ALBERT A. WEBB ASSOCIATES

Initial Study/Mitigated Negative Declaration

First Industrial Logistics at Wilson Avenue Project

Prepared for the Lead Agency:

March 2023

www.webbassociates.com

Initial Study/Mitigated Negative Declaration No. 2386

FIRST INDUSTRIAL LOGISTICS AT WILSON AVENUE PROJECT

DPR 22-00017

Lead Agency:

City of Perris
101 N. D Street
Perris, California 92570

March 2023

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ACRONYMS LIST

Acronym	Definition
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
ADA	American Disabilities Act
AFY	Acre Feet Per Year
AICUZ	Air Installation Compatible Use Zone Study
ALUC	Airport Land Use Commission
AQMP	Air Quality Management Plan
APN	Assessor Parcel Number
APZ	Accident Potential Zone
BMPs	Best Management Practices
BSA	Biological Study Area
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEAP	Community Energy Action Plan
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
DPR	Development Plan Review
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EPA	Environmental Protection Agency
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping Management Program
GHG	Greenhouse Gas
GP	City of Perris General Plan 2030
GSP	Groundwater Sustainability Plan
gpd/acre	Gallons per Day per Acre
HCP	Habitat Conservation Plan
IPA LUCP	Inland Port Airport Land Use Compatibility Plan
I-215	Interstate 215
IS	Initial Study
LID	Low Impact Design
LST	Localized Significance Threshold
MARB	March Air Reserve Base
mgd	Millions of Gallons per Day
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration

MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Water Sewer System
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
$MTCO_2E$	Metric Tons Carbon Dioxide Equivalent
MWD	The Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NEPSSA	Narrow Endemic Plant Species Survey Area
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NPRBBD	North Perris Road and Bridge Benefit District
PCE	Passenger Car-Equivalent
PQP	Public/Quasi-Public
PM-2.5	Particulate Matter Less Than 2.5 Microns in Diameter
PM-10	Particulate Matter Less Than 10 Microns in Diameter
PPV	Peak Particle Velocity
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
PVCCSP	Perris Valley Commerce Center Specific Plan
PVCCSP EIR	Perris Valley Commerce Center Specific Plan Environmental Impact Report
PVRWRF	Perris Valley Regional Water Reclamation Facility
PVSD	Perris Valley Storm Drain Channel
RCA	Regional Conservation Authority
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SGMA	the Sustainability Groundwater Management Act
sf	Square Feet
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SKR	Stephen's Kangaroo Rat
SLF	Sacred Lands File
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TUMF	Transportation Uniform Mitigation Fees
USACE	US Army Corps of Engineers
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment

SECTION 1.0 INTRODUCTION

1.1 PURPOSE AND SCOPE

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

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

The proposed Project site is located within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris. The PVCCSP was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284). The environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086), which was certified by the City of Perris in January 2012. The PVCCSP EIR 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 (refer to Section 2.4 of this IS).

The PVCCSP EIR analyzed the direct and indirect environmental impacts resulting from implementation of development allowed per 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. Relevant Standards and Guidelines and PVCCSP EIR mitigation measures that are incorporated into the proposed Project are listed in the introduction to the analysis for each topical issue in Section 50 and are assumed in the analysis presented.

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Perris is the Lead Agency and is charged with the responsibility of deciding whether or not to approve the proposed Project.

1.2 FINDINGS OF THIS INITIAL STUDY

This Initial Study is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines and is based on the Environmental Checklist Form provided in Appendix G to the 2022 State CEQA Guidelines. The Form is found in Section 5.0 of this Initial Study. It contains a series of questions about the proposed Project for each of the listed environmental topics. The Form is used to evaluate whether there are any potentially significant environmental effects associated with implementation of the proposed Project, even with implementation of required PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures. The explanation for each answer is also included in Section 5.0.

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

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

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

1.3 CONTACT PERSON

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

Lupita Garcia, Associate Planner
City of Perris Planning Division
11 S. D Street Perris, California 92570
(951) 943-5003, ext. 236

SECTION 2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

The approximate 9.48-net-acre (9.52-gross-acre) Project site is located along the western side of Wilson Avenue south of East Rider Street, north of Placentia Avenue, within the PVCCSP planning area in the City of Perris, Riverside County, California. The Project site is located within Section 5.0, Township 4 South, Range 3 West, San Bernardino Base and Meridian, on the Perris, 7.5-minute topographical quadrangle map. **Figure 1 – Vicinity Map, Figure 2 – Aerial Map,** and **Figure 3 – USGS Topographic Map**[1] depict the regional location and local vicinity of the Project site, respectively. The southwestern corner of the Project site, approximately 0.70 acres, is within the Mid-County Parkway route right-of-way, a 16-mile parkway that was planned to run between the Cities of Perris and San Jacinto and was approved more than 20 years ago by the Riverside County Transportation Commission (RCTC). The segment that is planned to run through the City of Perris has not been constructed. However, on April 25, 2022, a subcommittee of the RCTC agreed to delay construction of the City of Perris' segment of the Mid-County Parkway. Due to the uncertainty of the construction of the Mid-County Parkway's segment within the City of Perris, the Project assumes that the parkway will not be constructed.

The Project site is relatively flat and is situated within the Perris Valley with elevations averaging approximately 1,440 feet above mean sea level. The Project site consists of four parcels (Assessor's parcel numbers (APN) 300-210-014, 300-210-015, 300-210-023, and 300-210-024) and is currently vacant. The Project site was previously used for a cannabis dispensary business. However, the prefabricated containers and former residential mobile homes associated with that prior use were removed in Spring 2022. Because these structures were removed after completion of certain technical studies prepared for the Project, they are included in those studies. However, the Project site is currently vacant. The Project site has a City of Perris General Plan land use designation and zoning designation of PVCCSP – Perris Valley Commerce Center Specific Plan, as shown on **Figure 4 – General Plan Land Use**) and a PVCCSP land use designation of Light Industrial, as shown on **Figure 5 – Specific Plan Land Use**.

The area surrounding the Project site has a Specific Plan land use designation of Light Industrial and is currently developing into light industrial uses. Vacant land approved for industrial development (DPR 20-00011) is located to the north of the Project site; vacant land approved for industrial development (DPR 19-00016) and vacant land are located to the west of the Project site; vacant land approved for industrial development (DPR 21-00001) and one industrial warehouse building are located to the east of the Project site; and undeveloped vacant land is located to the south of the Project site.

The Project site is located on land designated by the California Department of Conservation's Farmland Mapping and Monitoring Program as "Other Land."[2]

As further discussed in the Biological Resources section of this Initial Study (*Thresholds 5.4a – 5.4f)*, the Project site is within the jurisdiction of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Plan Area. The Project site is not located within any designated MSHCP "Criteria Area" or "Subunits" and it is not within a "Core" or "Linkage" area. The

[1] Figures commence on page 5 of the IS.

[2] Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres.

Project site does not fall within any Public/Quasi-Public (PQP) or other MSHCP Conserved Lands. The Project site is near the vicinity of the incised Perris Valley Storm Drain flood control channel (the PVSD), which conveys storm flows from north to south.

The proposed Project site is located approximately 2.6 miles southeast of March Air Reserve Base/Inland Port Airport (MARB/IPA) and is subject to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP). The MARB/IPA ALUCP classifies the area close to the airport into airport compatibility zones based on proximity to the airport and perceived risks. The proposed Project site is within Airport Compatibility Zone C1 as shown on **Figure 6 – MARB Compatibility Zones**. According to the MARB/IPA ALUCP, Zone C1 is adjacent to low altitude overflight corridors within the primary approach and departure zone and the risk level from flight operations is moderate. Uses that are prohibited in Zone C1 include children's schools, day care centers, libraries, hospitals, congregate care facilities, places of assembly, noise-sensitive outdoor nonresidential uses, and hazards to flight. The proposed Project site is not located within an MARB/IPA Accident Potential Zone (APZ).

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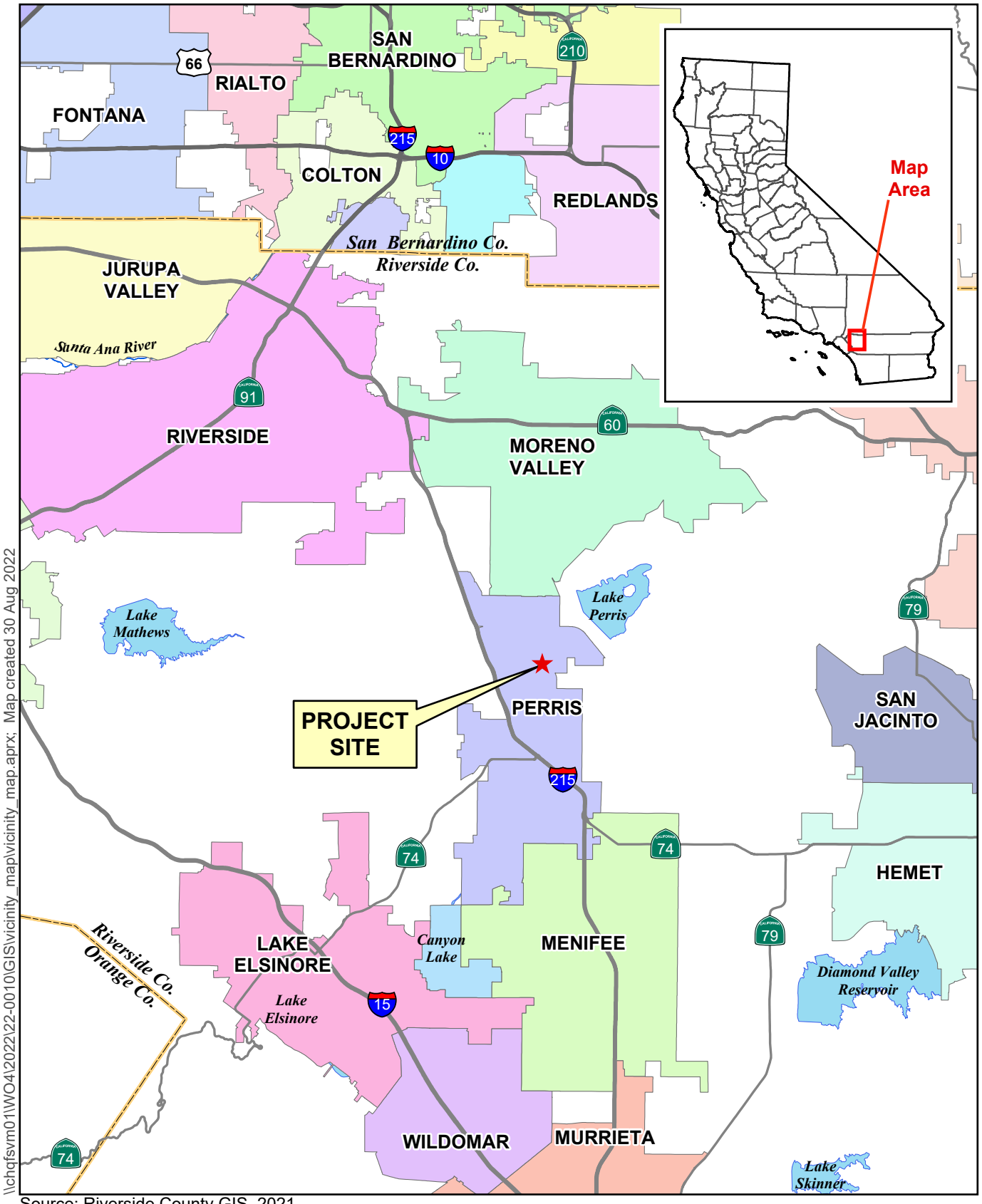

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Source: Riverside County GIS, 2021

Figure 1 – Vicinity Map

First Industrial Logistics at Wilson Avenue

ALBERT A. WEBB ASSOCIATES

\\chqfsvm01\WO4\2022\22-0010\GIS\aerial_map\aerial_map.aprx; Map revised 30 Aug 2022

Sources: Riverside Co. GIS, 2020; RCIT, 2019.

0 400 800 Feet

Figure 2 - Aerial Map

First Industrial Logistics at Wilson Avenue

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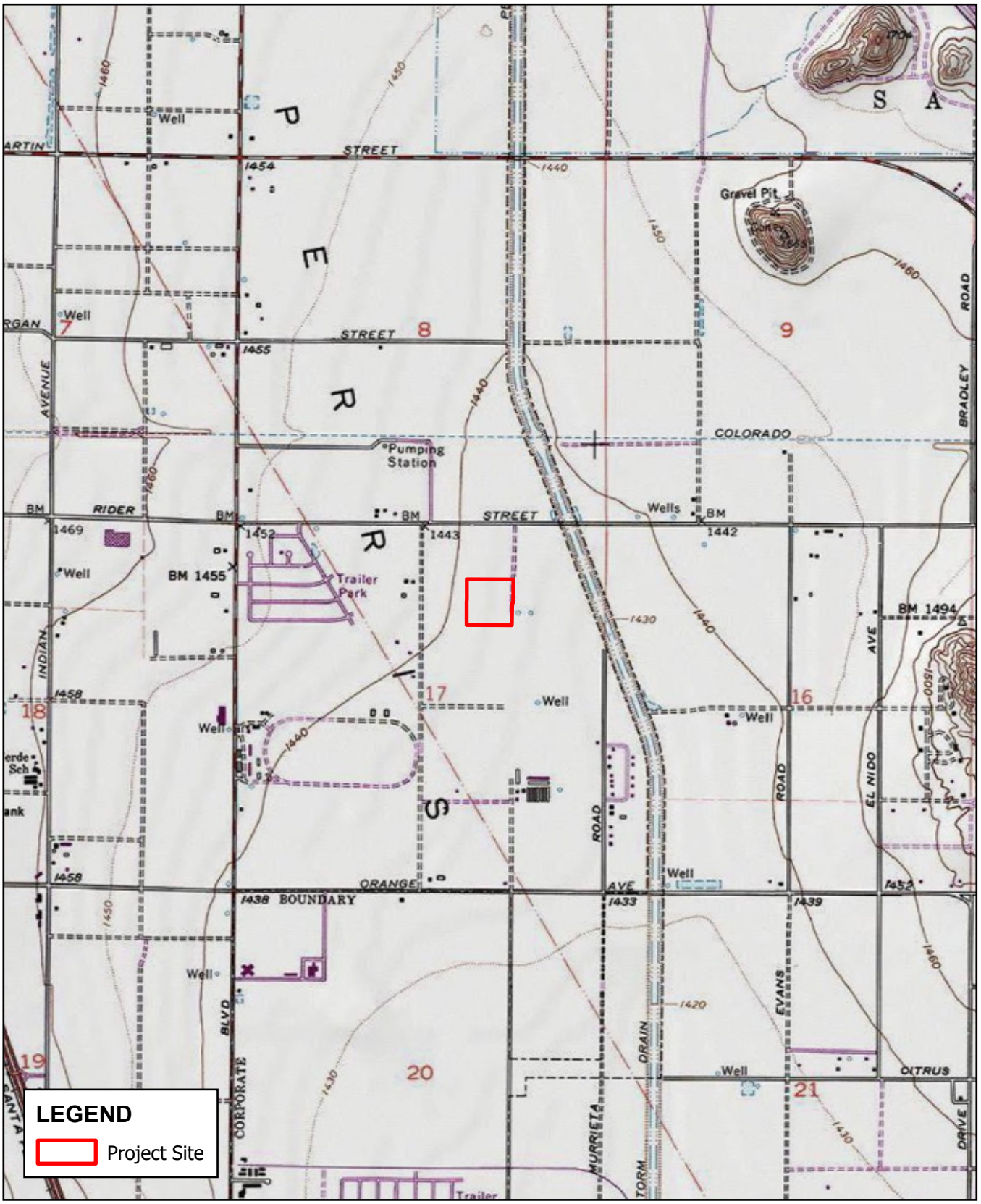

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Sources: ESRI / USGS 7.5min Quad
DRGs: PERRIS / SUNNYMEAD

Figure 3 - USGS Map
First Industrial Logistics at Wilson Avenue

ALBERT A. WEBB ASSOCIATES

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Sources: City of Perris, 2018;
Riverside Co. GIS, 2020.

0 250 500 750 1,000 Feet

Figure 4 - General Plan Land Use

First Industrial Logistics at Wilson Avenue

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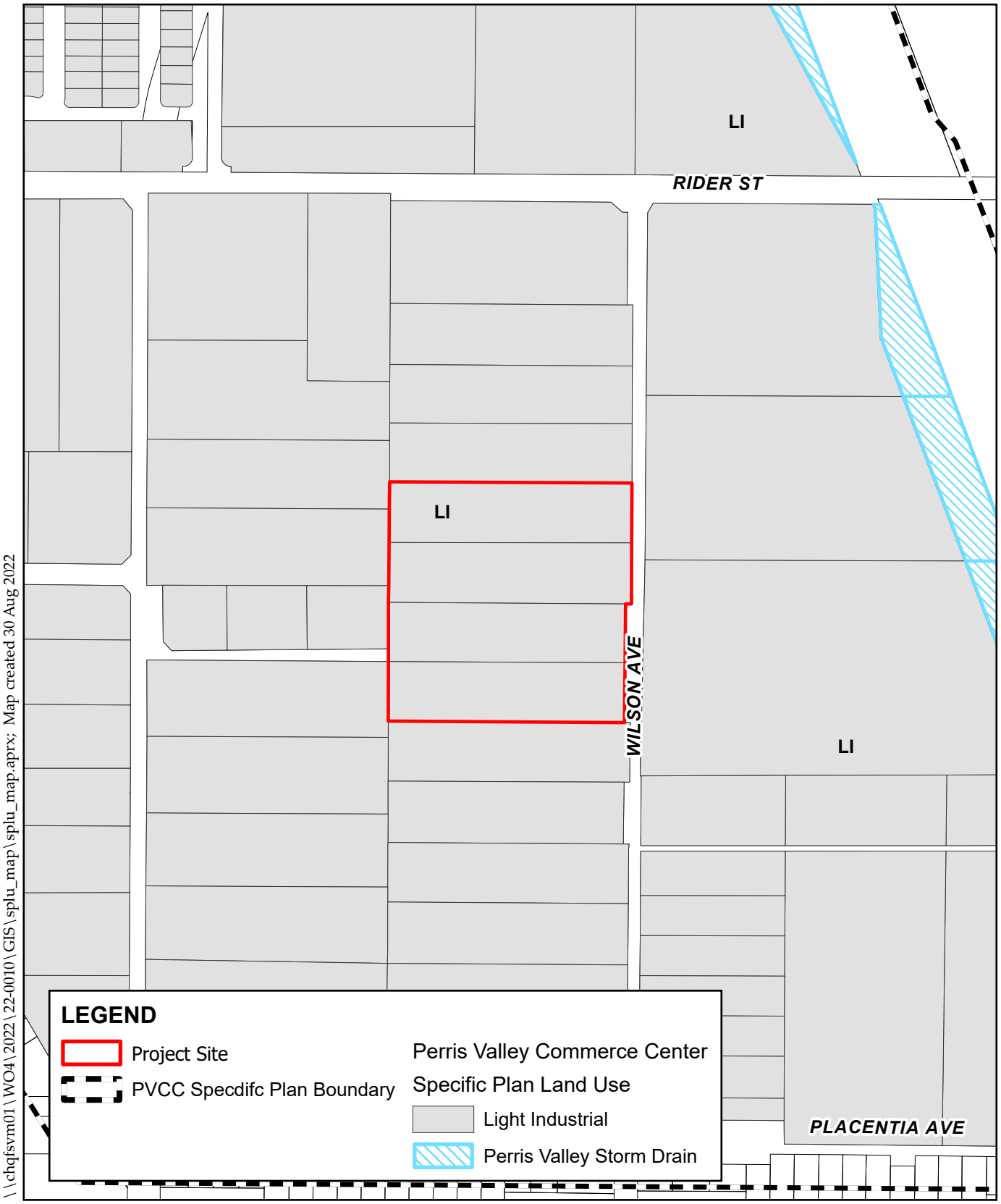

Sources: City of Perris, 2018;
Riverside Co. GIS, 2020.

Figure 5 - Specific Plan Land Use

First Industrial Logistics at Wilson Avenue

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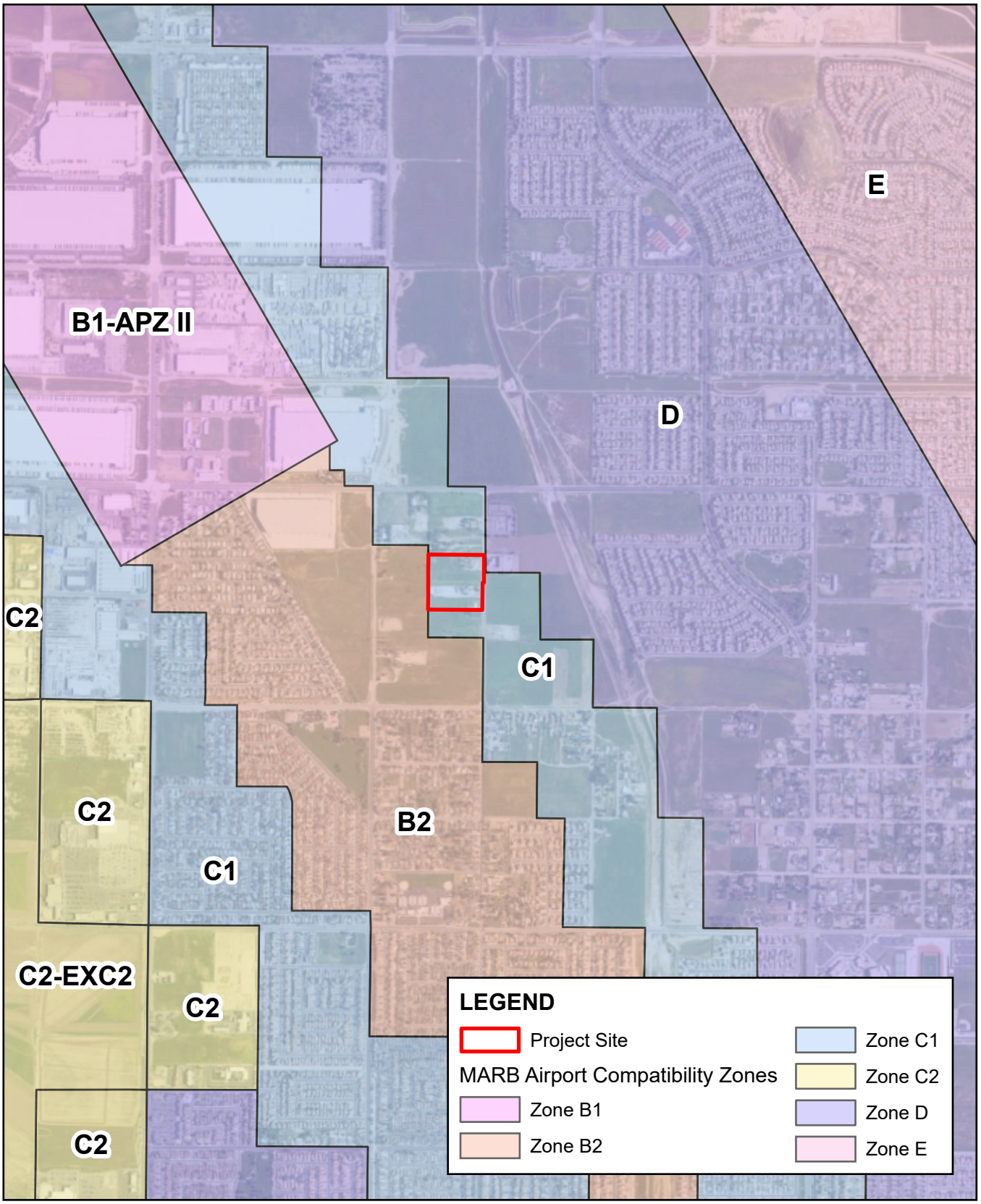

\\chqfsvm01\WO4\2020\20-0010\GIS\MARB_map\MARB_map.aprx; Map created 30 Aug 2022

Sources: Riverside Co. GIS, 2021;
USDA NAIP, 2018.

