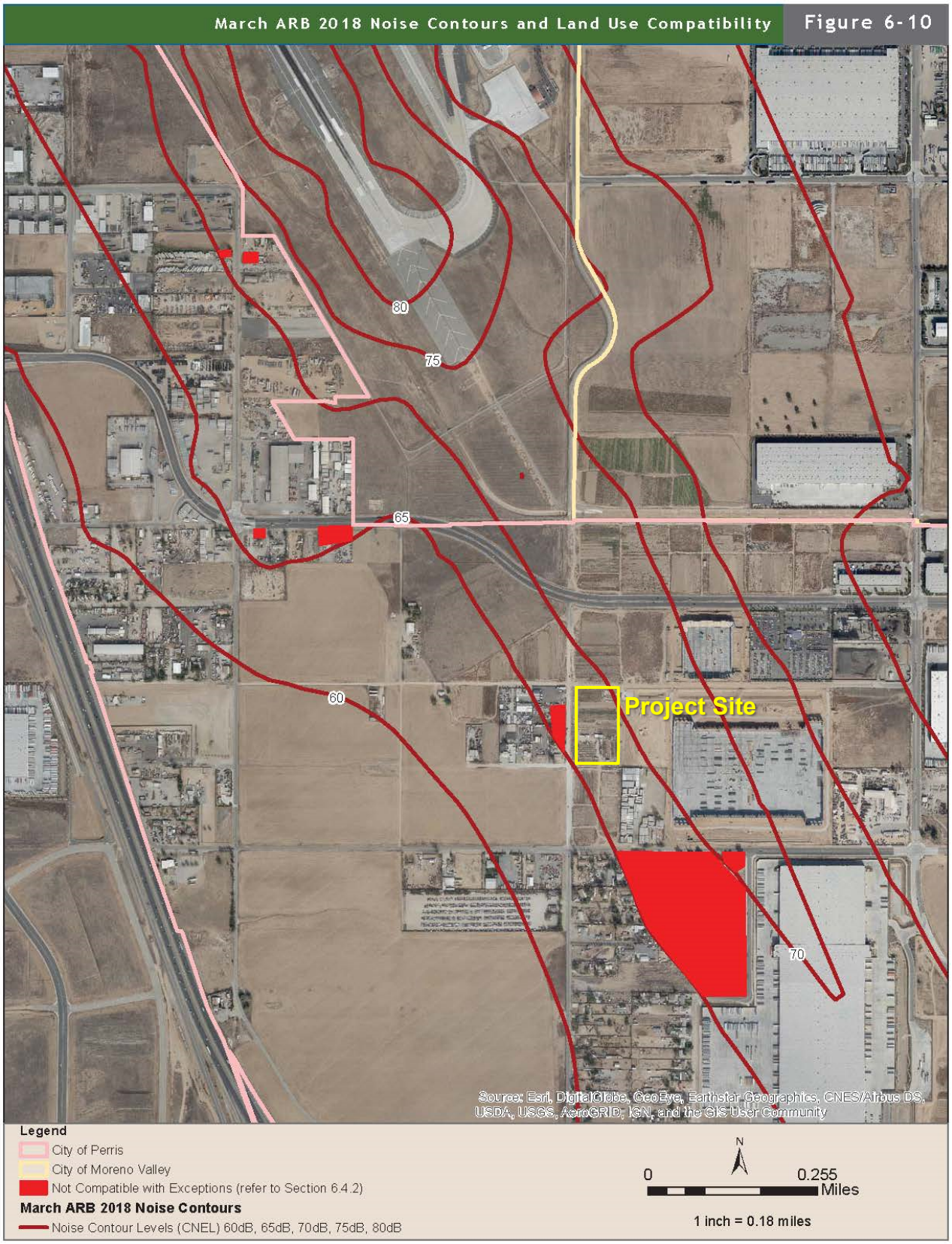

Figure 4.13-1 - MARB ALUCP Noise Contours
Phelan Warehouse at W Nance/N Webster
Initial Study

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Figure 4.13-2 - Project Operational Noise Levels - CNEL

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4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

Census data in 2019 identified the population of the City of Perris as 79,291, which is a 15 percent increase from the population identified in 2010. The 2019 Census data did not have data on the number of housing units in the city but identified that 6 percent of the housing was owner occupied. The City spans over 32 miles and has a population density estimated at 2,537 people per square mile.