0 1,000 2,000 3,000 Feet

Figure 6 - MARB Compatibility Zones

First Industrial Logistics at Wilson Avenue

ALBERT A. WEBB ASSOCIATES

2.2 PROJECT DESCRIPTION

The proposed First Industrial Logistics at Wilson Avenue Project involves the construction and operation of an approximately 192,623-square-foot industrial, non-refrigerated warehouse distribution facility use that includes 8,000 square feet of office and 4,000 square feet of mezzanine space on an approximately 9.52-gross- (9.48-net-) acre site (see **Figure 7 – Proposed Site Plan**[3]). The speculative warehouse/distribution use is assumed to operate 24 hours a day 7 days a week.

The proposed Project has been designed to comply with the applicable Standards and Guidelines outlined in the PVCCSP, including but not limited, to landscape, parkway, setback, lot coverage, Floor Area Ratio (FAR), architectural requirements, employee amenities, and residential buffer requirements as shown on **Figure 7 - Proposed Site Plan** and **Figure 8 - Elevations**. The proposed warehouse building would be constructed from concrete tilt-up panels that would be painted according to the City's approved color palette. The warehouse building would feature approximately 24 dock doors on the western side of the proposed building. Additionally, the Project proponent has committed to achieve LEED Silver Certified status for the building.

The proposed warehouse distribution facility is a permitted use consistent with the PVCCSP; therefore, no General Plan Amendment, Specific Plan Amendment, or zone change is required.

Roadways and Access

As shown on **Figure 7 – Proposed Site Plan**, access to the Project site will be from Wilson Avenue via two driveways. Trucks accessing the Project site would enter and exit via the Project's northern driveway only. This northern driveway will be restricted to right-in and left-out truck movements only. The northern driveway will have direct access to the truck yard that is located within the western portion of the Project site. Passenger vehicle access will be provided from the southern Project driveway only. The southern driveway will not have turn movement restrictions. To separate auto and truck parking and circulation, a lock crash gate at the intersection of the truck and auto drive aisle, near the northern portion of the Project site, is proposed. No passenger vehicle parking stalls are located along the trucks' path of travel. Both the northern and southern driveways will include decorative concrete near the driveway entrance.

As shown on **Figure 7 – Proposed Site Plan**, automobile and trailer parking would be provided on the site; the number of parking spaces provided would be consistent with the parking requirements outlined in Perris Municipal Code, Chapter 19.69. A total of 58 trailer truck parking stalls would be provided on the west side of the proposed building. A total of 110 automobile parking stalls (6 accessible stalls and 104 standard stalls) will be provided along the southern and eastern side of the building. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), 18 parking stalls will be designated for low-emitting, fuel efficient, and carpool/vanpool vehicles. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, 13 parking stalls will be designated for electric vehicles (EV) charging to facilitate future installation of electric vehicle supply equipment. Further, six (6) bicycle parking locations would be provided near the proposed main office areas on the east side of the building. The vehicle parking located on the east side and south side of the of the building and the building frontage will be visible from Wilson Avenue.

Truck traffic from the PVCCSP planning area currently uses the PVCCSP-designated truck routes, such as the Harley Knox Boulevard interchange, to access the Interstate 215 (I-215) freeway. However, on December 13, 2022, a new freeway interchange at Placentia Avenue opened, which is closer to the proposed Project site. Signage shall be posted on the Project site directing truck drivers

[3] Figure commences on page 14 of the IS.

to use designated City truck routes to access the I-215 freeway. The information on the signage will be coordinated with City Planning Division and the City's Traffic Engineer during the plan check process.

The PVCCSP Circulation Element designates Wilson Avenue, which is adjacent to the Project site **(Figure 2 – Aerial Map**), as a Collector Street. Collector Streets within the PVCCSP area typically range from 44-feet-wide to 56-feet-wide curb-to-curb with six feet of sidewalk on both sides depending on the particular design and traffic volumes to be served. The Project includes a dedication of three feet of property along the Project site's eastern boundary for Wilson Avenue's right-of-way (ROW) and the construction of a six-foot-wide sidewalk along the Project site frontage on the west side of Wilson Avenue. Wilson Avenue's travel lanes have already been constructed to its ultimate 44-foot width; however if required by the City, the existing pavement along the Project site's frontage would be removed and replaced.

Landscaping and Outside Amenities

Landscaping, walls and fences would be provided on-site as required for screening, privacy, and security as shown on **Figure 7** and **Figure 9 – Landscape Plan**. The proposed Project is designed to include a 14-foot-high concrete screen wall and 10-foot-high tube steel fence throughout the northern, western, and southern boundaries of the Project site. Truck loading docks and truck parking will be located on the western side of the Project site and truck access to the truck yard will be through an 8-foot-high wrought iron rolling gate placed along the northern side of the truck yard. An 8-foot-high wrought iron rolling gate is proposed along the southern portion of the truck dock area and will only be accessed by emergency vehicles. The Project also includes approximately 49,767 square feet of on-site landscaping and one on-site stormwater bio-retention water quality basin. Landscaping will be provided along: the street frontage; along the walls and fencing on the north, south, and east sides of the property; and adjacent to the north, west, and east sides of the proposed building.

The outside employee amenities will be located on the southern portion of the Project site and will include a bocce court and a concrete covered lunch patio area with landscape furniture. (Refer to **Figure 9**.)

Storm Drain and Other Facilities

The Project site is within the Perris Valley Master Drainage Plan (MDP) area and is tabled to discharge to MDP Line A-C. The MPD Line A-C will be built as part of the approved First Industrial Warehouse at Wilson Avenue DPR 19-00007 project that is currently under development. The proposed Project includes two (2) subsurface storm drain systems, Line 1 and Line 2, which will convey the on-site 100-year peak flow rate to the proposed underground chamber near the northern driveway. From the chamber, the runoff would be pumped to the treatment box to treat the water quality volume and higher intensity runoff is bypassed through a separate offsite storm drain Line AC-3. The flow would then be conveyed via Line AC-3 into MDP Line A-C and ultimately discharged into the PVSD. The Project site will not be subject to off-site run-on. Adjacent properties to the north and northwest will be developed and will contain their respective flows within their boundary. Adjacent vacant property to the west naturally drains southeast into a natural berm that directs flows south past the Project site. In addition, Wilson Avenue already safely conveys road runoff via existing curbs and gutters.

Potable water service to the Project site will be provided by the Eastern Municipal Water District (EMWD) via a 12-inch diameter waterline that is being constructed in Wilson Avenue by the approved First Industrial Warehouse at Wilson Avenue DPR19-00007 project. Recycled water service to the Project site will also be provided by the EMWD via an 8-inch diameter recycled water pipeline that will

be constructed in Wilson Avenue by the approved First Industrial Warehouse at Wilson Avenue DPR 19-00007 project, the approved Core 5 Rider Business Center DPR No. 20-00011 project, and this proposed Project. Sewer service to the Project site will be provided by an existing 12-inch diameter line in Wilson Avenue. There will also be a diesel-powered fire flow pump that will be used for fire flow demands. The fire flow pump will only be used during fire emergencies and routine testing and would not be part of the Project's normal daily operations.

The Project would include the undergrounding of the existing power poles along Wilson Avenue along the Property frontage. Any relocation of existing pipelines and associated appurtenances and an existing streetlights will be within the Wilson Avenue ROW along Project's frontage.

Construction Phasing

The proposed Project would be constructed in a single phase and approximately 13,500 cubic yards of soil would be exported. The maximum depth of excavation would be approximately 14 to 15 feet. Construction is expected to commence in 2023 and be completed over a period of approximately 7.5 months.

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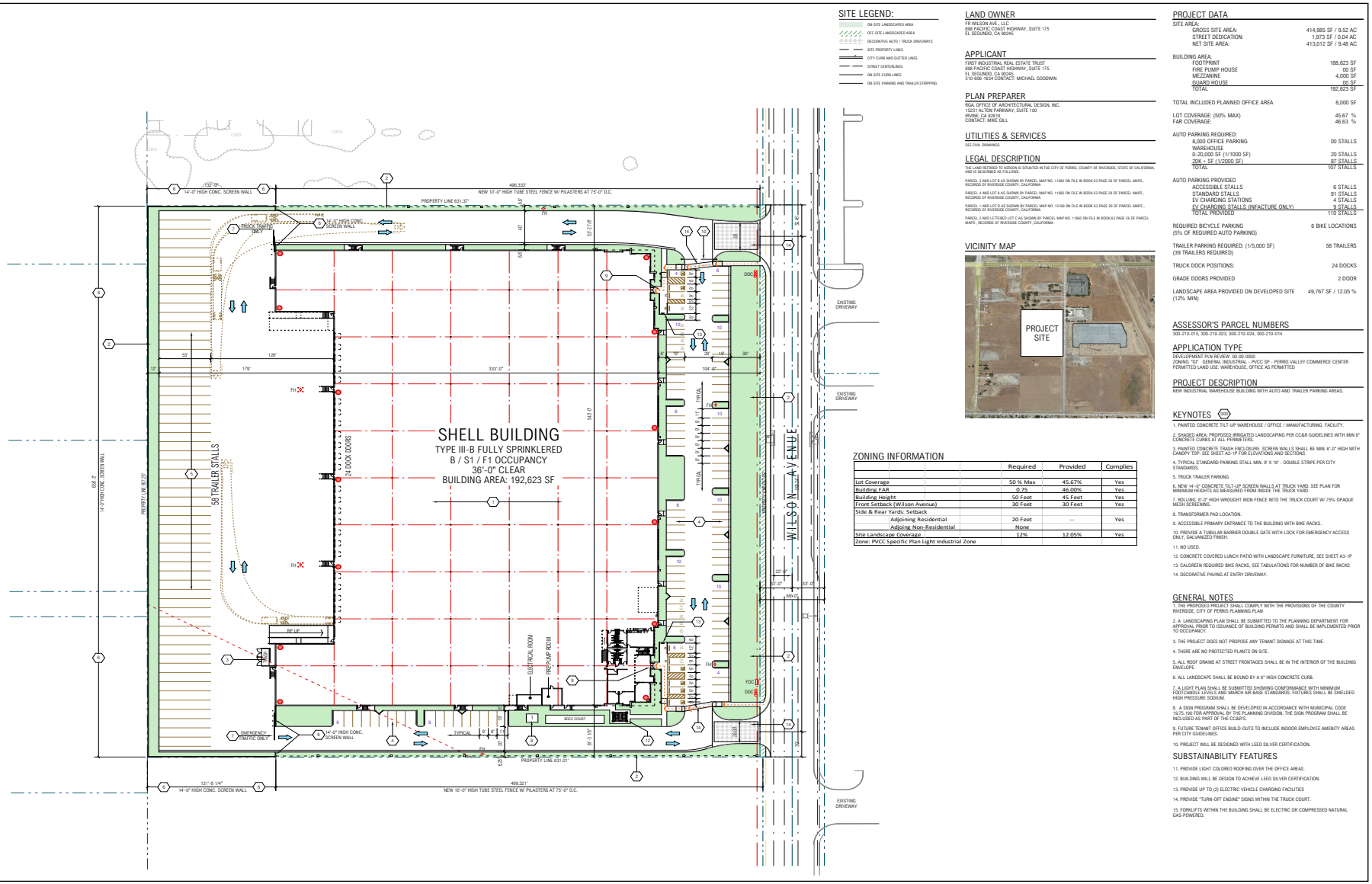

SITE LEGEND:

- ON-SITE LANDSCAPED AREA
- OFF-SITE LANDSCAPED AREA
- DECORATIVE ASTO / TRUCK DRIVEWAYS
- SITE PROPERTY LINES
- CITY CURB AND GUTTER LINES
- STREET CENTERLINES
- ON-SITE CURB LINES
- ON-SITE PARKING AND TRAILER STRIPPING

LAND OWNER
FR WILSON AVE., LLC
898 PACIFIC COAST HIGHWAY, SUITE 175
EL SEGUNDO, CA 90245

APPLICANT
FIRST INDUSTRIAL REAL ESTATE TRUST
898 PACIFIC COAST HIGHWAY, SUITE 175
EL SEGUNDO, CA 90245
310-606-1634 CONTACT: MICHAEL GOODWIN

PLAN PREPARER
RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL

UTILITIES & SERVICES
SEE CIVIL DRAWINGS

LEGAL DESCRIPTION
THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 3 AND LOT A AS SHOWN BY PARCEL MAP NO. 11560 ON FILE IN BOOK 63 PAGE 26 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

PARCEL 4 AND LOT A AS SHOWN BY PARCEL MAP NO. 11560 ON FILE IN BOOK 63 PAGE 26 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

PARCEL 1 AND LOT D AS SHOWN BY PARCEL MAP NO. 12169 ON FILE IN BOOK 63 PAGE 26 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

PARCEL 2 AND LETTERED LOT C AS SHOWN BY PARCEL MAP NO. 11560 ON FILE IN BOOK 63 PAGE 26 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

VICINITY MAP

ZONING INFORMATION

	Required	Provided	Complies
Lot Coverage	50 % Max	45.67%	Yes
Building FAR	0.75	46.00%	Yes
Building Height	50 Feet	45 Feet	Yes
Front Setback (Wilson Avenue)	30 Feet	30 Feet	Yes
Side & Rear Yards: Setback			
Adjoining Residential	20 Feet	--	Yes
Adjoing Non-Residential	None		
Site Landscape Coverage	12%	12.05%	Yes
Zone: PVCC Specific Plan Light Industrial Zone			

PROJECT DATA

SITE AREA:

GROSS SITE AREA:	414,985 SF / 9.52 AC
STREET DEDICATION:	1,973 SF / 0.04 AC
NET SITE AREA:	413,012 SF / 9.48 AC

BUILDING AREA:

FOOTPRINT	188,623 SF
FIRE PUMP HOUSE	00 SF
MEZZANINE	4,000 SF
GUARD HOUSE	00 SF
TOTAL	192,623 SF

TOTAL INCLUDED PLANNED OFFICE AREA	8,000 SF
LOT COVERAGE: (50% MAX)	45.67 %
FAR COVERAGE:	46.63 %

AUTO PARKING REQUIRED:

8,000 OFFICE PARKING	00 STALLS
WAREHOUSE	
0-20,000 SF (1/1000 SF)	20 STALLS
20K + SF (1/2000 SF)	87 STALLS
TOTAL	107 STALLS

AUTO PARKING PROVIDED

ACCESSIBLE STALLS	6 STALLS
STANDARD STALLS	91 STALLS
EV CHARGING STATIONS	4 STALLS
EV CHARGING STALLS (INFACTURE ONLY)	9 STALLS
TOTAL PROVIDED	110 STALLS

REQUIRED BICYCLE PARKING (5% OF REQUIRED AUTO PARKING)	6 BIKE LOCATIONS
TRAILER PARKING REQUIRED: (1/5,000 SF) (39 TRAILERS REQUIRED)	58 TRAILERS
TRUCK DOCK POSITIONS:	24 DOCKS
GRADE DOORS PROVIDED	2 DOOR
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE (12% MIN)	49,767 SF / 12.05 %

ASSESSOR'S PARCEL NUMBERS
300-210-015, 300-210-023, 300-210-024, 300-210-014

APPLICATION TYPE
DEVELOPMENT PLN REVIEW 00-00-0000
ZONING: "GI" - GENERAL INDUSTRIAL - PVCC SP - PERRIS VALLEY COMMERCE CENTER
PERMITTED LAND USE: WAREHOUSE, OFFICE AS PERMITTED

PROJECT DESCRIPTION
NEW INDUSTRIAL WAREHOUSE BUILDING WITH AUTO AND TRAILER PARKING AREAS.

KEYNOTES

1. PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.
2. SHADED AREA: PROPOSED IRRIGATED LANDSCAPING PER CC&R GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL PERIMETERS.
3. PAINTED CONCRETE TRASH ENCLOSURE. SCREEN WALLS SHALL BE MIN. 6'-0" HIGH WITH CANOPY TOP. SEE SHEET A2-1P FOR ELEVATIONS AND SECTIONS
4. TYPICAL STANDARD PARKING STALL MIN. 9' X 19' - DOUBLE STRIPE PER CITY STANDARDS.
5. TRUCK TRAILER PARKING
6. NEW 14'-0" CONCRETE TILT-UP SCREEN WALLS AT TRUCK YARD. SEE PLAN FOR MINIMUM HEIGHTS AS MEASURED FROM INSIDE THE TRUCK YARD.
7. ROLLING 8'-0" HIGH WROUGHT IRON FENCE INTO THE TRUCK COURT W/ 75% OPAQUE MESH SCREENING.
8. TRANSFORMER PAD LOCATION.
9. ACCESSIBLE PRIMARY ENTRANCE TO THE BUILDING WITH BIKE RACKS.
10. PROVIDE A TUBULAR BARRIER DOUBLE GATE WITH LOCK FOR EMERGENCY ACCESS ONLY. GALVANIZED FINISH.
11. NO USED.
12. CONCRETE COVERED LUNCH PATIO WITH LANDSCAPE FURNITURE, SEE SHEET A3-1P
13. CALGREEN REQUIRED BIKE RACKS, SEE TABULATIONS FOR NUMBER OF BIKE RACKS
14. DECORATIVE PAVING AT ENTRY DRIVEWAY.

GENERAL NOTES

1. THE PROPOSED PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE COUNTY RIVERSIDE, CITY OF PERRIS PLANNING PLAN
2. A. LANDSCAPING PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR APPROVAL PRIOR TO ISSUANCE OF BUILDING PERMITS AND SHALL BE IMPLEMENTED PRIOR TO OCCUPANCY.
3. THE PROJECT DOES NOT PROPOSE ANY TENANT SIGNAGE AT THIS TIME.
4. THERE ARE NO PROTECTED PLANTS ON SITE.
5. ALL ROOF DRAINS AT STREET FRONTAGES SHALL BE IN THE INTERIOR OF THE BUILDING ENVELOPE.
6. ALL LANDSCAPE SHALL BE BOUND BY A 6" HIGH CONCRETE CURB.
7. A LIGHT PLAN SHALL BE SUBMITTED SHOWING CONFORMANCE WITH MINIMUM FOOTCANDLE LEVELS AND MARCH AIR BASE STANDARDS. FIXTURES SHALL BE SHIELDED HIGH PRESSURE SODIUM.
8. A SIGN PROGRAM SHALL BE DEVELOPED IN ACCORDANCE WITH MUNICIPAL CODE 19.75.190 FOR APPROVAL BY THE PLANNING DIVISION. THE SIGN PROGRAM SHALL BE INCLUDED AS PART OF THE CC&R'S.
9. FUTURE TENANT OFFICE BUILD-OUTS TO INCLUDE INDOOR EMPLOYEE AMENITY AREAS PER CITY GUIDELINES.
10. PROJECT WILL BE DESIGNED WITH LEED SILVER CERTIFICATION.

SUBSTAINABILITY FEATURES

11. PROVIDE LIGHT COLORED ROOFING OVER THE OFFICE AREAS.
12. BUILDING WILL BE DESIGN TO ACHIEVE LEED SILVER CERTIFICATION.
13. PROVIDE UP TO (2) ELECTRIC VEHICLE CHARGING FACILITIES
14. PROVIDE "TURN-OFF ENGINE" SIGNS WITHIN THE TRUCK COURT.
15. FORKLIFTS WITHIN THE BUILDING SHALL BE ELECTRIC OR COMPRESSED NATURAL GAS-POWERED.