4.14.2 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines for residential development; however, those standards do not apply because Project falls within the Industrial category. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. As such, these are assumed to be implemented in the analysis presented in this section. There were no mitigation measures contained in the PVCCSP EIR for Population and Housing impacts.

4.14.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

Discussion

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The proposed Project may create jobs both during construction and operation and therefore, may indirectly contribute to population growth within the City.

However, it is anticipated that the majority of new jobs would be filled by workers who already reside in the City and that the Project would not attract a significant amount of new residents to the City.

Although the proposed Project will include some expansion of infrastructure, this new infrastructure will all be constructed to serve the proposed Project's needs and will not cause additional unplanned 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, and no mitigation is required.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is currently vacant and does not contain any structures. Therefore, the Project will not displace any existing housing and will not necessitate construction of replacement housing elsewhere. Thus, no impact is anticipated.

The proposed Project site is undeveloped and surrounded by a mix of vacant (south), general industrial (north and east) and non-conforming residential (west). Therefore, neither construction nor operation of the proposed Project will displace these existing homes or substantial numbers of people necessitating the construction of replacement housing elsewhere. There are no impacts, and no mitigation is required.

4.14.4 Cumulative Impacts

The Project does not propose new housing or infrastructure. Therefore, the Project would not contribute to cumulative population and housing impacts.

4.14.5 Mitigation Measures:

No mitigation measures are required.

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

Fire and police services are provided by contract with the County of Riverside. The Val Verde Unified School District (VVUSD) provides the school services within the Project vicinity. Recreation services are provided by the City of Perris.

4.15.2 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relative to public services. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. As such, these are assumed to be implemented in the analysis presented in this section. There were no mitigation measures contained in the PVCCSP EIR for Public Services impacts.

4.15.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Recreation/Parks?			X	
Other public facilities?			X	

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection

Less Than Significant Impact. The closest fire station to the Project site is Fire Station 90 (North Perris Station) at 333 Placentia Avenue, approximately 2.5 miles southeast of the Project site. This station would be the first to respond to calls for service from the site. Fire

Station 1 (Perris Station) at 210 West San Jacinto Avenue, approximately 4 miles south of the Project site, would provide secondary response to the Project site.

Development of the Project consists of a warehouse area and an office. The remaining Project site would be paved parking. The facility may increase the number of fire or emergency services calls. However, considering the proposed use, concrete building type and existing firefighting resources available at the North Perris Station only 2.5 miles away from the Project site, adverse impacts on the Riverside County Fire Department (RCFD) services are not expected to occur. The increase in fire service demand generated by the proposed Project would not require the construction of a new fire station or improvements to either RCFD stations serving the City of Perris.

Additionally, the Project is required to comply with the most current adopted fire, building, and electrical codes and nationally recognized fire and life safety standards of the City and RCFD, as outlined in Chapter 16.08 (Building, Plumbing and Other Codes Adopted) of the City's municipal code. Compliance with these codes and standards would be enforced through the City's development review and building plan check process.

There would be a less than significant impact on fire protection services, and no mitigation is required.

Police Protection

Less Than Significant Impact. The Perris Police Station is at 137 North Perris Boulevard, approximately 2 miles south of the Project site. Typically, impacts on police services are analyzed based on increases in permanent residents from projects involving residential developments. Although the Project does not involve an increase in residential development, the proposed Project could generate a typical range of police service calls, such as vehicular burglaries or thefts and disturbances.

The site will have perimeter fences/walls and will be secured during closure hours. It is unlikely that that the facility would trigger the need for new or expanded police facilities. Additionally, because the Project site already within the Perris Police Station service area, the Project would not require an expansion of Riverside County Sheriff's Department (RCSD) service area.

There would be a less than significant impact on police protection services, and no mitigation is required.

Schools

Less Than Significant Impact. The proposed Project is located within the boundaries of the Val Verde Unified School District (VVUSD). The Project will not directly increase the City's population as it does not increase residential land use designations nor construct any housing. Therefore, it would not generate the need for new or altered school facilities. 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 include any new housing, any potential

impacts would be considered incremental and can be offset through the payment of the appropriate development impact fees. Thus, the proposed Project will not result in substantial adverse physical impacts related to schools. Therefore, impacts are less than significant.

Recreational/Parks

Less Than Significant Impact. The proposed Project will not directly require the construction or expansion of public recreational facilities as it does not propose new residential uses. However, it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. The applicable Recreational Facilities DIFs shall be assessed and paid towards parks. With the payment of these fees, the impacts to parks and other public recreational facilities are considered mitigated to a less than significant level. There will be some recreational amenities that are provided in accordance with the PVCCSP Industrial Development Standards and Guidelines for recreational amenities as part of the Project to serve the future employees. The physical impacts of building these amenities are addressed through the overall analysis of the site development and no unique or separate environmental impacts will occur as a result of building these facilities. Based on the above discussion, impacts are considered to be less than significant.

Other public facilities

Less Than Significant Impact. The proposed Project would not directly increase the demand for library or other public services because it does not propose new residential uses. The City contracts with the Riverside County Public Library System and provides library services at Cesar E. Chavez Library located at 163 E. San Jacinto Boulevard. 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 the City of Moreno Valley. Healthcare facilities are developed in response to perceived market demand by free enterprise. Therefore, the development of the proposed Project will not result in the construction for new or expanded medical facilities. The PVCCSP IS determined that any substantial adverse physical impacts associated with the provisions of new or physically altered medical facilities associated with development within the PVCCSP is considered to be less than significant. Therefore, impacts are considered less than significant.

4.15.4 Cumulative Impacts

The impact will be less than significant and not cumulatively considerable in the area of public services.

4.15.5 Mitigation Measures:

No mitigation measures are required.

4.16 RECREATION

The City of Perris provides recreational services throughout the City. There are no parks or recreational facilities within the Project vicinity.

4.16.1 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relative to recreation. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. As such, these are assumed to be implemented in the analysis presented in this section. There were no mitigation measures contained in the PVCCSP EIR for Recreation impacts.

4.16.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Discussion

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?

Less Than Significant Impact. Impacts on parks and recreational facilities are typically analyzed based on increases in permanent residents from projects involving residential developments. The Project applicant proposes to construct a warehouse in an existing General Industrial zone, and therefore, it does not include any residential development or permanent residents. 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.

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?

Less Than Significant Impact. The proposed Project facility includes an indoor gym and an outdoor bocce ball court in the parking lot. These amenities are integrated in the Project design, and the impacts of the associated development of these amenities have been addressed in this Initial Study. The impacts are less than significant, and no mitigation is required.

Cumulative Impacts

The impact will be less than significant and not cumulatively considerable in the area of recreational facilities because there are no other recreational facilities that will be needed as a result of the Project.

Mitigation Measures:

No mitigation measures are required.

4.17 TRANSPORTATION

A Trip Generation and Vehicle Miles Traveled Screening Analysis for the proposed Project was prepared by Translutions in July 2020 (Appendix H).

4.17.1 Environmental Setting

The Project includes the construction of a 109,250 square foot warehouse building on the southeast corner of W Nance Street N Webster Ave. The property is known as Parcel 1 of PM 23930, shown on Parcel Map Book 179/70-71, which is approximately 5 acres (or 4.999952), which includes a dedication to the City of 25 feet of right-of-way along N. Webster Ave for a total half-width of 55 feet. In the City's initial comments on this Project, the City indicated it wanted to reduce the dedication along N. Webster Ave from the required 55 feet to a 47-foot half-width. Therefore, the City's request necessitated an increase in the overall parcel size from 5 acres to approximately 5.11 acres, which is identified on the site plan (Figure 2.4-5).

4.17.2 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP contains Standards and Guidelines relative to circulation and traffic. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. As such, these are assumed to be implemented in the analysis presented in this section.

The following table identifies how the Project will implement the PVCCSP mitigation measures related to noise.

PVCCSP Mitigation Measure	PVCCSP Mitigation Measure Summary	Project Compliance
MM Trans 1:	Future implementing development projects shall construct on-site roadway improvements pursuant to the general plan alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.	Included in Project design
MM Trans 2:	Site distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.	Included in Project design
MM Trans 3:	Each implementing development project shall participate in the phased construction of the off-site traffic signals through payment if 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	Included in Project conditions

	Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.	
MM Trans 4:	Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designated 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.	Included in Project approval process, but also included as a Project-specific mitigation measure.
MM Trans 5:	Bike racks shall be installed in all parking lots in compliance with City of Perris standards.	Included in Project design
MM Trans 6:	Each implementing development project that is located adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail.	Not applicable – Project is not near the MWD Trail.
MM Trans 7:	Implementing project-level traffic impact studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCC as approved by the City of Perris Engineering Department. These subsequent traffic studies shall identify specific project impacts and needed roadway improvements to be constructed in conjunction with each implementing development project. All intersection spacing for individual tracts or maps shall conform to the minimum City intersection spacing standards. All turn pocket lengths shall conform at least to the minimum City turn pocket length standards. If any of the proposed improvements are found to be infeasible, the implementing development project applicant will be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City.	Included in Project submittals
MM Trans 8:	Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD.	Included in Project submittals