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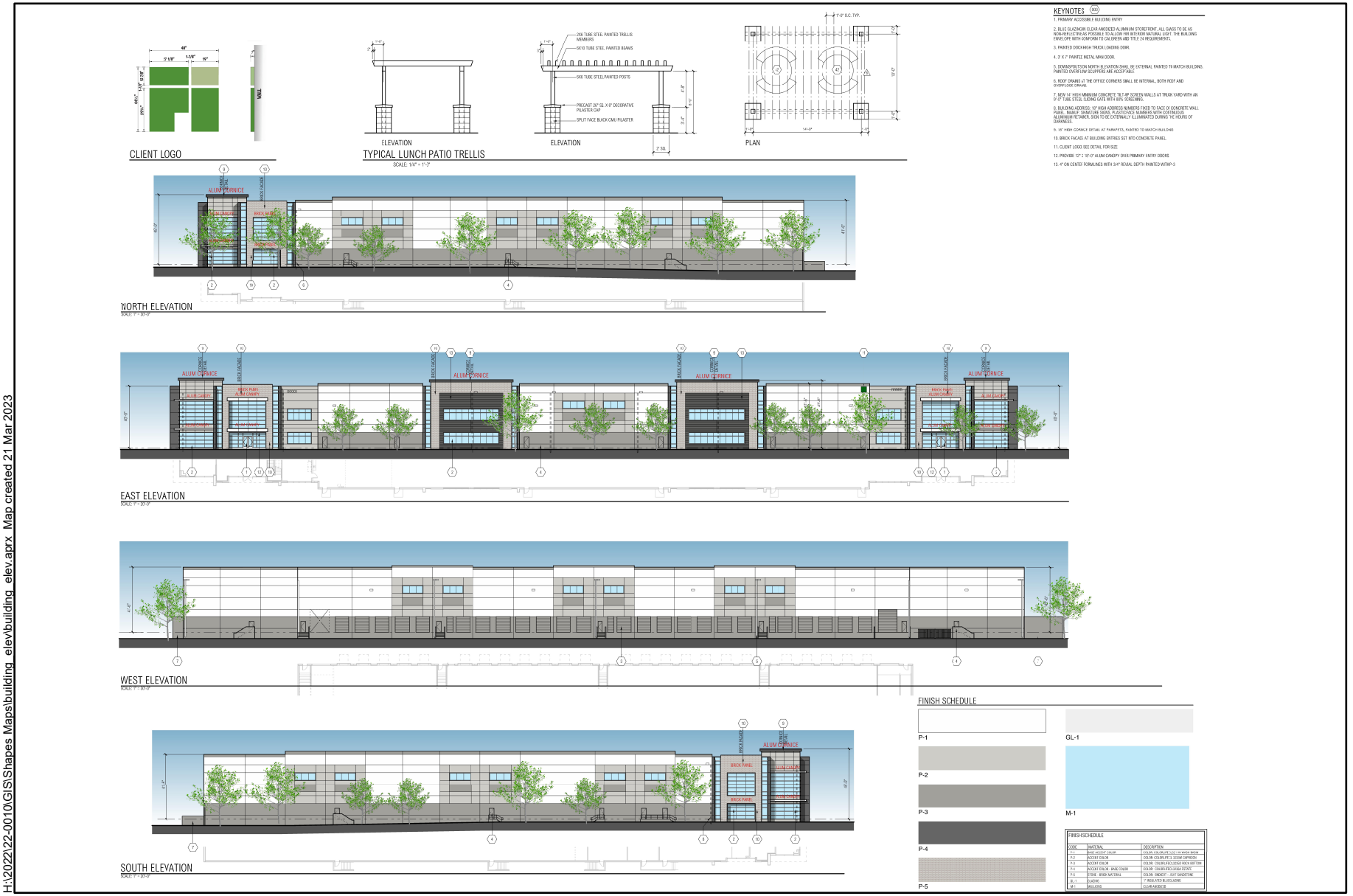
Source: RGA Architects, 01-31-2023

Figure 7 - Proposed Site Plan

First Industrial Logistics at Wilson Avenue

ALBERT A. WEBB ASSOCIATES



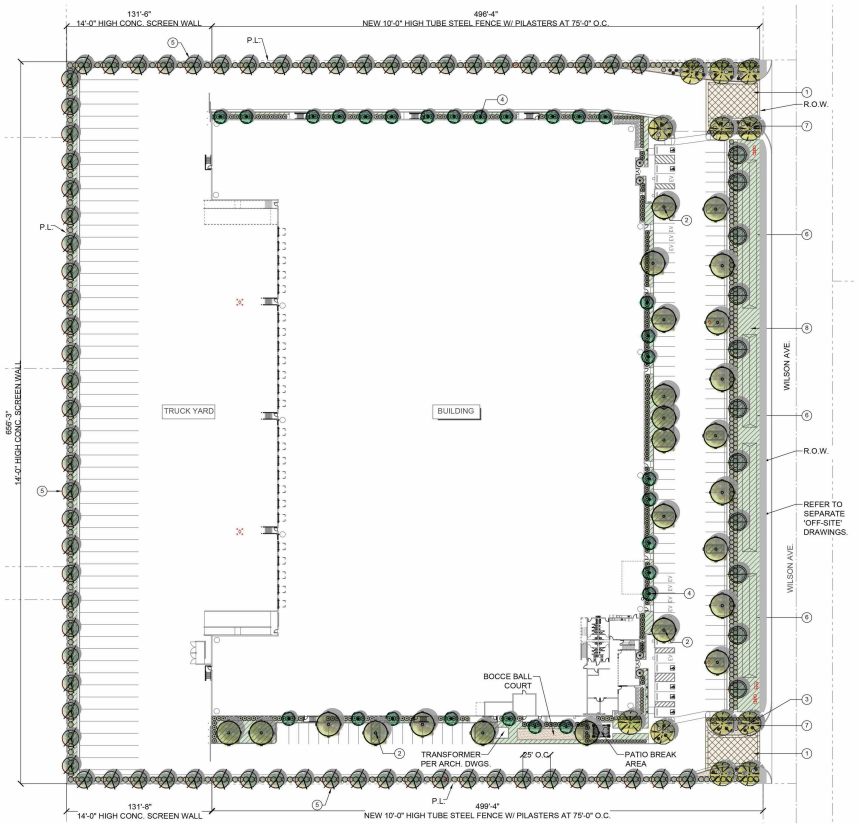
H:\2022\22-0010\GIS\Shapes Mapsbuilding_elevbuilding_elev.aprx Map created 21 Mar 2023

Source: RGA Architects, Jan 2023.

Figure 8 - Elevations

First Industrial Logistics at Wilson Avenue

ALBERT A. WEBB ASSOCIATES



GENERAL NOTES:

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

NOTE: LANDSCAPE SHALL COMPLY WITH THE CITY WATER CONSERVATION REQUIREMENTS IN CHAPTER 19.70 OF THE ZONE CODING.

CONCEPTUAL PLAN NOTE:

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

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AB-1881 WATER ORDINANCE AND CITY WATER CONSERVATION REQUIREMENTS IN CHAPTER 19.70 OF THE ZONING CODE.

WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION 'I-SOUTH INLAND VALLEY'.

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

LANDSCAPE DATA:
NET SITE AREA = 413,012 SF. / 9.48 AC.
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE = 49,767 SF / 12.05% (12% MIN)

TOTAL PARKING STALLS = 110 STALLS
PARKING LOT TREES REQUIRED = 18
PARKING LOT TREES PROVIDED = 24
30% OF PARKING AREA TREES TO BE 36" BOX SIZE = 7 TREES PROVIDED = 24 TREES

PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	FLOWERING ACCENT TREE CERCIDIUM X 'DESERT MUSEUM', BLUE PALO VERDE 36" BOX SIZE. STANDARD TRUNK, DOUBLE STAKE	12	L
	PARKING LOT SHADE TREE RHUS LANCEA, AFRICAN SUMAC 36" BOX SIZE. STANDARD TRUNK, DOUBLE STAKE INSTALL WITH DEEP ROOT BARRIER PANELS.	24	L
	SECONDARY PARKING LOT SHADE TREE GEIJERA PARVIFLORA, AUSTRALIAN WILLOW 15 GAL. SIZE. STANDARD TRUNK. DOUBLE STAKE	11	L
	VERTICAL TREE ALONG BUILDING TRISTANIA CONFERTA, BRISBANE BOX 15 GAL. SIZE. STANDARD TRUNK. DOUBLE STAKE	28	L
	EVERGREEN SCREEN TREE ALONG PROPERTY PODOCARPUS GRACILIOR, FERN PINE 24" BOX SIZE. DOUBLE STAKE. COLUMINAR SHAPE	70	L
	CUPRESSUS SEMPERVIRENS, ITALIAN CYPRESS TREE 15 GAL. SIZE. DOUBLE STAKE	4	L

SHRUBS			
SYMBOL	SHRUB NAME	QTY.	WUCOLS
	PRUNUCS CAROLINA, CAROLINA CHERRY 5 GAL. SIZE ALTERNATE: RHUS OVATA	381	L
	LEUCOPHYLLUM F. 'GREEN CLOUD', TEXAS RANGER 5 GAL. SIZE	85	L
	LIGUSTRUM 'TEXANUM', JAPANESE PRIVET 5 GAL. SIZE	139	M
	RHUS OVATA, SUGAR BUSH 5 GAL. SIZE ALTERNATE: RHUS INTERGRIFOLIA	118	L
	WESTRINGIA F. 'WYNYABBIE GEM', COAST ROSEMARY 5 GAL. SIZE.	259	L

GROUND COVER AND SHRUB MASSES		
SYMBOL	GROUND COVER/SHRUB MASS NAME	WUCOLS
	ACACIA R. 'LOWBOY', PROSTRATE ACACIA 1 GAL. SIZE @ 48" O.C.	L
	ALOE STRIATA, CORAL ALOE 5 GAL. SIZE @ 24" O.C.	L
	CEANOTHUS G. VAR. H. 'YANKEE POINT', YANKEE POINT CEANOTHUS 1 GAL. SIZE @ 36" O.C.	L
	BACCHARIS P. 'PIGEON POINT', DWARF COYOTE BRUSH 1 GAL. SIZE @ 42" O.C.	L
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLEBRUSH 5 GAL. SIZE @ 36" O.C.	L
	DIETES BICOLOR, FORTNIGHT LILY 1 GAL. SIZE @ 24" O.C.	M
	HESPERALOE P. 'YELLOW', YELLOW YUCCA 5 GAL. SIZE @ 30" O.C.	L
	LANTANA 'NEW GOLD', NEW GOLD LANTANA 1 GAL SIZE @ 30" O.C.	L
	MUHLENBERGIA DUBIA, PINE MUHLY 1 GAL. SIZE @ 30" O.C.	L
	MUHLENBERGIA LINDHEIMERI, LINDHEIMER'S MUHLY 5 GAL. SIZE @ 42" O.C.	M
	ROSMARINUS O. 'PROSTRATUS', CREEPING ROSEMARY 1 GAL. SIZE @ 30" O.C.	L
	SALVIA C. 'ALLEN CHICKERING', ALLEN CHICKERING SAGE 5 GAL. SIZE @42" O.C.	L

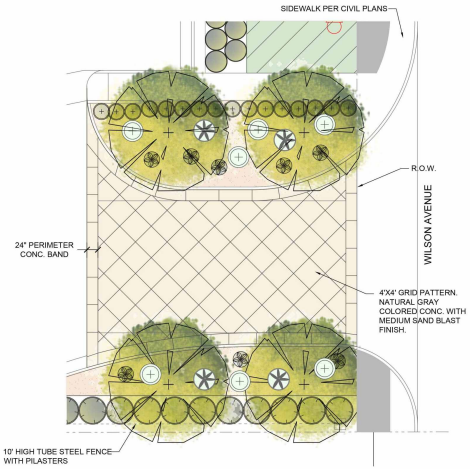
NOTE: ALL SHRUB PLANTING AREAS WITHIN LIMIT OF WORK SHALL RECEIVE A 3" LAYER OF SHREDDED WOOD MULCH. PROVIDE SUBMITTAL FOR REVIEW PRIOR TO INSTALLATION.

ACCENT SUCCULENTS			
SYMBOL	SHRUB NAME	QTY.	WUCOLS
	AGAVE 'BLUE FLAME' 5 GAL. SIZE	13	VL
	AGAVE 'BLUE GLOW', BLUE GLOW AGAVE 5 GAL. SIZE.	23	VL
	AGAVE 'MEDIOPICTA ALBA', WHITE-STRIPED CENTURY PLANT 15 GAL. SIZE	22	VL

NON-ORGANIC MULCH LEGEND	
SYMBOL	DESCRIPTION
	COMPACTED DECOMPOSED GRANITE PAVING. ⅜" MAX. SIZE 'DESERT GOLD' COLOR. PROVIDE SAMPLE FOR REVIEW AND APPROVAL BY LANDSCAPE ARCHITECT.
	COBBLE OVER WEED FILTER FABRIC. 'RIVERSIDE COBBLE' 2-4" SIZE AVAILABLE THRU KRC ROCK OR APPROVED EQUAL.

DESIGN KEY NOTES:

1. TYP. ENHANCED VEHICULAR ENTRY PAVING. COLORED GRID PATTERN CONC. REFER TO ENLARGEMENT 'A', THIS SHEET FOR TYP. VEHICULAR PAVING DESIGN AT PROJECT ENTRY DRIVES.
2. PARKING LOT SHADE TREE PER LEGEND.
3. FLOWERING ACCENT TREE AT FOCAL AREAS PER LEGEND.
4. VERTICAL TREE ALONG BUILDING PER LEGEND.
5. EVERGREEN SCREEN TREE ALONG PROPERTY LINE PER LEGEND.
6. EARTH BERM WITH 3:1 MAX. SLOPE TO MITIGATE VIEW OF PARKING AREA ALONG WILSON AVE. FRONTAGE.
7. D.G. AREA WITH ASSORTED SUCCULENTS PER LEGEND.
8. DROUGHT TOLERANT GROUND COVER PER LEGEND.



ENLARGEMENT 'A' - ENHANCED PAVING AT VEHICULAR DRIVE

SCALE: 1/8" = 1'-0"

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Source: Scott Peterson Landscape Architect, Inc., 11-14-2022

Figure 9 - Landscape Plan

First Industrial Logistics at Wilson Avenue

ALBERT A. WEBB ASSOCIATES

2.3 PROJECT APPROVALS

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

- Adopt Mitigated Negative Declaration (MND) with the determination that the MND has been prepared in compliance with the requirements of CEQA;
- Approve Development Plan Review (DPR 22-00017) to allow the development of the approximately 9.52-gross-acre site (9.48-net acres) with an approximately 192,623-square foot warehouse including approximately 8,000 square feet of office and 4,000 square feet of mezzanine space.

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

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

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

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

2.4 DOCUMENTS INCORPORATED BY REFERENCE

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

- *Perris Comprehensive General Plan 2030,* City of Perris, originally approved on April 26, 2005 (GP). (Available at https://www.cityofperris.org/departments/development-services/general-plan.)
- *Perris General Plan 2030 Draft Environmental Impact Report, SCH No. 2004031135,* certified April 26, 2005 (GP EIR). (Available at https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000.)
- *Perris Valley Commerce Center Specific Plan Amendment No.12*, approved January 11, 2022 (Ordnance 1414) (PVCCSP). (Available at https://www.cityofperris.org/Home/ShowDocument?id=2647.)
- *Perris Valley Commerce Center Final Environmental Impact Report, SCH 2009081086*, July 2011, certified January 10, 2012 (PVCCSP EIR). (Available at https://www.cityofperris.org/Home/ShowDocument?id=13874 and https://www.cityofperris.org/Home/ShowDocument?id=13876.)

These reports/studies are also available for review at:

Public Service Counter
City of Perris Planning Division
11 S. D Street
Perris, California 92570
(951) 943-5003

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

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SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

SECTION 4.0 DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Lupita Garcia 3/16/2023

Signature of Lead Agency Representative — Date

Lupita Garcia, Associate Planner — City of Perris

Printed name — Agency

SECTION 5.0 INITIAL STUDY

This section contains the Environmental Checklist Form (Form) for the proposed Project. The Form is marked with findings as to the environmental effects of the Project. An "X" in column 1 requires preparation of additional environmental analysis in the form of an EIR.

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

ENVIRONMENTAL CHECKLIST FORM

City of Perris **135 North "D" Street, Perris,** **California 92570**	
Project Title	First Industrial Logistics at Wilson Avenue Project Case No. DPR 22-00017
Lead Agency Name and Address	City of Perris 101 N. D Street Perris, CA 92570
Contact Person and Phone Number	Lupita Garcia, Associate Planner (951) 943-5003, ext. 236
Project Location	The approximate 10-acre Project site is located along the western side of Wilson Avenue, south of East Rider Street, and north of Placentia Avenue, within the PVCCSP planning area in the City of Perris, Riverside County, California. The Project site is located within Section 5, Township 4 South, Range 3 West, San Bernardino Base and Meridian, on the Perris, 7.5-minute topographical quadrangle map. **Figure 1 – Vicinity Map**, **Figure 2 – Aerial Map**, and **Figure 3 – USGS Topographic Map** depict the regional location and local vicinity of the Project site, respectively.
Project Sponsor's Name and Address	First Industrial Realty Trust Attn: Paul Loubet 898 N Pacific Coast Hwy, Suite 175 El Segundo, CA 90245
General Plan Designation	PVCCSP - Perris Valley Commerce Center Specific Plan
Zoning	Perris Valley Commerce Center Specific Plan (PVCCSP)
Specific Plan Designation	Light Industrial (LI)
Description of Project	A detailed Project Description is provided in Section 2.2. This provides a summary of the proposed Project. The proposed First Wilson Logistics at

	Wilson Avenue Project involves the construction and operation of an approximately 192,623-square-foot industrial, non-refrigerated warehouse distribution facility use that includes 8,000 square feet of office and 4,000 square feet of mezzanine space on an approximately 9.52-gross- (9.48-net-) acre site (**Figure 7 – Proposed Site Plan**). The Project proponent has committed to achieve LEED Silver Certified status for the building. The Project will provide approximately 110 standard parking stalls (6 handicap accessible stalls and 104 standard stalls) and 58 trailer stalls. The warehouse building will feature approximately 24 dock doors on the western side of the proposed building. There will be approximately 49,767 square feet of on-site landscaping (**Figure 9 – Landscape Plan**) as well as one on-site stormwater bio-retention basin and BMP facilities for stormwater quality treatment. The Project includes curbs and gutters to convey on-site flows to the proposed water quality basin located at the northeast corner of the Project site. The on-site flow will discharge into an underground detention chamber, which will then be pumped into a treatment box to treat the water quality volume and bypass higher intensity runoff. The Project will connect to MDP facility Line A-C, which will be constructed as part of DPR 19-00007, before discharging to the PVSD. Trucks would use PVCCSP-designated truck routes to travel to and from the Project site. The Project will include the dedication of approximately three feet of property along the eastern Project boundary and the construction of a six-foot-wide sidewalk along the Project site's frontage on the west side of Wilson Avenue. (**Figure 7 – Proposed Site Plan**.) Wilson Avenue's travel lanes have already been constructed to its ultimate 44-foot width; however if required by the City, the existing pavement along the Project site's frontage would be removed and replaced. The Project would be constructed in one phase and the earthwork would require approximately 13,500 cubic yards of soil export. Construction is expected to be initiated in 2023 and completed in 2024. The Project's proposed warehouse distribution facility is consistent with the PVCCSP; thus, no General Plan Amendment, Specific Plan Amendment, or zone change is required.

Surrounding Land Uses and Setting
(Refer to **Figure 4 – General Plan Land Use** and **Figure 5 – Specific Plan Land Use**)

Boundary	General Plan Land Use	Zoning	Specific Plan Land Use	Existing Land Use
North	PVCCSP	PVCCSP	Light Industrial	Vacant land approved for industrial development (Approved DPR 20-00011)
East	PVCCSP	PVCCSP	Light Industrial	Industrial warehouse development and vacant land approved for industrial development (Approved DPR 21-00001)
South	PVCCSP	PVCCSP	Light Industrial	Vacant land)
West	PVCCSP	PVCCSP	Light Industrial	Vacant Land approved for industrial development (Approved DPR 19-00016) and vacant land

Other public agencies whose approval is required

- Eastern Municipal Water District: Approval of potable water, recycled water, and sewer facilities to serve the Project.
- A National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.
- South Coast Air Quality Management District: Approval of permits to install and operate a diesel fire water pump.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes. The City's compliance with Assembly Bill (AB 52) is discussed in *Threshold 18a(ii)* below.

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

References: GP, GPEIR, IDA, PMC, PVCCSP, PVCCSP EIR, USCB_A, USCB-B

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting. These Standards and Guidelines summarized below are incorporated as part of the proposed Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections. There are no mitigation measures for aesthetics included in the PVCCSP EIR although PVCCSP EIR mitigation measures MM Haz 3 and MM Haz 5 address potential impacts associated with lighting at the Project site.

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

4.1 Perris Valley Commerce Center On-Site Development Standards

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

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Uses and Standards Shall Be Developed in Accordance with the Specific Plan.
- Uses and Standards Shall Be Developed in Accordance with City of Perris Codes.
- Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan.

- No Changes to Development Procedures Except as Outlined in the Specific Plan.
- Residential Buffer.
- Visual Overlay Zones.

4.2.3 Architecture

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

4.2.4. Lighting

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

4.2.5 Signage Program

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

4.2.6 Walls/Fences

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

4.2.8 Residential Buffer Development Standards and Guidelines

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

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

6.1 On-Site Landscape General Requirements

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

6.1.1 On-Site Landscape Screening

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

6.1.2 Landscape in Parking Lots

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

6.1.3 On-Site Plant Palette

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

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

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

8.2.2 Landscape

- No Landscape in Screened Truck Courts.

EXPLANATION OF CHECKLIST ANSWERS

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

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

1b. **No Impact.** According to the Perris GP EIR, no notable stands of native or mature trees exist in the City and no impact is associated with development consistent with the GP. (GP EIR, p. VI-2.) Additionally, the PVCCSP EIR identified no specific scenic resources such as trees, rock outcroppings, or unique features within the Specific Plan area. The closest officially-designated State Scenic Highway is State Route (SR)-74 east of the City of Hemet and the nearest eligible State Scenic Highway (not officially designated) is a segment of SR-74 in the southern part of the City of Perris. Therefore, there are no significant scenic resources within the proposed Project site, and construction and operation of the proposed Project will not substantially damage scenic resources. No impacts will occur.

1c. **Less Than Significant Impact.** According to the CEQA statue (set forth in public resources code 21071(a)), an urbanized area is an incorporated city that meets either of the following criteria: (i) has a population of at least 100,000 persons, or (2) has a population of less than 100,000 persons if the population of that city and no more than two contiguous incorporated cities combined equals at least 100,000 persons. According to the US Census Bureau, in 2021 the City's population was approximately 79,835 (USCB-A) and the population of Moreno Valley, the contiguous city to the north, was 211,600 (USBC-B); therefore, the Project site is located within an urbanized area. The proposed Project has been designed according to requirements outlined in the PVCCSP to address visual character, including but not limited to: Chapter 4.0, On-site Design Standards and Guidelines; Chapter 6.0, Landscape Standards and Guidelines; Chapter 8.0, Industrial Design Standards and Guidelines.

Current land uses surrounding the proposed Project site include a mixture of warehouses, vacant land, vacant land approved for industrial development. (Refer to **Figure 2**.) Moreover, the Project site is currently vacant and is within the Light Industrial Specific Plan land use designation. Therefore, although the proposed Project site will be converted from vacant to a light industrial facility and is in an urbanized area, this conversion is consistent with existing and planned land uses of the Project site and the surrounding area. Thus, the Project will not conflict with applicable zoning and other regulations governing scenic quality. Therefore, impacts will be less than significant.

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

Windows are the main source of glare complaints on buildings. The proposed Project will not introduce substantial new daytime glare to the area because the proposed warehouse will be a

concrete tilt-up building with few windows which will be as non-reflective as possible to allow for interior natural light. Most of the windows will be placed in the two office areas. From Wilson Avenue the two office areas are visible as shown on **Figure 8 – Elevations** (see West Elevations). The proposed Project will introduce new sources of nighttime light and glare into the area from additional security lighting at the Project site. However, all lighting will be designed pursuant to Perris Municipal Code (PMC) Chapter 19.02.110, which includes requirements for installation of energy-efficient lighting as well as shielding of parking lot lights to minimize spillover onto adjacent properties and right-of-way. The proposed Project will also comply with the lighting requirements in Section 4.2.4 of the PVCCSP, which contains lighting standards for general, decorative, and parking lot lighting, as well as PVCCSP EIR mitigation measures MM Haz 3 and MM Haz 5, which address potential impacts to aircraft operations associated with lighting at development sites.

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

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

Therefore, impacts will be less than significant with implementation of mitigation.

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5.2. AGRICULTURE AND FORESTRY RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

References: Department of Conservation (DOC), FMMP, GPEIR, PVCCSP EIR, RCIT, PMC

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

2a. **No Impact.** The proposed Project site is classified as Other Land[4] by the Farmland Mapping and Monitoring Program (FMMP). Per the FMMP, Other Land is not considered agricultural land or Farmland. Because there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance at the Project site, there will not be any impacts related to the conversion of Farmland. Thus, no impact will occur.

[4] Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres.

2b. **No Impact.** The City's 1991 General Plan eliminated the agricultural land use designation from within City boundaries. (GP EIR, p. VI-3.) Therefore, there are no agricultural zones identified by the City. Additionally, the proposed Project site is not covered under a Williamson Act Contract. (PVCCSP EIR, p. 4.1-7.) The proposed Project site is zoned PVCCSP with a PVCCSP land use designation of LI. Therefore, implementation of the proposed Project will not conflict with an existing zoned agricultural use or a Williamson Act Contract. Thus, no impact will occur.

2c. **No Impact.** The Project site is zoned PVCCSP with a PVCCSP land use designation of LI. There are no existing or proposed zoning of forest land, timber land, or Timberland Production Zones within the City. Accordingly, there is no commercial forestry or timber production industry within the City. Therefore, implementation of the proposed Project would have no impact on forestland, timberland, or a Timberland Production Zone. Thus, no impact will occur.

2d. **No Impact.** As discussed in *Threshold 2c*, above, there is no land zoned forest land within the City. Therefore, implementation of the proposed Project will have no impact on land zoned for forest land and will not result in the conversion of forest land to non-forest uses. Thus, no impact will occur.

2e. **No Impact.** As discussed in *Thresholds 2a – 2d* above, the Project site is not categorized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance nor is the site designated as forest land. There is also no Farmland or forestland in the immediate vicinity of the Project site. Therefore, implementation of the Project will not result in the conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use. Thus, no impact will occur.

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

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

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

There are no PVCCSP Standards and Guidelines applicable to the analysis of air quality for the proposed Project.

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

> **MM Air 1**: To identify potential implementing development project-specific impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.
>
> **MM Air 10**: To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the

latest available URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the SCAQMD. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.

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

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

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

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

EXPLANATION OF CHECKLIST ANSWERS

3a. Less Than Significant Impact. The City of Perris is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is responsible for comprehensive air pollution control within the Basin and prepares the Air Quality Management Plan (AQMP) for the Basin. The AQMP sets forth a comprehensive program that will lead the Basin into compliance with all federal and state air quality standards. The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with the Southern California Association of Governments (SCAG) and local governments (SCAQMD-A). Accordingly, if a project demonstrates compliance with local

land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed.

The proposed Project site is zoned PVCCSP and has a PVCCSP land use designation of LI. The Project applicant proposes to construct and operate the building as a non-refrigerated warehouse distribution facility which is a permitted use under the LI land use designation. Therefore, this land use and associated air quality emissions would have been accounted for in the SCAQMD's 2022 AQMP.

Population and employment estimates for the City of Perris are compiled by the SCAG in their 2016[5] Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The proposed Project will increase employment opportunities within the City. The employment projections in the RTP/SCS are based on information gathered from cities within SCAG's jurisdiction. Hence, because the proposed Project is consistent with the land use designation in the PVCCSP and the Perris GP, employment estimates associated with implementation of the proposed Project would have also been accounted for in SCAG's RTP/SCS. Therefore, because the proposed Project is compliant with local and use plans and population projections, the proposed Project would not conflict with or obstruct implementation of the AQMP. Thus, impacts will be less than significant.

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

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

Construction Activities

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 or more acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to the SCAQMD. Based on the size of

[5] The latest RTP, 2020-2045 Connect SoCal, was approved on September 3, 2020

this Project's disturbance area (approximately 9.68 acres), a Fugitive Dust Control Plan or a Large Operation Notification Form would not be required.

An *Air Quality/Greenhouse Gas Analysis* was prepared for the Project by Albert A. Webb Associates dated September 28, 2022 (WEBB-A) as is included as Appendix A of this Initial Study. Short-term emissions from Project construction activities were evaluated using the CalEEMod version 2020.4.0. The results of this analysis are summarized in **Table A** – **Unmitigated Estimated Maximum Daily Construction Emissions**, below.

Table A – Unmitigated Estimated Maximum Daily Construction Emissions

Activity	Peak Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Grading 2023	1.95	**26.97**	17.64	**0.08**	**5.33**	**2.61**
Building Construction 2023	2.41	18.28	24.80	0.06	3.23	1.39
Building Construction 2024	**2.25**	17.22	**24.28**	0.06	3.13	1.30
Architectural Coating 2024	**48.24**	1.70	**3.64**	0.01	0.49	0.19
Paving 2024	**0.66**	5.60	**8.40**	0.01	0.42	0.29
Maximum[1]	**51.15**	**26.97**	**36.32**	**0.08**	**5.33**	**2.61**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 2 (Appendix A).
Notes: [1]Maximum emissions are the greater of either grading or building construction in 2023 alone or the sum of building construction, paving, and architectural coating in 2024 since these activities overlap. Maximum emissions are shown in bold.

As shown in **Table A** above, the daily emissions from construction of the Project are below the SCAQMD daily construction thresholds for all the criteria pollutants. Therefore, the construction-related impacts of the project would be less than significant.

Although the construction emissions are below the SCAQMD daily construction thresholds, the Project is required to comply with the following PVCCSP EIR mitigation measures:

> **MM Air 2**: Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.
>
> **MM Air 3**: To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris

with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:

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

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

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

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

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

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

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

Operational Activities

Long-term operational emissions are evaluated at build-out of a project. The non-refrigerated warehouse Project is assumed to be operational in 2024. The Project includes a diesel-powered fire flow pump. Because the fire flow pump will only be used during fire emergencies and routine testing, emissions would be negligible and was not modeled.

Mobile source emissions refer to on-road motor vehicle emissions generated from the Project's traffic and based on the trip generation provided in the Project-specific *Scoping Form for Land Use Projects, FIR Wilson 3 DPR 22-0001)* (WEBB-G) and the *Vehicle Miles Traveled Screening Assessment*, dated September 30, 2022, included as Appendix J (WEBB-E). An average truck trip length of approximately 40 miles was assumed, which is recommended by the City and based on the SCAQMD's *Final Staff Report for proposed Rule 2305 and Rule 316*.[6] On-site service equipment (i.e., forklifts) are assumed to be neither gasoline nor diesel-fueled (e.g. electric) and therefore would not have any substantive direct emissions of criteria pollutants. Area source emissions from the Project include stationary combustion emissions of natural gas used for space and water heating (shown in a separate row as energy), yard and landscape maintenance, and an average building square footage to be repainted each year. CalEEMod computes area source emissions based upon default factors and land use assumptions. CalEEMod defaults were utilized which include increased efficiency related to the 2019 Title 24 standards. Separate emissions were computed for both the summer and winter and are shown

[6] South Coast Air Quality Management District, Board Meeting Agenda No. 27, May 7, 2021, Attachment I, Final Staff Report, Proposed Rule 2305 – Warehouse Indirect Source Rule - Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305. (Available at http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10, accessed August 22, 2022.)

in **Table B – Estimated Unmitigated Daily Project Operation Emissions (Summer**) and **Table C – Estimated Unmitigated Daily Project Operation Emissions (Winter)**, respectively.

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

Source	Peak Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Area	4.41	0.00	0.02	0.00	0.00	0.00
Energy	0.01	0.10	0.09	0.00	0.01	0.01
Mobile	1.50	12.12	19.68	0.10	6.76	1.94
Total	**5.92**	**12.22**	**19.79**	**0.10**	**6.77**	**1.95**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 3 (Appendix A).
Notes: Emissions reported as zero are rounded and not necessarily equal to zero.

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

Source	Peak Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Area	4.41	0.00	0.02	0.00	0.00	0.00
Energy	0.01	0.10	0.09	0.00	0.01	0.01
Mobile	1.38	12.82	17.40	0.10	6.76	1.94
Total	**5.80**	**12.92**	**17.51**	**0.10**	**6.77**	**1.95**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 4 (Appendix A).
Notes: Emissions reported as zero are rounded and not necessarily equal to zero

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

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.

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

MM Air 13: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older

than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD's website (http: //www.aqmd.gov). Tenants would be required to use those funds, if awarded.

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

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

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

As discussed above, the Project's construction emissions would not exceed the SCAQMD thresholds of significance. As shown in **Tables B** and **Table C**, above, the Project's operational emissions would not exceed the applicable SCAQMD thresholds of significance. As such, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment and no additional mitigation is required beyond those required by PVCCSP EIR mitigation measures listed above. Therefore, impacts will be less than significant, and no Project-specific mitigation is required.

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

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

Localized Significance Threshold (LST)

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

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

The LSTs are estimated using the maximum daily disturbed area (in acres) and the distance of the Project site to the nearest sensitive receptors (in meters). The closest sensitive receptor to the Project construction site is the existing residential property southwest of the Project site along Redlands Avenue, approximately 470 feet (143 meters) away. The closest receptor distances on the LST look-up tables are 100 and 200 meters. Therefore, a receptor distance of 100 meters (328 feet) was used to ensure a conservative analysis. The results are summarized below in **Table D – LST Results for Daily Construction Emissions.**

Table D – LST Results for Daily Construction Emissions

Pollutant	Peak Daily Emissions (lbs/day)			
	NO_X	CO	PM-10	PM-2.5
LST for 2-acre site at 100 meters	**264**	**2,232**	**38**	**10**
Grading 2023	17.94	4.75	**3.57**	**2.05**
Building Construction 2023	15.44	17.31	0.75	0.70
Building Construction 2024	**14.42**	**17.23**	0.66	0.62
Architectural Coatings 2024	**1.63**	**2.41**	0.08	0.08
Paving 2024	**5.50**	**7.93**	0.26	0.24
Maximum[1]	**21.55**	**27.57**	**3.57**	**2.05**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 5 (Appendix A).
Notes: [1] Maximum emissions are the greater of either grading or building construction in 2023 alone or the sum of building construction, paving, and architectural coating in 2024 since these activities overlap. Maximum emissions are shown in bold.

As shown in **Table D**, emissions from construction of the Project will be below the LSTs established by the SCAQMD that are applicable to the Project.

According to the LST methodology, LSTs only apply to the operational phase if a project includes stationary sources or attracts mobile sources that may spend long periods of time idling at the site, such as warehouse/transfer facilities. LSTs only apply to the operational phase if a project includes stationary sources or attracts mobile sources that may spend long periods of time idling at the site, such as warehouse/transfer facilities. The Project includes a diesel-powered fire flow pump. Because the fire flow pump will only be used during fire emergencies and routine testing, emissions would be negligible. The Project applicant will be required to obtain an SCAQMD permit to install and operate the fire flow pump. The SCAQMD permitting process would ensure that the Project meets regulatory requirements through the application review process and by placing specific operating conditions on the permit such as operating hour limits. As such, no further analysis of the fire pump was prepared. Because the proposed Project will operate as a warehouse distribution facility and has the potential to attract mobile sources that can reasonably be assumed to idle at the site, a long-term LST analysis was prepared for this Project. Although the Project site exceeds five acres, per the SCAQMD, the LST lookup tables can be used as a screening tool to determine if dispersion modeling would be necessary. Therefore, the Project's on-site emissions from CalEEMod and LST Look-Up Tables for the 5-acre site were utilized as a screening-level analysis.

CalEEMod version 2020.4.0 was utilized to estimate the Project's total on-site emissions from operation, which include trucks traveling within the Project site. An on-site distance of 0.22 mile was conservatively assumed to be traveled for each one of the Project's truck trips identified in the *City of Perris Scoping Form for Land Use Projects FIR Wilson 3 DPR 22-00017*. The output is attached to the *Air Quality/Greenhouse Gas Analysis* prepared for this Project (included as Appendix A) and summarized below. Idling emissions from trucks at loading docks is not available in CalEEMod; therefore, PM-10 and PM-2.5 idling emissions were calculated separately. Although PVCCSP EIR mitigation measure **MM Air 11** limits on-site idling to five minutes per truck per day, the analysis assumes an unmitigated scenario where each truck trip idles for 15-minutes per day, which conservatively overestimates idling emissions. The results were added to the total PM-10 and PM-2.5 emissions from CalEEMod and presented in the table below. The closest sensitive receptors to the Project operations will be the existing

residential property southwest of the Project site along Redlands Avenue. Therefore, a receptor distance of 100 meters (328 feet) was used to ensure a conservative analysis. The results are summarized in **Table E – LST Results for Daily Operational Emissions**, below.

Table E – LST Results for Daily Operational Emissions

Pollutant	Peak Daily Emissions (lbs/day)			
	NO_X	CO	PM-10[1]	PM-2.5[1]
LST for 5-acre at 100 meters	378	3,437	14	4
On-Site Emissions	1.86	1.58	0.04	0.02
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 6 (Appendix A).
Notes: The greater of summer or winter emissions from CalEEMod is shown.
[1]Idiling emissions added to CalEEMod output emissions

As indicated in **Table E**, Project-related long-term operational emissions will not exceed any SCAQMD operational LST.

CO Hotspots

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

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

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the Revised 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and air quality management plans. (WEBB-A, p. 7.)

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Blvd. and Imperial Highway (Lynwood); Wilshire Blvd. and Veteran Ave. (Westwood); Sunset Blvd. and Highland Ave. (Hollywood); and La Cienega Blvd. and Century Blvd. (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated in the 1992 CO Plan and subsequent 2003 AQMP was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day (2003 AQMP Appendix V, Table 4-7). The Los Angeles County Metropolitan Transportation Authority (MTA) evaluated the LOS in the vicinity of the Wilshire Blvd./Veteran Ave. intersection and found it to be level E at peak morning traffic and Level F at peak afternoon traffic. This hot spot analysis was conducted at intersections subject to extremes in vehicle volumes and vehicle congestion and did not predict any violation of CO standards. Considering that Project-related

traffic would result in an increase of 329 daily trips on local roadways, it can reasonably be concluded that Project-related traffic would not have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that intersections affected by the Project would yield higher CO concentrations if modeled in detail. (WEBB-A, pp. 7-8.) Thus, the Project would not result in CO hot spots.

Health Risk Assessment (HRA)

A *Health Risk Assessment* (HRA) was prepared for the Project by Albert A. Webb Associates dated September 12, 2022 (WEBB-B) and is included as Appendix B of this Initial Study. HRAs are commonly used to estimate the health risks to the surrounding community from projects that significantly increase the number of diesel vehicles and hence increase the amount of diesel particulate matter (DPM) in the area. The correlation between project-specific emissions and potential health impacts is complex and the SCAQMD has determined that attempting to quantify health risks from small projects (such as this) would not be appropriate because it may be misleading and unreliable for various reasons including modeling limitations as well as where in the atmosphere the air pollutants interact and form. (SCAQMD-D, pp. 9-15.) Notwithstanding, the analysis herein includes an HRA and a localized impact analysis, discussed above, for the immediate vicinity that is based on the potential to exceed the most stringent ambient air quality standards developed for the most sensitive individuals.

The proposed Project is a non-refrigerated single warehouse distribution facility building, which will result in an increase in the number of diesel trucks in the Project vicinity. The estimation of health risks (both cancer and non-cancer) from DPM was performed following the guidelines established by the SCAQMD for health risk assessments from known DPM. Specifically, cancer risks are a calculated probability of the number of people who will develop cancer after exposure to DPM at the same concentration, 24 hours a day, 350 days a year for a lifetime of 70 years.

Nine (9) separate discrete receptors located at sensitive receptors (Receptor 1 – Receptor 6, and Receptor 9) and off-site worker receptors (Receptor 7 – Receptor 8) were modeled in the HRA as shown on **Figure 10 – Discrete Receptor Locations** at the end of Section 5.3. Receptor 1 is a residential use across the Perris Valley Storm Drain Channel, east of the Project site. Receptor 2 is a non-conforming residential use northwest of the Project site, along Rider Street. Receptors 3 and Receptor 4 are non-conforming residential uses northwest of the Project site, along Redlands Avenue. Receptor 5 and Receptor 6 are non-conforming residential uses northwest of the Project site, along Harley Knox Boulevard. Receptor 7 and Receptor 8 are non-sensitive uses to the west of the Project site, along Wilson Avenue. Receptor 9, the closest sensitive receptor to the Project site, is a non-conforming residential use located along Redlands Avenue, southwest of the Project site.

As shown in **Table F – Project-Generated Cancer Risk,** each of the modeled receptor locations would be exposed to Project-related cancer risks from DPM on the modeled roadways that are substantially below the SCAQMD threshold of 10 in one million. (WEBB-B, p. 15.) The highest cancer risk at modeled receptor locations is 0.9 per million, located at Receptor 3, the property boundary of a sensitive receptor. The highest cancer risk at modeled off-site worker receptors is 0.2 per million, located at Receptors 8. (WEBB-B, p.15.) Therefore, the Project's DPM emissions will not result in cancer risks of greater than 10 in one million to the mapped sensitive receptors in the vicinity of the Project site.

Table F – Project-Generated Cancer Risk

Receptor	Cancer Risk (per million)
Sensitive Receptors	
1	0.2
2	0.3
3	0.9
4	0.8
5	0.8
6	0.6
9	0.8
Off-site Worker Receptors	
7	0.1
8	0.2

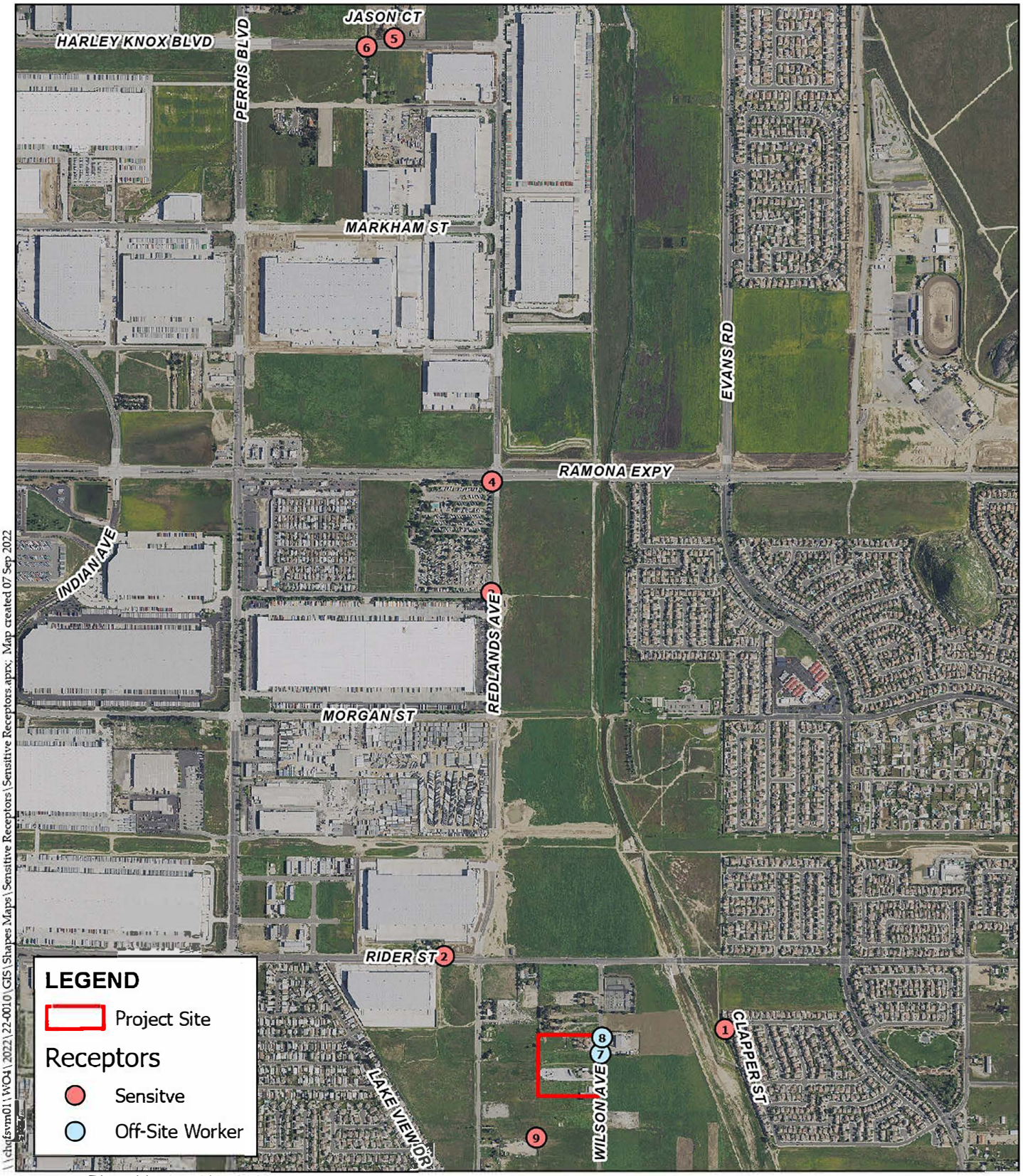
Source: WEBB-B, Table 4 (Appendix B).