4.17.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Less Than Significant Impact. The City of Perris' Circulation Element for its General Plan was established to provide for a safe, convenient and efficient transportation system for the city. In order to meet this objective, the Circulation Element has been designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. The Perris General Plan Circulation Element (Policy II.A) has established a minimum level of service (LOS) D for all City-maintained roads and intersections, and LOS D along Interstate 215 and State Route 74. LOS E is acceptable at intersections of any Arterials and Expressways with State Route 74, Ramona-Cajalco Expressway, or Interstate 215 (I-215) ramps. A project that would result in a LOS in excess of these standards could be considered to have a significant impact.

The PVCC Specific Plan EIR concluded that development of the Specific Plan would result in less than significant impacts related to levels of service on roadways based on expected generation rates in the various zones.

N Webster Ave is classified as a Secondary Arterial, and W Nance Street is classified as a Local Street (City of Perris, 2005a). The analysis presented in Appendix H identified that the Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type) is 304 daily trips, which is far below the threshold that would be allowable in the General Industrial zoned portion of the PVCC; therefore, due to the small increment of Project trips to the study area, the Project would not cause levels of service to deteriorate to levels considered unacceptable.

With respect to the PVCC Specific Plan consistency and PVCCSP Mitigation Measures for individual projects, the Project design incorporates the following features:

- PVCCSP MM Trans 1: Street improvements include curb, gutter and pavement to half-width on both W Nance Street and N Webster Ave.

- PVCCSP MM Trans 2: The main entrance for both autos and trucks is from W Nance Street, and a separate entrance/exit is provided for each vehicle type. Autos enter and exit via a designated driveway located approximately 194 feet east of the N Webster Ave intersection, and the dedicated truck entrance/exit is located approximately 373 feet east of the N Webster Ave intersection. The truck exit onto W Nance Street is designed as a right turn only. The driveway access at N Webster Ave is approximately 622 feet from the intersection of N Webster Ave and W Nance Street, and it is designed as a right-exit-only for trucks; no autos may enter or exit on N Webster, and no trucks may enter on N Webster Ave.

- PVCCSP MM Trans 3: The City will condition the project to pay its fair share of TUMF and DIF.

- PVCCSP MM Trans 5: Short-term bicycle parking is provided near an entrance on the south side of the building, with long-term bicycle parking to be provided inside the building.

- PVCCSP MM Trans 7: The Project traffic is below the level required by the City to conduct a formal Traffic Impact Analysis. As such, a trip generation evaluation and VMT screening analysis consistent with the City's guidelines was prepared for the Project (Appendix H) and submitted to the City for review and approval.

- PVCCSP MM Trans 8: The Trip Generation and Vehicle Miles Traveled Screening Analysis was reviewed and approved by the City, which is responsible with coordinating any mitigation with the NPRBBD.

Public/Mass Transit

The RTA operates 29 fixed bus routes providing public transit service throughout a 2,500 square mile area of Western Riverside County. Other public transportation available in the region includes Greyhound Bus Lines, Amtrack Passenger Rail Service and Metrolink.

RTA currently has an existing bus route on Perris Blvd, approximately 1 mile east of the Project site (Bus Route 19). The PVCCSP identifies that "existing/potential bus stops" as N Webster Ave/Harley Knox Blvd, north of the Project site, and N Webster/Markham Street, south of the Project site. The PVCCSP does not identify that there are bus stops existing or planned for the Project location at the intersection of W Nance Street and N Webster Ave. Therefore, the Project is not required to design bus stops at the Project location based on the PVCCSP.

However, consistent with PVCCSP MM Trans 4, the applicant contacted RTA on November 3, 2021 requesting information as to if RTA has plans for future bus routing in the Project area that would require bus stops to be located along the Project site. The RTA responded on November 8, 2021 that it had no comments. And though the requirement of MM Trans 4 have been met, it is included as mitigation to ensure continued compliance through the CEQA process.

Trails and Bikeways

The General Plan, Exhibit CE-14, identifies future recreational trail systems in the City of Perris. None of the planned trails are identified within the Project area.