In terms of non-cancer risks, the Office of Environmental Health Hazard Assessment (OEHHA) has developed acute and chronic reference exposure levels (REL) for determining the non-cancer health impacts of toxic substances. The maximum DPM concentration results in a hazard index of 0.01026 which is less than one percent of the allowed threshold of 1.0 (WEBB-B, p. 16).

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

3d. **Less Than Significant Impact.** The proposed Project presents the potential to result in other emissions, such as those leading to odors in the form of diesel exhaust during construction in the immediate vicinity of the proposed Project site. The closest sensitive receptor to the Project construction site is the existing non-conforming residential property southwest of the Project site along Redlands Avenue, approximately 470 feet (143 meters) away. However, odors generated during construction will be short-term and will not result in a long-term odorous impact to the surrounding area.

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



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

Figure 10 - Discrete Receptor Locations

First Industrial Logistics at Wilson Avenue

ALBERT A. WEBB ASSOCIATES

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

References: BAR, GPEIR, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

4a. Less Than Significant with Mitigation. The *Biological Assessment Report for the First Wilson III Redevelopment Project, City of Perris,* dated February 27, 2023 (included as Appendix C), was prepared by Blue Consulting Group (Blue) to document the existing biological resources at the

site. Blue conducted pedestrian-based biological surveys[7] of the Biological Study Area (BSA), which includes the Project site plus a 500-foot buffer on August 25, 2021 and January 10, 2022. (BAR, pp. 3, 5.) The Project site contains four APNs and at the time of the pedestrian survey the Project site contained one commercial store and parking lot that was operational at the time of field surveys, two residential lots that were occupied at the time of field surveys, and an undeveloped lot. The commercial lot and residential areas were dominated by disturbed and developed area. The undeveloped lot is split between disturbed habitat and annual Non-Native Grasslands (NNG). As discussed in Section 2.1, the previous structures were removed during the Spring of 2022 and the Project site is currently vacant. The Project site's surrounding land uses consists of undeveloped lots that are zoned for Light Industrial uses, a few non-conforming residential lots, a recently developed warehouse (First Industrial Warehouse at Wilson Avenue DPR 19-00007), and public infrastructure such as roads and sidewalks (see **Figure 2 – Aerial Map**). (BAR, p. 3.)

Prior to the pedestrian surveys, BLUE conducted a literature review to determine the locations and types of biological resources having the potential to exist within the region. The California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) and the California Native Plant Society (CNPS) database were queried for records of occurrences of special-statues species and habitats within the Perris Quadrangle. The County of Riverside's Transportation and Land Management Agency (TLMA) Geographic Information Services Database and the Riverside County Regional Conservation Authority (RCA) website and Geographical Information System (GIS) data bank were also reviewed. (BAR, pp. 3-4.)

In addition to utilizing on-line databases and mapping tools, the Perris Quadrangle USGS topographic map was reviewed to determine the locations of any potential special aquatic resource areas (e.g., wetlands or other Waters of the United States or Waters of the State) under regulatory jurisdiction of the US Army Corps of Engineers (USACE), the CDFW, or the Regional Water Quality Control Board (RWQCB), and Riparian/Riverine habitats prior to beginning the field surveys of the BSA. Additionally, the United States Department of Agriculture Natural Resources Conservation Service (USDA-NRCS) on-line Web Soil Survey tool (NRCS 2015) and Figure 2-4 of the MSHCP were reviewed to determine the types and percent cover of soils within the BSA. Lands within the BSA that were potentially suspected of being a special aquatic resource or Riparian/Riverine habitats were then assessed by visual observation during the pedestrian survey. Potential special aquatic resource areas and riparian/riverine habitats were further evaluated by determining the presence of definable channels and/or hydrophytic vegetation, riparian habitat, and hydrologic regime. No aquatic resources areas, such as wetlands or other Waters of the United States or Waters of the State under regulatory jurisdiction of the USACE, CDFW, or RWQCB were found within the Project site. (BAR, pp. 4, 9.)

The results of the literature review and biological survey indicate that the BSA is actively utilized and maintained, and it encompasses three single vegetation community land cover types; Disturbed, Developed, and Non-Native Grassland (disturbed). Plant species observed within the BSA include of Russian thistle (*Salsola tragus*), prickly lettuce (*Lactuca serriola*), red brome (*Bromus madritensis*), barley (*Hordeum murinum*), oats (*Avena fatua*), summer mustard

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

(*Hirschfeldia incana*), and common phacelia (*Phacelia distans*), all of which are non-native species except for common phacelia. (BAR, pp. 6–7.)

According to the literature review, eleven special-status plant species have been reported to occur within the Perris quadrangle. Three species are designated with federal and/or state listing status: San Jacinto Valley crownscale (*Atriplex coronata var. notatior*), thread-leaved brodiaea (*Brodiaea filifolia*), and spreading navarretia (*Navarretia fossalis*). None of the eleven special-status plant species were present on the Project site and there is no potential for occurrence within the BSA. No further surveys are necessary to determine presence or absence of these plant species. (BAR, p. 7.)

No special-status wildlife species occur with the BSA. The literature review indicated that 15 special-status wildlife species have been reported to occur within the Perris Quadrangle and of those 15 species. three species, the Stephens' kangaroo rat (*Dipodomys stephensi*), coastal California gnatcatcher (*Polioptila californica californica*) and least Bell's vireo (*Vireo belli pusillus*) are listed as federally and/or state threatened or endangered. The survey determined that all 15 special-status wildlife species were not present within the BSA. (BAR, p. 6.) Four wildlife species were observed within the BSA: jays and crows (*Corvidae*), rabbit *(Sylvilagus sp.)*, common raven *(Corvus corax)*, and burrows for California ground squirrel (*Otospermophilus beecheyi);* however, none of these are special-status wildlife species. Therefore, since none of the of the fifteen special-status wildlife species were present on the Project site and there is no potential for occurrence within the BSA, then no further surveys are necessary to determine presence or absence of these species. (BAR, pp. 7-8.)

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

The BSA is located within the Western Riverside MSHCP burrowing owl survey area, which requires a pre-construction MSHCP protocol survey for burrowing owl. The burrowing owl is considered a CDFW Species of Special Concern (SSC). Blue conducted a burrowing owl assessment according to the Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area. No direct observations or burrowing owl sign (feathers, pellets, fecal material, prey remains, etc.) were made during the site assessment. The potentially suitable burrows were present on the Project site due to small mammal colonies (e.g., ground squirrel). No ground squirrels (an important indicator species) were observed on the Project site. (BAR, p. 7-9.) Although no burrowing owls were observed, they could potentially inhabit the survey area in areas that were previously determined to be unoccupied. Therefore, as required by the MSHCP and PVCCSP EIR mitigation measure **MM Bio 2** (as updated in Project-specific mitigation measure **MM BR 2** per direction from the CDFW), a 30-day pre-construction burrowing owl survey shall be conducted immediately prior to the initiation of construction to confirm that the species is not present at the Project site at that time. If burrowing owls are detected on the Project site during the pre-construction survey, the burrowing owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to approval of the Regional Conservation Authority (RCA), CDFW, and U.S. Fish and Wildlife Service.

The existing trees on the site have the potential to provide habitat for nesting migratory birds. These trees would be removed during construction. Therefore, the proposed Project has the

potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed. To comply with the MBTA and relevant sections of the California Fish and Game Code (e.g., Sections 3503, 3503.4, 3544, 3505, et seq.), vegetation clearing should take place outside of the typical avian nesting season (i.e., generally February 1st-August 31st although the nesting season may be extended due to weather and drought conditions), to the maximum extent practical (BAR, p. 9). Implementation of Project-specific mitigation measure **MM BR 1** (replacing PVCCSP EIR mitigation measure **MM Bio 1** per CDFW direction) would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species to a less than significant level.

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

> **MM BR 1**: In order to avoid violation of the MBTA and the California Fish and Game Code, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.
>
> If site-preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the 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 Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, the Biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The Biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Biologist determines that such project activities may be causing an adverse reaction, the Biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist

will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City for mitigation monitoring compliance record keeping.

MM BR 2: The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project site. The survey will include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey will be submitted to the City prior to obtaining a grading permit. In addition, if burrowing owls are observed during the MBTA nesting bird survey, to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP.

If burrowing owl are detected, the CDFW shall be sent written notification by the City, within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and Project Applicant shall coordinate with the City of Perris Planning Department, the USFWS, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The Permittee shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of Project activities. When a qualified biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.

If burrowing owls occupy the Project site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the City and the City shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.

4b. **Less Than Significant Impact.** No MSHCP riparian/riverine lands which contain habitat dominated by trees, shrubs, persisted emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year are present within the BSA and will not be impacted by the Project. (BAR, p. 9). Vernal pools, vernal swales, alkali scalds or flats, or other seasonal wet habitats were not identified within the BSA during field surveys conducted. The BSA lacks suitable habitat for fairy shrimp species or other vernal pool species, including plants. (BAR, p. 9.) Therefore, the proposed Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community and impacts will be less than significant. Because the proposed Project will not have a substantial adverse effect on any vernal pools, PVCCSP EIR mitigation measure **MM Bio 5** is not applicable to the proposed Project.

4c. **No Impact.** The BSA did not contain special aquatic resource areas such as wetlands or other Waters of the United States or Waters of the State under regulatory jurisdiction of the USACE, CDFW, and RWQCB. (BAR, p. 9.) Therefore, no impacts will occur.

4d. **Less Than Significant with Mitigation.** The BSA is not located within any MSHCP designated Criteria Cells or Cell Groups. (BAR, p. 7.) The Project site does not fall within in any Public/Quasi-Public (PQP) or other MSHCP Conserved Lands (core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area). The Project site is located approximately 1.9 miles west of the San Jacinto Wildlife Area and Lake Perris which are both PQP lands. (BAR, p. 3.) The land uses surrounding the Project site consists of industrial development, residential development, disturbed open areas, and public infrastructure (including nearby flood control channel).

However, the existing trees on the site and surrounding area have the potential to provide habitat for nesting migratory birds. The trees on the Project site would be removed during construction; however, the trees surrounding the Project site would remain. Therefore, the implementation of proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. As discussed previously, nesting birds are protected under the MBTA and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed. Pursuant to Project-specific mitigation measure **MM BR 1,** nesting bird surveys and avoidance of nesting birds, if present, would be required prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species. Therefore, impacts will be less than significant.

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

Goal II	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.

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

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

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

The MSHCP consists of Criteria Areas that assists in facilitating the process by which individual properties are evaluated for inclusion and subsequent conservation. In addition to Criteria Area requirements, the MSHCP requires consistency with Sections 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines).

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

The Project site is located within the MSHCP Mead Valley Area Plan but is not located within any MSHCP designated Criteria Areas, group, or linkage area. (BAR, pp. 3, 8.) Therefore, a Habitat Evaluation and Acquisition Negation Strategy (HANS) and Joint Project Review (JPR) will not be required. Further, the Project footprint does not fall within any PQP or other MSHCP Conserved Lands but is located approximately 1.9 miles west of the San Jacinto Wildlife Area and Lake

Perris; both of which are PQP lands. (BAR, p. 3.) Therefore, the proposed Project is consistent with Section 6.1.1 of the MSHCP.

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

Volume I, Section 6.1.2 of the MSHCP requires that projects develop avoidance alternatives, if feasible, that would allow for full or partial avoidance of riparian/riverine areas. Section 6.1.2 of the MSHCP defines Riparian/Riverine areas as "lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year." The Project's BSA does not support riparian, riverine, or vernal pool habitats and no species associated with these habitat types were observed on the Project site. (BAR, p. 9). As such, no focused surveys or an MSHCP DBESP is required. Thus, the proposed Project is consistent with Section 6.1.2 of the MSHCP.

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

Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plant Species will be required for all public and private projects where appropriate soils and habitat are present. The Project site is located within a predetermined survey area for MSHCP narrow endemic plant species. However, because the habitat assessment for five Narrow Endemic Plant Species was completed and there is no potential for occurrence (i.e., no suitable habitat is present), no additional surveys are required. (BAR, pp. 8–9.) Thus, the proposed Project is consistent with MSHCP Section 6.1.3.

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

Section 6.1.4 outlines the minimization of indirect effects associated with locating development in proximity to a MSHCP Conservation Area. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area. (BAR, p. 3.) Thus, the Project is consistent with Section 6.1.4 of the MSHCP.

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

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

The Project site does not occur within any Amphibian Species Survey Area or Mammal Species Survey Area as identified by the MSHCP. (BAR, p. 8.) As such, no further surveys related to amphibians, or mammals are required.

The Project site is located within the MSHCP Burrowing Owl, Criteria Area Species, and Narrow Endemic Plant Species Survey Areas. As part of the Project's *Biological Assessment Report*, habitat assessments were completed for nine potential Criteria Area Species and five Narrow Endemic Plant Species. The results of these surveys indicate there is no potential for any of these species to occur on the Project site. (BAR, pp. 8–9.) The results of the burrowing owl

habitat assessment conducted for the Project site indicated suitable habitat for burrowing owl was present. However, no evidence of burrowing owls were found in the area. (BAR, pp. 8-9.) Regardless, a 30-day burrowing owl pre-construction survey will be required immediately prior to the initiation of construction to confirm that the species is not currently present at the Project site to comply with the applicable laws and to comply with the conservation goals as outlined in the MSHCP. As discussed in *Threshold 4a* above, implementation of Project-specific mitigation measures **MM BR 1** and **MM BR 2** will reduce impacts related to potential MSHCP passerine avian species to less than significant. Thus, with implementation of mitigation, Project implementation is consistent with Section 6.3.2 of the MSHCP.

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

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

Additionally, the proposed Project site is within a Stephen's Kangaroo Rat (SKR) Fee Area as outlined in the SKR Habitat Conservation Plan. Payment of the applicable SKR fee will ensure that impacts to SKR are reduced to less than significant. Further, as described in *Threshold 4e* above, the Project applicant will be required to pay applicable MSHCP fees pursuant to Ordinance No. 1123. Therefore, the implementation of the proposed Project will not conflict with the provisions of an adopted conservation plan and impacts will be less than significant.

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

References: BFSA-A, PVCCSP EIR, CHSC

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

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

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

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

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

1. Avoidance.
2. Changes to the structure provided pursuant to the Secretary of Interior's Standards.
3. Relocation of the structure.
4. Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standard if demolition is allowed. Avoidance is the preferred treatment for known significant prehistoric and historical archaeological sites, and sites containing Native American human remains. Where feasible, plans for implementing projects shall be developed to avoid known significant archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, the implementing projects shall be designed and landscaped in a manner, which would ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native American human remains shall be placed within permanent conservation easements or dedicated open space areas.

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

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

EXPLANATION OF CHECKLIST ANSWERS

5a. **No Impact.** In compliance with PVCCSP mitigation measure **MM Cultural 1,** a *Phase I Cultural Resources Assessment* dated February17 2023, was prepared by Brian F. Smith and Associates, Inc. (BFSA-A) and is included as Appendix D of this IS. Prior to conducting the archaeological survey, an archeological records search was conducted at the Eastern Information Center (EIC), at the University of California Riverside (UCR), Riverside, CA. The records search included a review of recorded historic properties (prehistoric and historic archaeological sites, historic buildings, structures, objects or districts) within the Project site and a one-mile radius around the Project site and are on file at the EIC.

According to records search results on file with the EIC, there have been 30 cultural resource studies conducted within a one-mile radius of the Project area. Three of these cultural resources studies covered the Project site. BFSA conducted a records search, utilizing the information obtained from the EIC. This records search did not identify any resources within the Project site; however, eight (8) cultural resources on file with the EIC are located within one mile of the Project site. All of the resources identified during the records search are historic and consist of the Perris Indian School and Smith-Lowery Farm, farm equipment, the J.B. Mayer Ranch, Quonset huts, the mapped alignment of the Colorado River Aqueduct, a water conveyance system, a well, and a segment of the Perris Valley Storm Drain. (BFSA-A, pp. 29-30.)

BSFA also reviewed additional sources including: the National Register of Historic Places (NRHP) Index, the Office of Historic Preservation (OHP) Archeological Determinations of Eligibility and Directory of Properties in the Historic Property Data File, the 30-minute USGS *Elsinore* topographic map (1901), the 7.5 minute *Perris* topographic maps (1954, 1969, 1980), Riverside County Assessor's parcel maps and Transportation and Land Management Agency (TLMA) records, and aerial photographs (from 1938 through 2019). BFSA also checked Bureau of Land Management (BLM) General Land Office (GLO) records, historic maps, and aerial photographs associated with the current study area (BFSA-A, pp. 30-31.) Historic aerial photographs (1938 to 2019) indicate that all structures and improvements currently located within the property were constructed after 1978. (BFSA-A, p. 31.)

A pedestrian survey was conducted using narrow 10-meter transects to ensure maximum lot coverage by BFSA on September 3, 2021, and on January 5, 2022. Ground visibility was somewhat limited due to the development within the northern quarter (APN 300-210-014) and southern half of the project (APNs 300-210-023 and 300-210-024) and dense vegetation found within the remainder of the Project site (mostly within APN 300-210-015). All exposed ground was inspected for cultural material. At the time of the survey, the Project site was characterized as flat and impacted by previous development and past disking. As discussed in *Section 2.1*, the Project site is currently vacant, however during the pedestrian survey modern structures were present within the north quarter and southern half of the Project site. A prefabricated trailer containing an apothecary shop was within APN 300-210-014 (3060 Wilson Avenue); a prefabricated residence, a covered patio, and shed were within APN 300-210-024 (2980 Wilson Avenue); and a carport, prefabricated residence, and shed were within APN 300-210-023 (3040 Wilson Avenue). Vegetation on the Project site primarily consisted of non-native trees, weeds and grasses. Additional impacts to the Project site include repeated clearing and disking of the undeveloped portions, primarily the western halves of APNs 300-210-014 and 300-210-024 and the entirety of APN 300-210-015. APN 300-210-023 contains only minimal vegetation since the undeveloped areas of the Project site are covered in gravel to facilitate parking. (BFSA-A, p. 32.)

No cultural resources, either historic or prehistoric, were discovered at the Project site during the survey. The Project site did not contain historical structures. The existing structures and improvements found on the Project site are modern and do not meet the age threshold to be evaluated as historical resources. (BFSA-A, p. 32.)

As concluded by the *Phase I Cultural Resources Assessment*, the historical research search and the pedestrian survey did not identify any historical resources within the Project site. Therefore, no impacts to historic resources will occur.

5b. **Less Than Significant Impact with Mitigation.** As discussed in *Threshold 5a* above, a total of eight (8) cultural resources were recorded within one mile of the Project site; however, none were recorded inside the Project site. BFSA requested a records search of the Sacred Lands File (SLF) of the Native American Heritage Commission (NAHC), which did not indicate the presence of any sacred sites or locations or religious or ceremonial importance within the Project site. (BFSA-A, p. 31.) In accordance with the recommendations of the NAHC, BFSA contacted all Native American representatives listed in the NAHC response letters. Letters to 14 Tribes were sent on February 14, 2023, as of the date of this IS, no responses have been received. Assembly Bill 52 (AB 52) consultation has been conducted by the City. The City's efforts and AB 52 consultation discussion is addressed under *Section 5.18 – Tribal Cultural Resources* of this Initial Study.

The pedestrian survey conducted by BFSA, did not identify any cultural resources. Nonetheless, there is always the potential that previously unidentified archaeological resources may be discovered during ground disturbance. In the unlikely event that an archaeological resource is discovered during Project construction, Project-specific mitigation measure **MM CR 1**[8] shall be implemented to reduce impacts related to archaeological resources to a less than significant level.

MM CR 1: Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site or 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

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

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

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

Native American artifacts that are relocated/reburied at the project site shall 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.

5c. Less Than Significant Impact with Mitigation. The proposed Project site has been historically used for ranching and livestock grazing, and between 1970 to 1985 a prefabricated trailer, prefabricated residences, a covered patio, carport, and sheds were constructed/installed on the Project site. (BFSA-A, pp. 24, 32), Although, as discussed in *Section 2.1*, the Project site is currently vacant, no known cemetery has occurred at Project site, so it is not expected to

contain human remains, including those interred outside of formal cemeteries. However, the potential exists for previously unknown human remains to be discovered at the site during project construction activities. Project-specific mitigation measure **MM CR 2**[9] will be implemented to ensure that any human remains that might be discovered at the site are treated appropriately pursuant to Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the California Public Resources Code (CHSC). With adherence to existing laws and regulations, and implementation of mitigation measure **MM CR 2**, impacts with regard to the disturbance of human remains will be less than significant.

> **MM CR 2**: In the event that human remains (or remains that may be human) are discovered at the Project site 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).[10] Despite the affiliation with any Native American representatives at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and mediation with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).
>
> The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the EIC.

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

[10] The "Most Likely Descendent" (MLD) is a reference used by the California Native American Heritage Commission to identify the individual or population most likely associated with any human remains that may be identified within a given project area. Under California Public Resources Code, Section 5097.98, the Native American Heritage Commission has the authority to name the MLD for any specific project and this identification is based on a report of Native American remains through the County Coroner's office. The City of Perris will recognize any MLD identified by the Native American Heritage Commission without giving preference to any particular population. In cases where the Native American Heritage Commission is not tasked with the identification of a Native American representative, the City of Perris reserves the right to make an independent decision based upon the nature of the proposed project.

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

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

APPLICABLE STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

Conservation Element

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

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

Healthy Community Element

Policy HC 6.1:	Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.
Policy HC 6.2:	Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.

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

13.3.5 LEED Certification Eligibility

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

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

EXPLANATION OF CHECKLIST ANSWERS

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

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

- Result in the wasteful, inefficient, or unnecessary consumption of energy. Impacts may include:

    1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal;
    2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
    3. The effects of the project on peak and base period demands for electricity and other forms of energy;
    4. The degree to which the project complies with existing energy standards;
    5. The effects of the project on energy resources;

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

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

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

Construction

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

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files as part of the *Air Quality/Greenhouse Gas Analysis* included in Appendix A of this IS. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour included in Table A9-3-E of the SCAQMD CEQA Air Quality Handbook. Fuel consumption from construction worker and vendor/delivery trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using California Air Resources Board's EMFAC2017 model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Consistent with CalEEMod, construction worker trips were assumed to include 50 percent light duty gasoline auto and 50 percent light duty gasoline trucks. Construction vendor trucks were assumed to be medium-duty and heavy-duty diesel trucks. Hauling trips were assumed to be heavy-duty diesel trucks. Please refer to Appendix L of the IS for detailed calculations.

As shown below in **Table G**, a total of approximately 33,476 gallons of diesel fuel and approximately 15,126 gallons of gasoline are estimated to be consumed during Project construction.

Table G – Construction Energy Use[a]

Fuel	Fuel Consumption
Diesel	
On-Road Construction Trips[b]	13,251 Gallons
Off-Road Construction Equipment[c]	24,706 Gallons
Diesel Total	**37,958 Gallons**
Gasoline	
On-Road Construction Trips[b]	15,126 Gallons
Off-Road Construction Equipment[d]	-- Gallons
Gasoline Total	**15,126 Gallons**

Notes:

[a] Source: Table 1 – Total Construction-Related Fuel Consumption, Appendix L of the IS.

[b] On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod for construction in 2023 and fleet-average fuel consumption in gallons per mile from EMFAC2017 web-based data for Riverside County. See Table 2 – On Road Construction Trip Estimates, Appendix L of the IS for calculation details.

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

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

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Construction equipment is also required to comply with regulations limiting idling to five minutes or less (13 CCR § 2449(d)(3)), which is included in PVCCSP EIR mitigation measure **MM Air 4**, as described in Section 5.3 of this IS. Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. For comparison, the State of California consumed 13.0 billion gallons of gasoline and 3.1 billion gallons of diesel fuel in 2021, which is the most recent published data (CAL-A). Thus, the fuel usage during Project construction would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in the State of California. Furthermore, it is expected that construction-related fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Operation

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

For operational activities, annual electricity and natural gas consumption were calculated using demand factors provided in the CalEEMod output as part of the greenhouse gas analysis

included in Section 5.8, Greenhouse Gas Emissions, of this IS. The Project site's electrical consumption was estimated to be approximately 2,761,913 kilowatt-hours (kWh) of electricity per year[11], this is the sum of the building electricity (528,451 kWh/year), the electricity demand for the thirteen (13) future EV charging stations (2,135,250 kWh/year), and electricity related to the Project's water consumption (98,211 kWh/year). The electricity usage from the future EV charging stations serving the Project site's designated EV charging spaces were estimated outside CalEEMod. Electricity demand was estimated using data from SCAQMD for EV charging station usage and the CalEEMod default SCE carbon intensity data. It was assumed that each designated EV charging space would contain one charger and, based on SCAQMD[12] data, that each charger would be a 50 kW charger used approximately 10 hours per day or five separate two-hour charging events. Based on these assumptions, each EV charger would use approximately 450 kWh of electricity per day. Additionally, the Project's natural gas consumption was estimated to be approximately 387,172 kilo-British thermal units (kBTUs) or approximately 3,871 therms.

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

Energy impacts associated with transportation during operation were also assessed using the traffic data contained in the greenhouse gas analysis included in Section 5.8, Greenhouse Gas Emissions, of this IS. Based on the annual VMT, gasoline and diesel consumption rates were calculated using the Riverside County-specific miles per gallon in EMFAC2017. As shown below in **Table H – Annual Fuel Consumption**, a total of approximately 59,753 gallons of gasoline fuel and approximately 112,124 gallons of diesel fuel is estimated to be consumed each year. As stated above, the State of California consumed approximately 13.0 billion gallons of gasoline and 3.1 billion gallons of diesel fuel in 2021. Thus, the annual fuel usage during Project operation would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in California.

Table H – Annual Fuel Consumption

Fuel Type[a,b]	Fuel Consumption (gallons/year)
Gasoline	59,783
Diesel	112,124

Notes:
[a] Source: –Table 3 - Annual Energy Consumption from Operation, Appendix L of the IS.
[b] Mobile source fuel use based on annual vehicle miles traveled (VMT) from CalEEMod output (Appendix A) for operational year 2024 and fleet-average fuel consumption in gallons per mile from EMFAC2017 data in Riverside County.

[11] Per Table 3 – Annual Energy Consumption from Operation, Appendix L of the IS.
[12] SCAQMD's Final Staff Report for Proposed Rule 2305 and Proposed Rule 316, May 2021. Available at http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10.

Regulations previously identified related to energy conservation and fuel efficiency include, but are not limited to, Title 24 requirements for windows, roof systems, and electrical systems, and Pavley standards and Advanced Clean Cars Program. Additionally, designing the building to achieve LEED "Certified" status and mitigation measures identified in Section 5.3, Air Quality, also serve to reduce energy and fuel consumption. Specifically, PVCCSP EIR mitigation measures **MM Air 11** and **MM Air 12** reduce fuel usage by limiting truck idling times to five minutes on the site, requiring electrical hook-ups for refrigerated trucks, and requiring on-site service equipment such as forklifts to be electric or natural gas powered, respectively. PVCCSP EIR mitigation measures **MM Air 14** and **MM Air 18** also promote the use of efficient transportation choices such as carpool/vanpool and buses.

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

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

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

As addressed above, the Project's natural gas consumption was estimated to be approximately 387,172 kBTUs per year (or 3,871 therms per year). The Project will comply with applicable California Public Utilities Commission (CPUC), state, SCG, and Perris GP goals and policies that require energy conservation within the Project area. As discussed above, the Project demand would be a negligible percent of SCG's existing natural gas use. As the proposed Project's overall consumption of natural gas use is comparatively insignificant to existing SCG-wide use and as SCG continuously expands its network, as needed, to meet the need in Southern California, there will be adequate capacity to serve the proposed Project. The Project would therefore not have a significant effect on local and regional energy supplies.

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

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

The Project will meet Title 24 regulatory standards for windows, roof systems, and electrical systems. The Project will include efficient lighting and lighting control systems. Solar or light-emitting diodes (LEDs) will be installed for outdoor lighting. The site and buildings will be designed to take advantage of daylight, such that use of daylight is an integral part of the lighting systems in buildings. Lighting will incorporate motion sensors that turn them off when not in use. Trees and landscaping will be used to reduce energy use. Light colored roofs over

office area spaces and light-colored pavements will be installed. With regards to peak hour demands, purveyors of energy resources, including SCE, have established long standing energy conservation programs to encourage consumers to adopt energy conservation habits and reduce energy consumption during peak demand periods. The proposed Project supports these efforts through the required implementation of PVCCSP EIR mitigation measures **MM Air 19** and **MM Air 20** and Perris GP policies identified above that will not only reduce energy consumption during peak hour demands, but also during the base period. To this end, the Project will not substantially affect peak and base period demands for electricity or other forms of energy, such as natural gas.

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

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

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

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

5. The effects of the project on energy resources.

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

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

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

As stated above, energy impacts associated with transportation during construction and operation of the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy through adherence to existing regulations and Perris GP policies and implementation

of design features and mitigation measures. Regarding efficient transportation alternatives, alternative transportation choices would be provided because the Project area is near transit agency Riverside Transit Agency (RTA) bus routes. The nearest bus stop, Route 41, is located on Rider Street approximately 0.5 mile west of the Project site near the intersection of Redlands Avenue and Rider Street. Additionally, the Project will comply with CalGreen requirements and, pursuant to PVCCSP EIR mitigation measures **MM Trans 5** and **MM Air 14**, provide bike racks and carpool/vanpool parking stalls. Therefore, impacts will be less than significant.

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

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

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

References: SCG, PVCCSP, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP Standard and Guidelines applicable to the analysis of geology and soils. By preparing the *Geotechnical Investigation, Proposed Commercial/Industrial Building* (Geotechnical

Investigation), included as Appendix E.1), the Project has complied with the following applicable PVCCSP EIR mitigation measure:

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

EXPLANATION OF CHECKLIST ANSWERS

7a(i). Less Than Significant Impact. Surface rupture presents a primary or direct potential hazard to structures built across an active fault trace**.** According to the Geotechnical Investigation, dated September 15, 2021, and revised March 4, 2022, prepared by Southern California Geotechnical (SoCalGeo) (included as Appendix E.1), the proposed Project site is not located within an Alquist-Priolo Earthquake Fault Zone or within a Riverside County fault zone. (SCG, p.12.) In addition, SoCalGeo did not identify any evidence of faulting during the geotechnical investigation. (SCG, p.12.) Therefore, although seismic activity is known to exist throughout Southern California, there are no known faults through or near the Project site that would result in substantial effects. The possibility of significant fault rupture on the Project site is considered to be low. (SCG, p. 12.) Further, the Project's design will be consistent with the recommended seismic parameters included in the Geotechnical Investigation and meet or exceed the seismic standards in the current California Building Code (CBC). Therefore, impacts related to earthquake faults will be less than significant and no mitigation is required.

7a(ii). Less Than Significant Impact. As mentioned above, the Project site is not within an Alquist-Priolo Earthquake Fault Zone or within a Riverside County Fault Zone**.** However, since ground shaking and earthquake activity is typical of the Southern California area, the proposed Project's design will be consistent with the recommended seismic parameters included in the Geotechnical Investigation. Additionally, the Project's design will be designed according to the current CBC, which require structures to be designed to meet or exceed the seismic safety standards set forth therein. Therefore, ground-shaking impacts will be less than significant and no mitigation is required.

7a(iii). Less Than Significant Impact. Liquefaction occurs when shallow, fine to medium-grained sediments saturated with water are subjected to strong seismic ground shaking. It generally occurs when the underlying water table is 50 feet or less below the surface. (GP, p. SE-9.) The Riverside County GIS website indicates that the Project site is located within a zone of moderate liquefaction susceptibility. SoCalGeo's evaluation indicates that liquefaction-soils were encountered at the Project site and included site design recommendations. (SCG, p.16.) The Project would be conditioned to implement these design recommendations or the recommendations of a subsequent geotechnical report. Additionally, the Project's design will meet or exceed the seismic standards in the current CBC. Therefore, potential impacts due to liquefaction will be less than significant and no mitigation is required.

7a(iv). No Impact. A combination of geologic conditions leads to landslide vulnerability. These include deep-seated landslides or shallow earth flows, slumps, slides, or rockfall. According to the Geotechnical Investigation, the Project site is flat with an overall gradient of less than 1 percent (SCG. p. 5.) The Project stie is not located in an area that is prone to slope instability and would not be susceptible to landslides (PVCCSP EIR, p. 4.5-8.) Therefore, no impacts will occur. No mitigation is required.

7b. Less Than Significant Impact. Once construction of the proposed Project is complete, most of the Project site will be paved and developed with a warehouse/distribution facility and an underground detention chamber.; therefore, no soil erosion is anticipated from long-term operation of the Project.

Construction activities have the potential to result in soil erosion or the loss of topsoil. However, erosion will be addressed through the implementation of existing State and Federal requirements and minimized through compliance with the National Pollutant Discharge Elimination System (NPDES) general construction permit, which requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared prior to construction activities and implemented during construction activities. The SWPPP will identify BMPs to be implemented to address soil erosion. Through compliance with these standard regulatory requirements, construction of the proposed Project is not anticipated to result in substantial soil erosion or the loss of topsoil. Therefore, impacts will be less than significant. No mitigation is required.

7c. Less Than Significant Impact. As discussed above in *Threshold 7a(iii)*, the proposed Project would have less than significant impacts related to liquefaction. Likewise, as discussed above in *Threshold 7a(iv)*, landslides do not pose a significant risk at the Project site. (SCG. p. 5.)

Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. According to the Geotechnical Investigation, there is low potential for liquefaction to occur within the Project site. (SCG, p. 12). Therefore, impacts would be less than significant.

Seismic ground subsidence (not related to liquefaction induced settlements) occurs when strong earthquake shaking results in the densification of loose to medium density sandy soils above groundwater. The Geotechnical Investigation report indicates that the bottom subsidence from heavy equipment is predicted to be very low and would reach approximately 0.1 foot. (SCG, p. 19.) Adherence to the measures identified in the California Building Code, applicable standards of the City's Grading Ordinance, and the recommendations in the Geotechnical Investigation will reduce impacts resulting from unstable soil conditions to less than significant and no mitigation is required.

7d. Less Than Significant Impact. The Geotechnical Investigation indicates that the Project site is underlain by low to medium expansive soils and recommends design parameters for moisture conditioning and additional steel reinforcement in the flatwork areas in order to minimize the potential effects of the expansive soils. (SCG, p. 22.) The Project applicant will be required to prepare and submit detailed grading plans and building plans for the proposed Project prior to issuance of a grading permit. Said plans must be prepared in conformance with applicable standards of the City's Grading Ordinance and the recommendations in either the Geotechnical Investigation or a subsequent geotechnical report. Development of the Project site consistent

with the recommendations included in the Geotechnical Investigation (or a subsequent geotechnical report) will reduce potential impacts from expansive soils to a less than significant level and no mitigation is required.

7e. **No Impact.** The proposed Project will connect to the existing sewer system and will not require use of a septic tank. Therefore, no impacts will occur.

7f. **Less Than Significant Impact with Mitigation.** A *Paleontological Assessment for the First Wilson III Project* dated February 17, 2023, was prepared by Brian F Smith and Associates, Inc. (BFSA) (included as Appendix E.2). The proposed Project site is located on Holocene ("modern") and upper Pleistocene (present day to perhaps 120,000-year-old) young alluvial valley deposits, which may overlie at depth, older, upper Pleistocene (approximately 1.8 million to perhaps 500,000 years old) very old alluvial fan deposits.

The paleontological assessment for the Project includes a review of paleontological literature and fossil locality records for a previous project in the area, DPR 19-000016, located immediately northwest of the Project site (see **Figure 2 – Aerial Map**) and a review of the underlying geology. A paleontological field survey was not conducted since the surface of the Project site is flat lying, disturbed, and geologically young. According to the *Paleontological Assessment,* no known fossil locations are within the Project site or the nearby area and the Project site is unlikely to yield paleontological resources. (BFSA-B, p. 7.) However, excavation activities have the potential to disturb deeper alluvial sediment dating to the earliest parts of the Holocene or Lake Pleistocene periods. Project construction includes a maximum depth of disturbance of approximately 14 to 15 feet in depth.

According to GP Conservation Element Exhibit CN-7: Paleontological Sensitivity, the Project site is within Paleontological Sensitivity Area 4 (Low to High Sensitivity) and contains young Quaternary alluvium, which have low potential to contain significant fossil resources, overlying older Pleistocene valley deposits which have high potential to contain significant fossil resources. (GP; Conservation Element, pp. 26-27.) Projects within Area 4 require that paleontological monitoring be initiated once subsurface excavations reach five feet below the surface, with a stipulation that monitoring "levels" be reduced at the discretion of the project paleontologist, if appropriate. (BFSA-B, p. 8-9.)

Because of the high paleontological sensitivity assigned to the Project site and without any geological information that defines the depth of the contact between the older and younger alluvial deposits, and in conformance with GP implementation measure III.A.2 which requires paleontological monitoring of all projects once subsurface excavation reach five feet in depth, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP) shall be prepared and approved, as set forth in Project-specific mitigation measure **MM GEO 1.**[13] Thus, with implementation of mitigation measure **MM GEO 1**, impacts with regard to directly or indirectly destroying a unique paleontological resource or site or unique geologic feature would be reduced to less than significant.

> **MM GEO 1**: Prior to the issuance of grading permits, 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 of a qualified professional paleontologist (or

[13] Project-specific mitigation measure **MM GEO 1** replaces PCVVSP EIR mitigation measure **MM Cultural 5**.

his or her trained paleontological representative) to be on-site fulltime for any project-related excavation that exceeds five (5) feet below the pre-grade surface. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the project site 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.

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

References: CARB-C, CAP, WEBB-A

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

8a. **Less Than Significant Impact.** Greenhouse Gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature. What GHGs have in common is that they allow sunlight to enter the atmosphere but trap a portion of the outward-bound infrared radiation and warm up the air. The process is similar to the effect a greenhouse has in raising the internal temperature, hence the name greenhouse gases. Both natural processes and human activities emit GHGs. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature; however, it is the scientific consensus that emissions from human activities such as electricity generation and motor vehicle operations have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2E).

There are several unique challenges to analyzing greenhouse gas emissions and climate change under CEQA, largely because of climate change's "global" nature. Typical CEQA analyses address local actions that have local—or, at most, regional—impacts, whereas climate change presents the considerable challenge of analyzing the relationship between local activities and the resulting potential, if any, for global environmental impacts. Most environmental analyses

examine the “project-specific” impacts that a particular project is likely to generate. With regard to global warming, however, it is generally accepted that while the magnitude of global warming effects may be substantial, the GHG emissions from a single general development project would have no noticeable effect on global climate.

Global climate change is also fundamentally different from other types of air quality impact analyses under CEQA in which the impacts are all measured within, and are linked to, a discrete region or area. Instead, a global climate change analysis must be considered on a global level, rather than the typical local or regional setting, and requires consideration of not only emissions from the project under consideration, but also the extent of the displacement, translocation, and redistribution of emissions. In the usual context, where air quality is linked to a particular location or area, it is appropriate to consider the creation of new emissions in that specific area to be an environmental impact whether or not the emissions are truly “new” emissions to the overall globe. When the impact is a global one, however, it makes more sense to consider whether the emissions really are new emissions or are merely being moved from one place to another. For example, the approval of a new developmental plan or project does not necessarily create new automobile drivers - the primary source of a land use project’s emissions. Rather, due to the “relocation” factor, new land use projects sometimes merely redistribute existing mobile emissions; accordingly, the use of models that measure overall emissions increases without accounting for existing emissions will substantially overstate the impact of the development project on global warming. This makes an accurate analysis of GHG emissions substantially different from other air quality impacts, where the “addition” of redistributed emissions to a new locale can make a substantial difference to overall air quality.

For GHG emissions and global warming, there is not, at this time, one established, universally agreed-upon “threshold of significance” by which to measure an impact. While CARB published some draft thresholds in 2008, they were never adopted, and CARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO_2e ($MTCO_2E$) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The SCAQMD has continued to consider adoption of significance thresholds for projects where the SCAQMD is not the lead agency. The most recent proposal issued in September 2010 included the 10,000 $MTCO_2E$/yr threshold for all industrial projects and significance thresholds for residential, commercial, and mixed-use projects at 3,500, 1,400, and 3,000 $MTCO_2E$/yr, respectively. Alternatively, a lead agency has the option to use 3,000 MTCO2E/yr as a threshold for all non-industrial projects. Although both options are recommended by the SCAQMD, a lead agency is advised to use only one option and to use it consistently.

The thresholds identified above have not been adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain.

In the absence of other thresholds of significance promulgated by the SCAQMD, the City of Perris has been using the SCAQMD’s 10,000 $MTCO_2E$/yr threshold for industrial projects and the draft thresholds for non-industrial projects the purpose of evaluating the GHG impacts

associated with proposed general development projects. The City's evaluation of impacts under the 10,000 $MTCO_2E$/yr threshold is also considered to be conservative since it is being applied to all of the GHG emissions generated by the Project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the SCAQMD's 10,000 $MTCO_2E$/yr threshold applies only to the new stationary sources generated at industrial facilities.

The *Air Quality /Greenhouse Gas Analysis* prepared by Albert A. Webb Associates, dated September 28, 2022 (WEBB-A) (included as Appendix A), estimated GHG emissions from construction (inclusive of all road and off-site improvements), area sources, energy (includes estimated electricity usage from EV chargers), mobile sources, solid waste and water-related energy usage. Evaluation of the data presented in **Table I – Total Project-Related Equipment GHG Emissions**, below indicates that the total GHG emissions generated from the Project is approximately 2,317.27 $MTCO_2E$/yr which includes construction-related emissions amortized over a typical project life of 30 years.

Table I – Total Project-Related Equipment GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2E
Amortized Construction	--	--	--	17.47
Vegetation	--	--	--	(3.68)
Area	0.00	0.00	0.00	0.01
Energy	114.38	0.01	0.00	495.62
Mobile	1,667.24	0.04	0.18	1,723.40
Solid Waste	23.15	1.37	0.00	57.36
Water	19.65	0.23	0.01	27.09
Total	**1,860.20**	**2.45**	**0.19**	**2,317.27**

Source: WEBB-A, Table 9 (Appendix A).
Note: Emissions reported as zero are rounded and not necessarily equal to zero.

The total GHG emissions from the Project is below the SCAQMD recommended screening threshold of 10,000 $MTCO_2E$/yr for industrial projects. Therefore, the proposed Project will not generate GHG emissions, directly or indirectly, that have a significant effect on the environment. Although not considered to be significant, implementation of the applicable PVCCSP EIR mitigation measures **MM Air 2, MM Air 4** through **MM Air 7, MM Air 11** through **MM Air 14, MM Air 18,** and **MM Air 20**, as discussed in the Air Quality section of this Initial Study, would further reduce the GHG emissions associated with the proposed Project.

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

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

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

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

References: WEL, CEPA, CCR, ALUC, PVCCSP EIR, PVCCSP, PVCCSP IS

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

Airport Overlay Zone (from Chapter 12.0 of the PVCCSP)

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

12.1.1 Compatibility with March Air Reserve Base

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

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

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

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

EXPLANATION OF CHECKLIST ANSWERS

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

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

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

The proposed Project will be required to comply with all applicable federal and state laws related to the transportation, use, storage, and response to upsets or accidents that may involve hazardous materials. As such, the likelihood and severity of upsets and accidents during transit and storage is not expected to result in the use of large amounts of hazardous materials that would create a hazard to the public or environment.