The City of Perris's bikeway system is included as a part of the County of Riverside's circulation system. The City's General Plan identifies that the development of the bikeway system will be guided through the application of the General Plan's policies, programs, and standards, in conjunction with adopted bicycle routes as shown on the Bikeways and Trails Plan. There are no bike lanes currently in the Project vicinity along N Webster Ave or W Nance Street. The Project's right-of-way dedication will allow for future striping of a Class II bike lane along N Webster and W Nance Street, once the City has determined logical and safe routes. Therefore, the Project is consistent with the objectives to support bikeways near the Project.

Therefore, because the Project will implement enhancements to ensure consistency with the PVCCSP circulation plan, and because the PCE's are below the threshold that would be allowed in an industrial zone, no Project-specific mitigation measures are required to reduce impacts to a less than significant level.

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

Less Than Significant Impact. CEQA Guidelines Section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the Project's vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA.

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. These guidelines include a CEQA Assessment for VMT analysis and lists the VMT thresholds, screening tools, and methodologies. The City also maintains Level of Service (LOS) policies as part of the General Plan and discretionary review process.

A trip generation evaluation and VMT screening analysis consistent with the City's guidelines was prepared for the Project (Appendix H). The City's guidelines allow for screening criteria to be used to determine where a project would be expected to cause a less than significant impact without having to conduct a detailed study. The screening criteria adopted by the City of Perris are based on recommendations from 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) for setting screening thresholds for land use projects.

The following threshold is applicable to the Project:

> *E. Are the project's net daily trips less than 500 ADT?* Projects that generate less than 500 daily trips (ADT) would not cause substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT.

The analysis presented in Appendix H identified that the Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type) is 304 daily trips. Based on the trip generation shown in Appendix H, the proposed Project would generate less than 500 daily trips. Since the Project generates less than 500 daily trips, the Project is presumed to have a less than significant impact on VMT. Therefore, the impact is less than significant, and no mitigation is required.

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

Less Than Significant Impact. The proposed Project does not include the construction or widening of any road facilities, other than the dedication to the City of 25 feet of right-of-way along N. Webster Ave for a total half-width of 55 feet. Thus, the Project does not entail any design features that would increase traffic hazards due to geometric design. The Project will be reviewed by City staff to ensure that adequate sight distance is provided at the driveway location. Therefore, the impact is less than significant, and no mitigation is required.

To ensure no conflicts between autos and trucks, the main entrance for both autos and trucks is from W Nance Street, but each have a separate entrance/exit based on vehicle type. Autos enter and exit via a designated driveway located approximately 194 feet east of the N Webster Ave intersection, and the truck designated entrance/exit is located approximately 373 feet east of the N Webster Ave intersection. The truck exit onto W Nance Street is designed as a right turn only. The driveway access at N Webster Ave is approximately 622 feet from the intersection of N Webster Ave and W Nance Street, and it is designed as a right-exit-only for trucks; no autos may enter or exit on N Webster, and no trucks may enter on N Webster Ave.

Employee auto parking is primarily along the W Nance Street building frontage, with seven spaces along the eastern side of the building. The parking configuration places workers near the building so workers do not have to cross truck traveled ways to enter and exit the building.

Therefore, the Project does not create hazards or conflicts between pedestrians and vehicles internally, nor does it create a conflict between autos and trucks for the ingress and egress. The impact is less than significant, and no mitigation is required.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. The proposed Project is required to comply with the City's development review process including review by the City Fire Department for compliance with all applicable fire code requirements for construction and access to the site. The access and circulation features within the site would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Emergency vehicles would enter the Project site using the driveway entrance on N Webster Ave. The internal circulation includes

ample area that can accommodate vehicle delivery trucks as well as fire trucks. The roadway paving and design as well as the final design plans for the Project site's ingress and egress will be reviewed by the City Engineer for appropriate width and lanes. All access lanes will meet City requirements pursuant to the Uniform Building and Fire Code to ensure adequate emergency access throughout the Project site.

Therefore, impacts are less than significant, and no mitigation is required.

4.17.4 Cumulative Impacts

The Project site is located in the PVCCSP planning area which provides a cohesive plan for emergency access and design criteria for each project within the plan area. The Project is designed to be consistent with the applicable guidelines and reviewed by the City for consistency with those guidelines. Therefore, cumulative impacts are less than significant.

4.17.5 Mitigation Measures:

The Project is required to comply with the following PVCCSP Mitigation Measure, which will further reduce the transportation impacts of the proposed Project:

PVCCSP MM Trans 4: Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the Project area that would require bus stops at the Project access points. If the RTA has future plans for the establishment of a bus route that will serve the Project area, road improvements adjacent to the Project site shall be designated 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. Compliance note: The applicant contacted RTA on November 3, 2021, requesting information as to if RTA has plans for future bus routing in the Project area that would require bus stops to be located along the Project site. The RTA responded on November 8, 2021, that it had no comments. However, because the RTA will receive notice of the Project during the CEQA process, this measure is being included to ensure that the Project will comply with the measure.

4.18 TRIBAL CULTURAL RESOURCES

A Cultural Resources Assessment for the proposed Project was prepared by CRM Tech in December 2020 (Appendix C). The assessment addressed the ethnographic and archaeology of the Native American occupation in the City of Perris.

City of Perris AB 52 Tribal Consultation

On February 23, 2021, the City of Perris notified the following tribal entity representatives of the Project and that the 30-day timeframe in which to request consultation would end March 25, 2021, in accordance with AB52. The following summarizes the results of the AB52 consultation.

- Mr. Joseph Ontiveros, Director of Cultural Resources, Soboba Band of Luiseño Indians. Result: no response received. Consultation concluded.

- Ebru Ozdil, Planning Specialist, Pechanga Band of Luiseño Indians. Result: request for consultation received March 19, 2021. The City attempted to schedule consultation meetings, but no response received. Consultation concluded.

- Destiny Colocho, manager, Rincon Band of Mission Indians. Result: no response received. Consultation concluded.

- Patricia Garcia, Director of THPO, Agua Caliente Band of Cahuilla Indians. Result: no response received. Consultation concluded.

4.18.1 Environmental Setting

According to current ethnohistorical scholarship, the traditional territories of several Native American groups, including the Luiseño, the Serrano, the Gabrielino, and the Cahuilla, overlapped one another in the present-day Riverside-San Bernardino region during the Late Prehistoric Period, but the Perris Valley area is generally recognized as a part of the traditional homeland of the Luiseño, a Takic-speaking people whose territory extended from present-day Riverside to Escondido and Oceanside.

Anthropologists have divided the Luiseño into several autonomous lineages or kin groups, which represented the basic political unit among most Native Americans in southern California. Each Luiseño lineage possessed a permanent base camp, or village, on the valley floor and another in the mountain regions for acorn collection. Luiseño villages were made up of family members and relatives, the chiefs inherited their positions, and each village owned its own land. Villages were usually located in sheltered canyons or near year-round sources of fresh water, always near subsistence resources (Appendix C).

It is estimated that when Spanish colonization of Alta California began in 1769, the Luiseño had approximately 50 active villages with an average population of 200 individuals each, although other estimates place the total Luiseño population at 4,000-5,000 (Appendix C). Some of the villages were forcefully moved to the Spanish missions, while others were left largely intact. Ultimately, Luiseño population declined rapidly after European contact because of diseases such as smallpox and harsh living

conditions at the missions and, later, on the Mexican ranchos, where the Native people often worked as seasonal ranch hands.

After the American annexation of Alta California, the large number of non-Native settlers further eroded the foundation of traditional Luiseño society. During the latter half of the 19th century, almost all of the remaining Luiseño villages were displaced, their occupants eventually removed to the various reservations. Today, the nearest Native American groups of Luiseño heritage live on the Soboba, Pechanga, and Pala Indian Reservations.

4.18.2 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to tribal cultural resources. The PVCCSP EIR did not analyze tribal cultural resources under its own threshold, as it was not included as its own topic with thresholds in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the PVCCSP EIR did discuss impacts related to tribal cultural resources in thresholds in the Cultural Resources section. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The mitigation measures contained in the PVCCSP EIR relative to Tribal Cultural Resources are reflected in the mitigation measures for Cultural Resources (Refer to Section 4.5 of this Initial Study).

4.18.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

Discussion

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less Than Significant Impact With Mitigation Incorporated. According to PRC Chapter 2.5, Section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and items with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in Section 5020.1.

There are no resources that have been identified as eligible for listing to the California Register of Historic Places within or near the Project site. Therefore, there would be no impact to known tribal cultural resources. However, Project-specific mitigation measure CULT-1 would be implemented to require monitoring during any ground disturbing activities on the Project site and to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. Project-specific mitigation measure CULT-2 would be implemented if any human remains – including Native American human remains – are unearthed by Project construction activities. Implementation of these measures will ensure that Project-specific impacts will be less than significant.