Therefore, since the Project will not use large amounts of hazardous materials and is required to comply to federal and state regulations, impacts will be less than significant.

9b. Less Than Significant Impact. The *Phase I Environmental Site Assessment, 2980, 3040, and 3060 Wilson Avenue, Perris, California,* dated January 24, 2022 (hereinafter the *Phase I ESA*) was prepared for the Project site by Weis Environmental, LLC (Weis) and is included as Appendix F of this IS. The *Phase I ESA* was prepared in accordance with the American Society of the International Association for Testing and Materials (ASTM) E 1527-13 Standard Practice for environmental site assessments (ESAs) to evaluate the Project site for potential recognized environmental conditions. The *Phase I ESA* noted that the Project site was previously used for agricultural purposes prior to 1975 and there is the potential that various pesticides, and more specifically organochlorine pesticides commonly applied during the normal course of agricultural operations of the time, were used. (WEL, p. 15.) A site reconnaissance was conducted by Weis on January 12, 2021.

A records review of the Federal, State, Tribal and local standard ASTM and non-ASTM databases, provided by Environmental Risk Information Services (ERIS), was conducted as part of the *Phase I ESA* for information pertaining to documented and/or suspected releases of regulated hazardous substances and/or petroleum products at the Project site and nearby surrounding properties. Based on the records review, the nearby properties are not considered a recognized environmental condition to the Project site due to the nature of the regulatory database listings, distance of the off-site listed properties from the Project site, orientation of the listed properties relative to the Project site, interpreted direction of groundwater flow, and/or regulatory case status information for the various properties as described in their respective databases. (WEL, pp. 12-14).

A historical resources review to develop a history of the previous uses of the property and surrounding area was developed. Weis reviewed aerial photographs available from 1938 to 2016, reviewed City directories, and other historical resources. (WEL, pp. 15-16.) No recognized environmental conditions were noted in connection with the historical resources reviewed for the Project site and surrounding properties. (WEL, p. 16.)

As described in *Section 2.1 Project Location and Setting* of the IS, the Project site is currently vacant. However, when the *Phase 1 ESA* site reconnaissance was conducted, the Project site contained several structures, that have since been removed. The 2980 and 3040 Wilson Avenue portions of the Project site (APNs 300-210-023 and 30-210-024) contained structures used for residential purposes; APN 300-210-015 was vacant; the 3060 Wilson Avenue portion of the Project site (APN 300-210-014) contained pre-fabricated structures used for commercial/retail purposes by Planet Buds (cannabis store); and the central and western portions of the property at 3040 Wilson Avenue was covered in gravel and used for intermittent vehicle parking.

Subsequent to the preparation of the *Phase I ESA*, several structures that were identified in the report were removed. The Project site is currently vacant. During the *Phase I ESA* pedestrian

survey, the use of the Project site and adjoining properties were not ones indicative of the use, treatment, storage, disposal or generation of hazardous substances or petroleum products that may have impacted the Project site. (WEL, p. 17) There are no material differences between the uses observed and past uses of the Project site, adjoining properties, and the Project site's surrounding area that were visually and/or physically observed during the reconnaissance that pertain to recognized environmental conditions. (WEL, p. 17) No recognized environmental conditions were noted in connection with the observed use of the Project site during the reconnaissance. In addition, no current uses of the adjoining properties or properties in the surrounding area that were visually and/or physically observed during the reconnaissance were noted as recognized environmental conditions to the Project site. (WEL, p. 19.)

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

As discussed in *Threshold 9a* above, there is a potential for hazardous materials and chemicals to be stored at the site for short periods of time prior to transport and distribution which could cause a release. However, the storage and transport of these products would be regulated by Federal, State, and local policies regarding storage and transportation of hazardous waste. Therefore, because the Project site has been screened for any hazardous waste-related activities at the Project site, and since any hazardous waste-related activities for any future users at the Project site will be required to comply with all existing hazardous waste regulations, impacts regarding significant hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment will be less than significant and no mitigation is required.

9c. **No Impact.** The closest schools are May Ranch Elementary School, which is approximately 0.89 mile northeast of the proposed Project site, and Triple Crown Elementary School, which is approximately 0.76 mile southwest of the Project site. The proposed Project site is not located within one-quarter mile of an existing or proposed school. Thus, the proposed Project will not emit hazardous emissions or handling hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impacts will occur.

9d. **No Impact.** According to the California Environmental Protection Agency's (CEPA) Cortese list, compiled pursuant to Government Code Section 65962.5, and to the *Phase I ESA,* no hazardous materials sites are located at or adjacent to the Project site.. (WEL, Appendix B, pp. 10, 25.) Therefore, no impacts will occur.

9e. **Less Than Significant Impact with Mitigation.** The proposed Project site is located approximately 2.6 miles southeast of MARB/IPA and is within the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP). The MARB/IPA ALUCP classifies the area close to the airport into zones based on proximity to the airport and perceived risks. The MARB/IPA ALUCP indicates the allowable uses, potential noise impacts, potential safety impacts, and density/intensity restrictions for each zone. The proposed Project site is within Zone C1. According to the MARB/IPA ALUCP, Zone C1 is adjacent to low altitude overflight corridors within the primary approach and departure zone and the risk level from flight

operations is moderate. The proposed Project is not required to go through Airport Land Use Commission (ALUC) review and consistency determination because: 1) the City created an Airport Overlay Zone component to the City's GP Land Use Element to accommodate development within the City consistent with the land use designations of the MARB/IPA ALUCP,[14] and 2) there is no legislative action (i.e., general plan amendment, specific plan amendment, or change of zone) required or proposed.

The City's noise compatibility standards in the Perris Municipal Code Section 19.51.080, prevents the establishment of noise-sensitive land uses such as new residences, schools, libraries, museums, hotels, motels, hospitals, nursing homes, places of worship, in portions of the airport environ that are exposed to significant levels of aircraft noise. The proposed Project site is outside the 60 CNEL aircraft noise contour. (ALUCP, Table MA-1.) Since the proposed Project use is not a noise-sensitive land use, the proposed Project would not expose people working in the Project area to excessive noise levels from aircraft operations.

According to the MARB/IPA Basic Compatibility Criteria, Zone C1, in the primary approach/departure zone has a density requirement of an average of 100 people/acre or 250 people/single acre and has no open land requirements. The entirety of the proposed Project site (9.48 net acres) lies within Zone C1. The Project proposes approximately 184,623 square feet (or approximately 4.24 acres) of warehouse and mezzanine uses and approximately 8,000 square feet of office use. The following analyzes how the proposed Project complies with the density/intensity requirements of the MARB/IPA ALUCP.

Pursuant to the *Airport Land Use Compatibility Plan Policy Document – Appendix C – Methods for Determining Concentrations of People*, the following usage intensity parameters were used to calculate the occupancy for the proposed Project:

- Warehouse – 1 person/500 square feet,[15]
- Office – 50% of the usage intensity from 1 person/100 square feet,[16]

Based on the above usage intensity parameters, the warehouse and office portions of the building in Zone C1 could be occupied by a total of 410 people.[17] As noted above, this Zone allows an average of 100 people per acre; therefore, based on the approximately 9.48 net acre Project site, the Project would have an average of 93 people per acre in Zone C1.[18]

Another measurement required by the MARB/IPA ALUCP, is a single-acre intensity limit. For Compatibility Zone C1, the MARP/IPA ALUCP limits the maximum single-acre intensity to 250 people per acre. In order to determine if the Project fits within the 250 people per single acre limit, it was assumed in a worst-case calculation that in a single-acre (43,560 square feet), all the total office space (8,000 square feet) is within the single-acre and the remainder of the acre is warehouse (35,560 square feet of warehouse). This would equate to a total occupancy of 112

[14] On July 14, 2016, The Riverside County Airport Land Use Commission determined that the City's Airport Overlay Zone is consistent with the current MARB/IPA ALUCP.
[15] Per Table C1 Occupancy Levels-California Building Code; Appendix C Methods for Determining Concentrations of People.
[16] Appendix C Methods for Determining Concentrations of People.
[17] Based on the rates noted above for warehouse and office uses, approximately 184,623 square feet of warehouse and mezzanine space would equate to 370 people (184,623 square feet/500 square feet/person) and approximately 8,000 square feet of office space would equate to 40 people (11,000 square feet/100 square fee/person x 50% usage intensity) for a total of 410 people within the Project site in Zone C1.
[18] 420 people/4.42 acres = 93 people/acre in Zone C1.

people (8,000 square feet of office / 100 square feet x 50% usage intensity plus 35,560 square feet of warehouse / 500 square feet), which is consistent with the Compatibility Zone C1 single-acre intensity criterion of 250. Thus, the proposed Project would comply with the MARB/IPA ALUCP density requirements.

According to Exhibit MA-5 in the *Background Data: March Air Reserve Base / Inland Port Airport and Environs,* the Project site is within the FAR Part 77 Surface Limits; therefore, an obstruction evaluation is required, thus the Project will implement PVCCSP EIR mitigation measure **MM Haz 6**.

Zone C1 hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations and as such are prohibited. Land use development that may cause the attraction of birds to increase is also prohibited. According to the Perris Municipal Code Chapter 19.51 March ARB/IP Airport Overlay Zone, the proposed Project will not be required to obtain ALUCs approval, since the Project will comply with the airport influence area requirements.

Although impacts associated with aircraft activities would be less than significant, the proposed Project is required to comply with the following mitigation measures identified in the PVCCSP EIR, **MM Haz 2** through **MM Haz 6**, to reduce impacts associated with MARB/IPA operations. Therefore, the proposed Project will not result in a safety hazard to people working in the Project area and impacts will be less than significant with mitigation:

> **MM Haz 2**: Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the MARB/March Inland Port Airport Authority.
>
> **MM Haz 3**: Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.
>
> **MM Haz 4**: The following notice shall be provided to all potential purchasers and tenants:
>
> > "This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)."
>
> **MM Haz 5**: The following uses shall be prohibited:
>
> a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an

aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

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

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

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

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

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

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

Once the Project is constructed, emergency access to the proposed Project site will be maintained via the southernmost driveway along Wilson Avenue, consistent with requirements outlined in the LHMP. Additionally, the proposed Project is consistent with the requirements outlined in the PVCCSP; therefore, the proposed Project will have a less than significant impact on the implementation of an adopted emergency response plan.

9g. **No Impact.** Pursuant to the findings of the PVCCSP IS, the proposed Project site is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. Further, the Perris GP Safety Element does not designate this area to be at risk from wildland fires. (PVCCSP IS, p. 15.) Therefore, no direct or indirect impacts due to wildland fire will occur.

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

References: DWR 2021, FEMA, GPEIR, PVCCSP EIR, SWRCB, WEBB-C, WEBB-D

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to water quality and hydrology. These Standards and Guidelines are summarized below, are incorporated as part of the proposed Project, and are assumed in the analysis presented in this section. There are no mitigation measures for hydrology and water quality included in the PVCCSP EIR.

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

4.2 On-Site Standards and Guidelines

4.2.2 Site Layout for Commerce Zones

4.2.2.7 Water Quality Site Design

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

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

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

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

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

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

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

Minimize impervious area

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

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

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

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

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

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

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

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

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

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

Covered Trash Enclosures. Trash enclosures covers must be provided.

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

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

8.2.1.8 Water Quality Site Design

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

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

EXPLANATION OF CHECKLIST ANSWERS

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

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

Development of the proposed Project would add impervious surfaces to the undeveloped portion of the Project site through the warehouse building and associated parking, loading areas, and drive aisles. By increasing the percentage of impervious surfaces on the site, less water would percolate into the ground and more surface runoff would be generated. The new paved areas would collect dust, soil and other impurities that would then be assimilated into surface runoff during rainfall events. Operation of the Project has the potential to release pollutants resulting from replacing vacant land with a building and parking lots. These improvements may potentially impact water quality. However, according to the *Project-Specific Water Quality Management Plan* (WQMP), June 2022, prepared by Albert A. Webb Associates (WEBB-D), included as Appendix H, to this IS, impervious area was minimized given the proposed site usage, required materials, and the landscaping pervious cover. (WEBB-D, p. 10.) Once constructed the proposed Project site will include approximately 49,767 square feet of

landscaping, which constitutes approximately 12.05 percent of the Project site, which exceeds the City's 12 percent landscaping requirement.

In addition, according to the *Preliminary Drainage Study*, June 2022, prepared by Albert A. Webb Associates (WEBB-C), included as Appendix G to this IS, on-site flows generated by the proposed Project will surface flow through the Project site utilizing curb and gutter into several inlets on the site. The flows will then be piped on-site to discharge into an underground detention chamber, which will then be pumped into a treatment box to treat the water quality volume and bypass higher intensity runoff. (WEBB-C, p. 1-1.) The proposed Project site is within the Perris Valley Drainage Master Plan (MDP) watershed area and will connect the proposed line AC-3, which will convey the entire runoff, to the Perris Valley MDP Line A-C, which is currently under construction as part of the project approved by DPR 19-00007.[19] Drainage from Perris Valley MDP Line A-C will outfall to the PVSD. (WEBB-C, pp 1-1, 3-1.)

The proposed water quality treatment box will treat the runoff for water quality level storm events and discharge high level storm events into the storm drain connection in Wilson Avenue. (WEBB-D, pp. 6-7.) Because the Project site is exempt from Hydrologic Conditions of Concern (HCOC), proposed land use flow rates are not required to match existing land use flowrates. (WEBB-D, pp. 7, 23.) Pursuant to PVCCSP EIR mitigation measure **MM Haz 5**, all retention and water quality basins shall be designed to drawdown within 48 hours of a rainfall event. The Preliminary WQMP has been submitted to the City Public Works Department for review. Prior to issuance of a grading or building permit, a final WQMP will be required for the Project.

The proposed Project will also implement permanent structural and operation source control BMPs. Structural source control BMPs include, but are not limited to: marking all inlets with the words "Only Rain Down the Storm Drain;" plumbing interior floor drains and elevator shaft sump pumps to a sanitary sewer; designing landscape to minimize irrigation and runoff, promote surface infiltration, and minimize the use of fertilizers and pesticides; paving trash container storage areas with an impervious surface; utilizing covered and leak proof trash dumpsters with attached covers or lids; placing trash enclosures under a roof; placing trash compactors under a roof and on a concrete pad; placing signage on or near trash dumpsters with the words "Do not dump hazardous materials here;" keeping loading docks uncovered and at least four feet above finished pavement surface; keeping spill kits on-site at all times; providing a means to drain fire sprinklers; and avoiding roofing, gutters and trim made of copper or other unprotected metal that may leach into runoff. Operational control BMPs include, but are not limited to: maintaining or replacing inlet markings; providing stormwater pollution prevention information to site operators, lessees, or operations; removal of trash, debris, and sediment and repairing any damage that may impact water quality; inspecting and maintaining drains to prevent blockages and overflow; providing an adequate number to trach receptacles; regularly inspecting, repairing, and replacing receptacles; keeping receptacles covered, inspecting and picking-up litter daily; moving loaded and unloaded items from the loading docks indoors as soon as possible; maintaining loading dock areas in a clean and orderly condition by sweeping instead of using wash-down water and litter removal; regular sweeping of parking lots to precent accumulation of litter and debris; and collecting and discharging wash water containing any

[19] DPR 19-00007 was approved by the City Council on December 2, 2020 located immediately south of the Project site which is currently under construction. (**Refer to Figure 2 – Aerial Map**.)

cleaning agent or degreaser to the sanitary sewer (not storm drain) to precent pollutants from entering runoff. (WEBB-D, pp. 25–28.)

The proposed Project incorporates site design, source control and treatment control BMPs to address storm water runoff. A water quality treatment box is also included to treat storm water runoff before it leaves the site. Thus, through BMPs combined with compliance with existing regulations the proposed Project will not violate water quality standards, waste discharge requirements, or otherwise degrade surface or ground water quality. Therefore, impacts will be less than significant.

10b. Less Than Significant Impact. The proposed Project site overlies the bounds of the San Jacinto Groundwater Basin 8-005 and the Perris North Groundwater Management Zone (GMZ). The Eastern Municipal Water District (EMWD) manages groundwater resources in this area by implementing the *West San Jacinto Groundwater Management Plan.* In addition, the EMWD has led the development of a Groundwater Sustainability Agency (GSA) that prepared the Draft 2021 Groundwater Sustainability Plan (GSP) pursuant to the Sustainability Groundwater Management Act of 2014 (SGMA).

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

10c (i). Less Than Significant Impact. There are no streams or rivers currently mapped at the Project site and the Project site is not impacted by any off-site flows. According to the *Preliminary Drainage Study*, June 2022, included as Appendix G to this IS, the Project site is relatively flat and currently slopes at approximately one to two percent to the southeast. (WEBB-C, p. 1-1.) The existing drainage pattern for the site and the general area is characterized by sheet flows that follow the gentle slope to the southeast corner of the Project site. Development of the proposed Project will maintain the existing drainage pattern by conveying runoff utilizing curb and gutter to convey flow into a proposed underground storage chamber located at the northern portion of the Project site. The flows will then be conveyed to the water quality treatment box near the northeastern corner then to the proposed Line AC-3 which will connect to the Perris Valley MPD Line A-C that will discharge directly to the PVSD, a regional flood control facility. (WEBB-C, p. 3-1.)

The Project will not be subject to off-site run-on. Adjacent properties to the north and northwest will be developed and will contain their respective flows on-site. The adjacent vacant property to

the west naturally drains southeast into a natural berm that directs flows south past the Project site. In addition, Wilson Avenue already safely conveys road runoff via existing curb and gutter... As such, no analysis was done for off-site flows. (WEBB-C, p.1-2.).

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

10c (ii). Less Than Significant Impact. On-site flows generated by the proposed Project will be collected and conveyed using a combination of curbs and gutters to the proposed on-site water quality treatment box. The total discharge from the treatment box will flow into the proposed Line AC-3 then to the Perris Valley MDP Line A-C and discharge directly to the PVSD. The RWQCB has deemed this area exempt from HCOC and the proposed flow rates are not required to match existing land use flowrates; therefore, additional holding capacity in the basin is not required. (WEBB-D, pp. 7, 23.) The proposed Project's drainage improvements will adequately convey flows to the proposed underground chamber and provide flood protection for the 100-year storm event. (WEBB-C, p. 4-1.) In addition, the proposed water quality treatment box will adequately treat on-site flows. (WEBB-C, p. 3-1.) Further, as noted in *Threshold 10c(i)* above, Wilson Avenue is already constructed to its ultimate width and safely conveys road runoff. Therefore, the proposed Project will not impact flooding conditions to upstream or downstream properties. (WEBB-C, p. 4-1.) Thus, the proposed Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on-site or off-site flooding. Impacts will be less than significant.

10c (iii). Less Than Significant Impact. As described in *Threshold 10c(i)* above, on-site flows generated by the proposed Project will be collected and conveyed using a combination of surface flows, gutters, inlets and subsurface storm drains to convey flows to the proposed on-underground chamber then to the water quality treatment box. The total discharged flows will flow directly to the PVSD. The PVSD is an earthen flood control channel and an MDP facility designed to accommodate flows from the Perris Valley watershed in a 100-year storm event after development of the watershed, including development within the PVCCSP.

The proposed Project's on-site subsurface storm drain systems will adequately convey flows to the underground chamber before flows are conveyed to the water quality treatment box and provide flood protection for the 100-year storm event. The Project's runoff will convey into the proposed Line AC-3 then to the Perris Valley MDP Line A-C and discharge directly to the PVSD which drains into the San Jacinto River before finally reaching Canyon Lake and Lake Elsinore. Therefore, the proposed Project will not impact flooding condition to upstream or downstream properties. (WEBB-C, p. 4-1.) As such, impacts related to the Project's runoff will be less than significant.

10c (iv). Less Than Significant Impact. As shown on Federal Emergency Management Agency (FEMA) Panel No.06065C1430H, the majority of the proposed Project site is located within Zone X which has a 0.2 percent annual chance of floods. According to the *Preliminary Drainage Study*, the proposed Project's proposed drainage improvements will adequately convey flows to the underground chamber before flows are conveyed to the water quality

treatment box and provide flood protection for the 100-year storm event. (WEBB-C, p. 4-1.) Thus, the proposed Project will not impede or redirect flood flows and impacts will be less than significant.

10d. Less Than Significant Impact. According to the Perris GP EIR (GPEIR) Figure S-4, the proposed Project site is within the Dam Inundation Area for the Lake Perris Dam. Projected water flows from failure of the Perris Dam are based on a scenario in which a full reservoir completely empties and does not account for run-off from other sources. (GPEIR, p. 26.) The California Department of Water Resources (DWR) identified potential seismic safety risks in a section of the foundation of the Perris Dam. In April 2018, DWR completed a major retrofit to Perris Dam in Riverside County as part of a statewide effort to reduce seismic risks to dams. Upgrades to the 130-foot tall, earthen dam included strengthening roughly 800,000 cubic yards of foundation material by mixing cement with soil and reinforcing it with a 1.4 million-cubic-yard earthen stability berm placed on the downstream side of the dam. The dam upgrades were designed to withstand a magnitude 7.5 earthquake. (DWR 2021.) For these reasons, impacts related to the release of pollutants due to inundation will be less than significant.

10e. Less Than Significant Impact. Substantial regulation currently exists that addresses stormwater runoff and keeping non-stormwater pollutants out of receiving waters, including the statewide construction general permit (CGP) (i.e. SWPPP) and the Municipal Separate Storm Water Sewer System (MS4) Permit (i.e. WQMP). The Project will be conditioned to comply with these regulations as described in *Threshold 10a* above. Through compliance with said regulations, the Project will be consistent with the SARWQCB Water Quality Control Plan (Basin Plan). Because the Project is a planned component of an approved specific Plan, underlain by soils with poor infiltration, and it will be accounted for in the Draft 2021GSP, the Project will not conflict with or obstruct a sustainable groundwater management plan. Thus, in regard to conflicting or obstructing a water quality control plan, or sustainable groundwater management plan, impacts will be less than significant.