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

Less Than Significant Impact With Mitigation Incorporated. The Project site is previously disturbed land currently under agricultural land use and are no resources that have been identified as significant within or near the Project site. Although ground-disturbing activities would occur on previously disturbed land, there is the potential to uncover unanticipated tribal cultural resources.

There are no resources that have been identified as eligible for listing to the California Register of Historic Places within or near the Project site. As discussed above, Project-specific mitigation measure CULT-1 would be implemented to require monitoring during any ground disturbing activities on the Project site and to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. Project-specific mitigation measure CULT-2 would be implemented if any human remains – including Native American human remains – are

unearthed by Project construction activities. Implementation of these measures will ensure that Project-specific impacts will be less than significant.

4.18.4 Cumulative Impacts

The Cultural Resources Assessment in Appendix C identified there were no known significant tribal cultural resources on the Project site or in the Project area. Therefore, the development of the Project would not contribute to the cumulative degradation of any tribal cultural resources; as such, the contribution of the Project to cumulative impacts to tribal cultural resources is not considerable.

4.18.5 Mitigation Measures:

The Project will implement mitigation measures CULT-1 and CULT-2 as identified in Section 4.5 of this IS, which will ensure impacts to tribal cultural resources are less than significant.

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

Water and wastewater are supplied to the Project site by the EMWD. Electricity is provided by Southern California Edison (SCE), and natural gas is provided by The Gas Company (TGC). The applicant has obtained "will serve" letters from utility providers and are provided in Appendix I.

4.19.2 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relative to utilities, except for standards for street lights and project lighting. There were no mitigation measures contained in the PVCCSP EIR for Utility and Service System impacts.

4.19.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIX. UTILITIES AND SERVICE SYSTEMS: 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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The Project applicant has obtained "will serve" letters from utilities providers indicating that they can serve the Project without impacts to their systems. Therefore, the impact is less than significant, and no mitigation is required.

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

Less than Significant Impact. The Project applicant has obtained a "will serve" letter from the EMWD which indicates there is sufficient water supplies to serve the Project. Therefore, the impact is less than significant, and no mitigation is required.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. The Project applicant has obtained a "will serve" letter from the EMWD which indicates there is sufficient wastewater capacity to serve the Project. Therefore, the impact is less than significant, and no mitigation is required.

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?

Less than Significant Impact. Trash, recycling, and green waste service in the City of Perris is 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 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 produced from the proposed Project would be transported to a variety of landfills.

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. The Project is within the PVCCSP planning area. Therefore, the construction waste is anticipated to be less than significant.

For operations, the proposed Project will be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. The Badlands and El Sobrante Landfills, which would serve the Project site, have the capacity to support the construction and operational waste expected from the Project. Therefore, impacts will be less than significant, and no mitigation is required.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

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 Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant.

4.19.4 Cumulative Impacts

The Project can be served by existing utilities. The Project contractor will participate in the waste hauler's recycling program. Therefore, the Project will not exceed the utility providers' ability to service the Project considering other on-going projects. The contribution of the Project to any cumulative impacts to utilities and service systems would not be considerable.

4.19.5 Mitigation Measures:

No mitigation is required.

4.20 WILDFIRE

4.20.1 Environmental Setting

The City's General Plan identifies that the City has a very low risk and a very low incidence of brush fires.

4.20.2 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relative to wildfire prevention. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. As such, these are assumed to be implemented in the analysis presented in this section. There were no mitigation measures contained in the PVCCSP EIR for Wildfire impacts.

4.20.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XX. WILDFIRE: 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?				X
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 wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion

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

No Impact. The proposed Project site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by

CAL FIRE (CAL FIRE 2007, 2009). Therefore, no impacts associated with wildfire would occur and no mitigation is required.

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?

No Impact. The proposed Project site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). Therefore, no impacts associated with wildfire would occur and no mitigation is required.

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?

No Impact. The proposed Project site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). Therefore, no impacts associated with wildfire would occur and no mitigation is required.

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?

No Impact. The proposed Project site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). Therefore, no impacts associated with wildfire would occur and no mitigation is required.

4.20.4 Cumulative Impacts

The Project is not located in a high fire hazard area. Therefore, Project development would not contribute to cumulative impacts to high fire hazard areas elsewhere in the state.

4.20.5 Mitigation Measures:

No mitigation is required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

4.21.1 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines that apply to all projects within the Plan area. Applicable elements of the PVCCSP have been included in the Project design, construction and operations plan. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting which will be implemented to reduce impacts to less than significant.

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion

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

Less Than Significant With Mitigation Incorporated. The Project site is vacant, contains no drainages, and does not contain suitable habitat for any sensitive species. There are also no cultural or archaeological sites within the Project boundaries or surroundings.

The Project is required to comply with a number of PVCCSP project-specific mitigation measures relative to biological and cultural resources. Implementation of these measures will ensure that Project-specific impacts will be less than significant.

Other than implementation of PVCCSP mitigation measures, only **Mitigation Measures CULT-1 and CULT-2**, standard measures developed by the City of Perris to manage unanticipated discoveries, are Project-specific mitigation measures required to reduce impacts to cultural resources to less than significant levels.

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.

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)?*

The proposed Project is being developed according to the PVCCSP and is an allowed use under the PVCCSP General Industrial land use designations. The 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 than significant with mitigation incorporated.

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

The Project is required to comply with a number of PVCCSP project-specific mitigation measures that are identified throughout this document. Implementation of these measures will ensure that Project-specific impacts will be less than significant.

Other than implementation of PVCCSP mitigation measures, only **Mitigation Measures AES-1** that requires lighting controls during construction and **Mitigation Measure HAZ-1** that requires an acoustical study of the building shell as required by Section 2.3(b)(2) of the MARB ALUCP are Project-specific mitigation measures required to reduce impacts to less than significant levels.

Therefore, with mitigation incorporated, the proposed project would not directly or indirectly cause substantial adverse effects on human beings.

5 SUMMARY OF MITIGATION MEASURES

The following mitigation measures were identified to reduce impacts to less than significant levels:

AESTHETICS

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.

AIR QUALITY

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

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 potions 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,

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

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

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

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

PVCCSP MM Air 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 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 will be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded.

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. Compliance Note: The applicant contacted the RTA on November 3, 2021, requesting comment as to the provision of bus routing within any street adjacent to the Project. The RTA responded on November 8, 2021 stating that it had no comments from the Agency.

BIOLOGICAL RESOURCES

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

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

CULTURAL RESOURCES

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

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

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

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division and the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians shall be retained to assist the project archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the project site or within the off-site project improvement areas, mitigation measure CULT-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.

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

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD

shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) 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).

ENERGY RESOURCES

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.

GEOLOGY AND SOILS

GEO-1 Prior to the issuance of grading permits, the project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any project-related excavations that exceed three (3) feet below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the project site or within the off-site project improvement areas until the paleontologist has been approved by the City.

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

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an

accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

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

HAZARDS AND HAZAROUS MATERIALS

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)"

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

- Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

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

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

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

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

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 will encroach into the 100-to-1 imaginary surface surrounding the MARB. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division will work with FAA to resolve any adverse effects on aeronautical operations.

HAZ-1: Prior to issuing building permits, a final acoustical building specific analysis shall be provided which calculates the noise level reduction of the building shell. Per the MARB ALUCP, building shell construction techniques must demonstrate that a noise level reduction of 25 dBA or more.

NOISE

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

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 closet 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 the equipment is surrounded by a noise protection barrier.

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

TRANSPORTATION

PVCCSP MM Trans 4: Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project

area, road improvements adjacent to the project site shall be designated 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.

6 REFERENCES

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

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Eastern Municipal Water District (EMWD), July 1, 2021. *Draft 2020 Urban Water Management Plan*.

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University of California Division of Agricultural Sciences (UC Ag), December 1978. *Storie Index Soil Rating,* Special Publication 3203.

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Appendix A
Air Quality / Greenhouse Gas Analysis

Appendix A-1
Energy Analysis

Appendix B
Biological Resources Analysis

Appendix C
Cultural Resources Report

Appendix D
Geotechnical Analysis

Appendix D-1
Paleontological Report

Appendix E
Phase 1 Environmental Site Assessment

Appendix F
Water Quality Management Plan

Appendix G-1
Preliminary Drainage Report

Appendix H
Noise Analysis

Appendix I
Traffic Analysis Memo

Appendix J
Utility Service Letters

Appendix K
PVCCSP Mitigation Monitoring and Reporting Program