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

References: ALUC, GP, PVCCSP

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

11a. **No Impact.** The proposed Project site is currently vacant and is within a Specific Plan land use designation of Light Industrial. The area surrounding the Project site is currently dominated by industrial uses and vacant land planned and approved for industrial uses. (Refer to **Figure 2 – Aerial Map**.) The planned land uses in the vicinity of the proposed Project site have PVCCSP land use designations of Light Industrial. Rather than dividing a community, the PVCCSP intends to bring the area together as a unified neighborhood for higher quality business development including industrial, commercial, and office uses. (PVCCSP, pp. 1.0-1–1.0-2.) Therefore, the proposed Project is consistent with the surrounding land uses and there will be no impacts with regard to the division of an established community.

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

Since the proposed Project's planned use is consistent with the Perris GP, the proposed Project is also consistent with the Southern California Associated Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as discussed in *Threshold 3a* above. The proposed Project site also lies within Zone C1 of the Riverside County Airport Land Use Commissions (ALUC) March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP). As discussed in *Threshold 8e* above, the proposed Project is consistent with the 2014 MARB/IPA ALUCP.

Table J – General Plan Consistency

Policy No.	Policy	Statement of Consistency
Circulation Element		
Policy I.B:	*Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-and-ride facilities, and pedestrian facilities.*	Bike racks will be installed at the Project site to encourage employees to bike to work and the Project developer will be responsible for constructing sidewalk improvements on the frontage of Wilson Avenue. The Project applicant will also pay applicable development impact fees (DIF), which may be used by the City to support development of transportation options. Therefore, the Project is **consistent** with Perris GP Policy I.B.
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.*	The proposed Project will not significantly impact the existing transportation network. The Project will be responsible for constructing sidewalk improvements on Project's frontage on Wilson Avenue. Further, installation of sidewalks and bike racks at the Project site will support development of alternative travel modes and the Project is **consistent** with Perris GP Policy II.B.
Policy III.A:	*Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.*	The proposed Project is consistent with the land use designation in the Perris GP and PVCCSP. The traffic associated with development of the site as a warehouse can be accommodated by the City's planned transportation system. The Project applicant will also pay applicable development impact fees (DIF), which may be used by the City to support development of transportation options. Therefore, the Project is **consistent** with the Perris GP Policy III.A.
Policy V.A:	*Provide for safe movement of goods along the street and highway system.*	The proposed Project has been designed to ensure that adequate sight distance is provided at each Project access point and that adequate signing and striping is provided. All Project trucks will be restricted to access City/PVVCSP-designated truck routes to access I-215. Because the Project is consistent with the on-site and surrounding land use and zoning designations, and implementation of the Project will not introduce incompatible uses to the Project Area, the proposed Project is **consistent** with Perris GP Policy V.A.

Policy No.	Policy	Statement of Consistency
Policy VII.A	*Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.*	Implementation of the City's Transportation System and consistency of this System with Federal, State, and local environmental quality standards and regulations is the responsibility of the City. The proposed warehouse/distribution facility is consistent with the land use designation of the proposed Project site in the Perris GP and PVCCSP. Since Wilson Avenue has been improved to its full width, the Project is not proposing any roadway improvements; however, the Project includes sidewalk improvements along the Project site frontage on the west side of Wilson Avenue. These sidewalks will be required to be constructed in accordance with City standards. As roadways in the Project vicinity have been planned to accommodate Project-generated traffic and comply with all applicable Federal, State, and local standards, the Project is **consistent** with Perris GP Policy VII.A.
Noise Element		
Policy I.A	*The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.*	Noise levels of up to 70 dBA CNEL are identified in the Perris GP as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. The existing and future noise environment for the Project site is dominated by transportation-related noise associated with the arterial roadway network, and additional background noise includes aircraft overflight noise from MARB/IPA. The *Noise and Vibration Study,* prepared for the proposed Project identified that the roadway noise level along Wilson Avenue would not exceed 70 dBA CNEL. (ENTECH, p. 25-27.) In addition, the MARB/IPA ALUCP identifies the Project site as being in an area within the 55 CNEL aircraft noise contour. Therefore, the Project is **consistent** with Perris GP Policy I.A.
Policy V.A	*New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California*	The nearest sensitive receptors to the Project site is a nonconforming residential unit along Redlands Avenue approximately 647 feet west of the Project site. (Entech, p. 27.). The *Noise and Vibration Study,* evaluated noise impacts to nearby residences in proximity to the Project site. Project generated operational noise at the nearest sensitive receptor is not predicted to exceed 37 dBA CNEL (ENTECH, p.

Policy No.	Policy	Statement of Consistency
	Noise/Land Use Compatibility Criteria	27), which is below the 60 dBA CNEL standard for residential uses. For these reasons, the Project is **consistent** with Perris GP Policy V.A.
Conservation Element		
Policy II.A:	*Comply with state and federal regulations to ensure protection and preservation of significant biological resources.*	The proposed Project is consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and will pay applicable fees pursuant to City Ordinance No. 1123 to offset incremental impacts to biological resources from Project construction and operation. Appropriate mitigation has been identified in the Initial Study prepared for the proposed Project to ensure compliance with the Federal Migratory Bird Treaty Act (MBTA) and relevant sections of the California Fish and Game Code; therefore, the Project is **consistent** with Perris GP Policy II.A.
Policy III.A:	*Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.*	The proposed Project is located within the jurisdiction of the MSHCP Mead Valley Area Plan and appropriate mitigation has been identified in the Initial Study for the Project so that the Project is consistent with the MSHCP; therefore, the proposed Project is also **consistent** with Perris GP Policy III.A.
Policy IV.A:	*Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.*	There are no historic properties identified within the Project area and appropriate mitigation has been identified in the Cultural and Tribal Cultural Resources sections for the Project to ensure that impacts to archaeological and paleontological resources will be less than significant; therefore, the Project is **consistent** with Perris GP Policy IV.A.
Policy V.A:	*Coordinate land-planning efforts with local water purveyors.*	Land planning efforts are the responsibility of the City's Planning Department, not the responsibility of the Project applicant. Nonetheless, the water provider for the Project site, the EMWD, issued a will-serve letter for the Project on May 3, 2022 indicating that the agency has sufficient supply to meet the water needs of the Project. Therefore, the Project is **consistent** with Perris GP Policy V.A.

Policy No.	Policy	Statement of Consistency
Policy VI.A:	*Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).*	The Project developer is required to prepare an SWPPP pursuant to the statewide General Construction Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009 and effective as of July 2, 2010) issued by the State Water Resources Control Board (SWRCB) for construction projects that will reduce any potential construction-related water quality impacts to a less than significant level. Therefore, the Project is **consistent** with Perris GP Policy VI.A.
Land Use Element		
Policy II.A:	*Require new development to pay its full, fair-share of infrastructure costs.*	The Project applicant will pay applicable development impact fees pursuant to City Ordinance No. 1182 to mitigate the cost of public facilities to support new development. Thus, the Project is **consistent** with Perris GP Policy II.A.
Policy II.B:	*Require new development to include school facilities or pay school impact fees, where appropriate.*	The Project applicant will pay applicable school facilities as required by local and state laws. Thus, the Project is **consistent** with Perris GP Policy II.B
Policy III.A:	*Accommodate diversity in the local economy.*	The proposed Project is consistent with the LI land use designation within the PVCCSP, which was adopted by the City to ensure quality, organized development within the Project site vicinity. Therefore, the proposed Project is **consistent** with Perris GP Policy III.A.
Policy V.A:	*Restrict development in areas at risk of damage due to disasters.*	The proposed Project site is not located within an area of significant risk due to human or natural disasters; therefore, although it would be the responsibility of the City to determine whether development restrictions should be in place, the Project is **consistent** with Perris GP Policy V.A.
Safety Element		
Policy S-2.1:	*Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and*	The Project applicant proposes to construct partial-width improvements on the west side of Wilson Avenue including sidewalk and road resurfacing, if required. No improvements are proposed or required

Policy No.	Policy	Statement of Consistency
	emergency vehicle access. Limit improvements for existing building sites to property frontages.	on Rider Street. Therefore, the proposed Project is **consistent** with Perris GP Policy S-2.1.
Policy S-2.2:	*Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.*	The Project applicant proposes to connect to the existing infrastructure (wet and dry utilities) on Wilson Avenue. A discussed in *Section 5.19 Utilities*, the proposed Project will not require to construct new infrastructure. Therefore, the proposed Project is **consistent** with Perris GP Policy S-2.1.
Policy S-2.5:	*Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.*	The proposed Project site is designed to accommodate emergency ingress and egress by emergency vehicles. As discussed in *Section 17 Transportation*, the 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 codes which includes site access. Therefore, the proposed Project is **consistent** with Perris GP Policy S-2.5.
Policy S-4.1:	*Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.*	The Project site is located outside of FEMA's 100-Year Flood Zone (see GP Figure S-3 FEMA Flood Hazard Zone). The Project site is located within the 500-year Flood Zone, however as described in *Section 5.10 Hydrology and Water Quality*, the 500-year Flood zone is a lesser hazard that has a 0.2 percent annual chance of flooding. Moreover, the *Preliminary Drainage Study* prepared for the proposed Project indicated that the drainage improvements will provide flood protection for the 100-year storm event. (WEBB_C, p 4-1.) Therefore, the proposed Project is **consistent** with Perris GP Policy S-4.1.
Policy S-4.3:	*Require new development projects and major remodels to control stormwater runoff on site.*	The Project applicant is required to control stormwater runoff on-site. As described in *Section 5.10 Hydrology and Water Quality*, the proposed Project incorporates site design, source control and treatment control BMPs to address storm water runoff generated on-site. Therefore, the Project is **consistent** with Policy S-4.3.

Policy No.	Policy	Statement of Consistency
Policy S-4.4:	*Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).*	A flood mitigation plan is not required. The Project site is not located within a high flood hazard area (see GP Figure S-3 FEMA Flood Hazard Zone). The Project site is outside of FEMA's 100-Year Flood Zone. Therefore, the proposed Project is **consistent** with Perris GP Policy S-4.4.
Policy S-4.5:	*Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.*	This is a City-level policy that requires awareness and education to the community within the inundation area. In a seismic event emergency, the City, in conjunction with California Department of Water Resources (DWR), will implement inundation notification protocols consistent with the Emergency Action Plan (EAP). The Project site is within the Perris Dam Inundation Zone (see GP Figure S-4 – Dam Inundation Zones). The Project would not conflict with inundation notification protocols. As discussed above, the proposed Project site is designed to accommodate emergency ingress and egress by emergency vehicles and the Project would not obstruct emergency evacuation. Therefore, the Project is **consistent** with Policy S-4.5.
Policy S-5.3:	*Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.*	The Project site would develop a warehouse in an area that is currently vacant and undeveloped. As discussed in *Section 5.20 Wildfire*, the Project site is outside of the Very High Fire Hazard Severity Zone (VHFHSZ). Therefore, the Project is **consistent** with Policy S-5.3.
Policy S-5.6:	*All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.*	The Project site is located on Wilson Avenue between Rider Street to the north and Placentia Avenue to the south. Access to the Project site will via Wilson Avenue from Rider Street and Placentia Avenue. Therefore, the Project is **consistent** with Policy S-5.6.
Policy S-5.10:	*Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.*	As discussed in *Section 5.19 Utilities and Service Systems* and *Section 5.20 Wildfire, t*he Project will have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements. Therefore, the Project is **consistent** with Policy S-5.10.

Policy No.	Policy	Statement of Consistency
Policy S-6.1:	*Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.*	The Project is the development of a warehouse, an allowable use, within the PVCCSP area of the City. As discussed in *Section 5.9 Hazards and Hazards Materials,* the Project is consistent with the requirements of the AICUZ Land Use Compatibility Guidelines and ALUCP Airport Influence Area for March Air Reserve Base. Therefore, the Project is **consistent** with Policy S-6.1.
Policy S-6.2:	*Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.*	Coordination with these outside agencies is a City responsibility and the IS/MND will be transmitted to MARB and the March Inland Port Airport Authority. As discussed in *Section 5.9 Hazards and Hazards Materials,* the Project was designed to minimize aircraft hazards and the Project is consistent with the requirements of the AICUZ Land Use Compatibility Guidelines and ALUCP Airport Influence Area for March Air Reserve Base. Therefore, the Project is **consistent** with Policy S-6.2.
Policy S-6.3:	*Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.*	Coordination with these outside agencies is a City responsibility and the IS/MND will be transmitted to MARB and the March Inland Port Airport Authority. As discussed in *Section 5.9 Hazards and Hazards Materials,* the Project does was designed to minimize aircraft hazards and the Project is consistent with the requirements of the AICUZ Land Use Compatibility Guidelines and ALUCP Airport Influence Area for March Air Reserve Base. The Project site is not within the Perris Valley Airport Influence area. Therefore, the Project is **consistent** with Policy S-6.3.
Policy S-7.1:	*Require all development to provide adequate protection from damage associated with seismic incidents.*	As discussed in *Section 5.7 Geology and Soils,* the Project is designed to meet or exceed the seismic standards in the current California Building Code (CBC) to reduce seismic impacts. Therefore, the Project is **consistent** with Policy S-7.1.
Policy S-7.2:	*Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and*	As discussed in *Section 5.7 Geology and Soils, a geotechnical investigation included in Appendix E, was conducted by State-licensed professionals.* Therefore, the Project is **consistent** with Policy S-7.2.

Policy No.	Policy	Statement of Consistency
	development review and approval process.	
Healthy Community Element		
Policy HC 1.3:	*Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.*	As discussed in Project Description and *Section 5.1 Aesthetics*, lighting will be designed pursuant to Perris Municipal Code (PMC) Chapter 19.02.110, which includes requirements for installation of energy-efficient lighting as well as shielding of parking lot lights to minimize spillover onto adjacent properties and right-of-way. The proposed Project will also comply with the lighting requirements in Section 4.2.4 of the PVCCSP, which contains lighting standards for general, decorative, and parking lot lighting. Therefore, the Project is **consistent** with Policy HC 1.3.
Policy HC 6.3:	*Promote measures that will be effective in reducing emissions during construction activities* ○ *Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations* ○ *All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards*	As discussed in *Section 5.3 Air Quality,* Air Quality, the proposed Project will comply with the existing SCAQMD rules and regulations aimed at reducing emissions of pollutants. Additionally, the proposed Project's construction and operational activities will result in air quality impacts below SCAQMD thresholds with implementation of PVCCSP mitigation measures that reduce emissions. Therefore, the Project is **consistent** with Policy HC 6.3.

Policy No.	Policy	Statement of Consistency
	established by the SCAQMD *Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded*	
Environmental Justice Element		
Goal 3.1 Policy:	*Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.*	The area surrounding the Project site has a PVCCSP land use designation of Light Industrial and is currently developing into light industrial uses. The Project area is dominantly comprised of other warehouses or approved warehouse projects (see **Figure 2 – Aerial Map)**. There is a nearby nonconforming residential use southwest of the Project site, use along Redlands Avenue. As described in *Section 5.13 Noise*, impacts to that sensitive use were less than significant since noise emanating from the Project were below the City's standards. As such, the Project is compatible with surrounding uses. Therefore, the Project is **consistent** with Goal 3.1 Policy.
Goal 3.1 Policy:	*Support identification, clean-up and remediation of local toxic sites through the development review process.*	As discussed in *Section 5.9 Hazards and Hazards Materials,* the Project site is not in or adjacent to a toxic site. Therefore, the Project is **consistent** with Goal 3.1 Policy.
Goal 3.1 Policy:	*As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet.*	The closest sensitive receptor to the Project site is the existing nonconforming residential property southwest of the Project site along Redlands Avenue, approximately 470 feet (143 meters) away. As described throughout the IS, the air, noise, lighting, and transportation impacts associated with the construction and operation of the Project are less

Policy No.	Policy	Statement of Consistency
	The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."	then significant. Therefore, the Project is **consistent** with Goal 3.1 Policy.

The Project's consistency with the MARB/IPA ALUCP is discussed in *Threshold 5.9e.*

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

References: GPEIR, COR-GP

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

12a. **No Impact.** The GPEIR notes that lands within City are either designated Mineral Resource Zone Three (MRZ-3) or Mineral Resource Zone Four (MRZ-4), as defined by the California Department of Conservation. (GPEIR, p. VI-28.) The County of Riverside's General Plan Figure OS-6 (COR GP), identifies the proposed Project site within MRZ-3. Within MRZ-3, available geologic information suggests that mineral deposits exist, or are likely to exist; however, the significance of the deposit is unknown. (GPEIR, p. VI-28.) Due to the existing warehouses and other developments surrounding the majority of the Project site, it is unlikely that a mining operation could feasibly function if significant resources were discovered in the future. Therefore, because there are no known mineral resources within the Project site, no impacts will occur.

12b. **No Impact.** No sites have been designated as locally-important mineral resource recovery sites on any local plan. (GPEIR, p. VI-28.) Therefore, no impact to the availability of a locally-important mineral resource recovery site will occur.

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

References: ALUC, ENTECH, GP, PVCCSP EIR, PMC

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

Airport Overlay Zone (from Chapter 12.0 of the PVCCSP)

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

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

EXPLANATION OF CHECKLIST ANSWERS

13a. Less Than Significant Impact. Noise impacts are evaluated from two perspectives – impacts to the Project and impacts from the Project. Noise impacts to a project may occur as a result of excessive off-site noise sources. Noise impacts from a project may occur as a result of on-site activities or project-related traffic. To evaluate these impacts a *Noise and Vibration Study* was prepared for the Project by Entech Consulting (ENTECH). This study is included as Appendix I to the IS.

Existing Ambient Conditions

Noise monitoring was conducted at the Project site on August 31 through September 2, 2022. Two (2) long term 24-hour measurements were taken; Site1, located southeast of the Project site and Site 2 located southwest of the Project site, as shown on Figure 6 – Long Term Monitoring Sites in the *Noise and Vibration Study, First Industrial Warehouse II at Wilson Avenue* (Appendix I). The 24-hour average noise level is 62 CNEL at Site 1 and 57 CNEL at Site 2 as shown in

Table K – Existing (Ambient) 24-hour Noise Level Measurements. As shown in **Table K**, the existing CNEL noise levels are within the Perris GP standards of up to 70 CNEL for industrial land uses; however, the existing ambient noise levels are above those accepted levels for residential land uses, which is up to 60 CNEL. (ENTECH, Figure 4.)

Table K – Existing (Ambient) 24-hour Noise Level Measurements

Noise Monitoring Location ID	Address	Hourly Noise Levels (1 hr- L_{eq})				24-Hour CNEL Noise Level
		Daytime[1] Minimum	Daytime[1] Maximum	Nighttime[2] Minimum	Nighttime[2] Maximum	
Site 1	South East Project Site Boundary	55.5	65.3	46.8	59.0	62
Site 2	North West Project Site Boundary	47.3	55.8	39.3	61.7	57

Source: Appendix I, Table 5-1

[1] Daytime hours are 7:01 am to 10:00 pm

[2] Nighttime hours are 10:01 pm to 7:00 am

Construction Noise – Temporary

Sensitive receptors may be affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the Project site, ground clearing, excavation, grading, and building activities. It was assumed that each construction activity would occur at the center of the Project site to the nearest residential receiver, located approximately 647 feet southwest of the Project site's boundary. (ENTECH, p. 31.) Construction noise is considered a short-term impact and would be considered significant if construction activities are undertaken outside the allowable times as described by the Perris Municipal Code Section 7.34.060 and/or if they cause noise levels to exceed 80 A-Weighted Decibels (dBA) L_{max} at residential properties. Should construction activities need to occur outside of the hours permitted by the Perris Municipal Code, the Project Applicant would be required to obtain authorization from the City.

Off-road construction equipment is expected to operate on the Project site during the allowed days and permissible hours. The Project Applicant indicated that on-site concrete pouring activities will occur at night to allow the concrete to set properly. Concrete pours would typically start at 1:00 a.m. With implementation of PVCCSP EIR mitigation measures **MM Noise 1** through **MM Noise 4**, all construction noise levels at the Project site would be 63 dBA or less during daytime and nighttime hours, with the loudest activity construction activity, grading, anticipated to be 63 dBA L_{max} at the nearest sensitive receptor, below the 80 dBA L_{max} standard. (ENTECH, p. 31.) Nighttime concrete pouring that will occur during the building construction phases will generate noise levels of 55 dBA L_{max} at the nearest sensitive receptor, below the 80 dBA. L_{max} standard. (ENTECH, p. 31.) Additionally, the Project Applicant would obtain authorization from the City for nighttime concrete pourings. Therefore, potential construction-related noise impacts would be less than significant for short term noise from construction activities.

> **MM Noise 1**: During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards. The construction contractors shall place all stationary construction equipment, so that

emitted noise is directed away from the noise-sensitive receptors nearest the project site.

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

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

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

Project-Generated Operational Traffic Noise Impacts

Noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic based on the PVCCSP EIR significance criteria. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, 60, and 55 CNEL dBA noise levels.

A potential noise impact would occur in locations where noise sensitive land uses exist adjacent to an identified roadway segment that Project traffic would increase noise levels 3 dBA CNEL or greater when the resulting noise levels exceed 60 dBA CNEL. (PVCCSP EIR, p. 4.9-20.)

The expected traffic noise during operations was calculated using a computer replica program that replicates the Federal Highway Administration Traffic Noise Model FHWA-RD-77-108 to determine if Project generated traffic increase would result in noise impacts that exceed the City's limit. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). The national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels in California. Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major, or arterial), the active roadway width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. (ENTECH, p. 23.) Three nearby roadway segments were modeled, Wilson Avenue, south of Rider Street, Rider Street east of Wilson Avenue, and Rider Street, west of Wilson Avenue, to assess noise impacts for the following scenarios: Existing and Existing plus Project. Noise levels were modeled at centerline of the subject roadway to calculate Project generated increases in ambient noise levels. The results are presented in **Table L – Project Traffic Noise Levels.**

Table L – Project Traffic Noise Levels

Roadway	Segment	CNEL at 50ft (dBA)[a, b, c]			Potential Signifiant Impact
		Existing without Project	Existing with Project	Change in Noise Levels	
Wilson Avenue	South of Rider Street	63.7	63.7	0.0	No
Rider Street	East of Wilson Avenue	71.9	71.9	0.0	No
Rider Street	West of Wilson Avenue	68.6	68.6	0.0	No

Source: ENTECH, Table 7-1, Table 7-2, and Table 7-3 (Appendix I)
Notes:
a Exterior noise levels calculated at 5 feet above ground level.
b Noise levels were calculated from the centerline of the subject roadway.
c Noise levels do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels.

As shown above in **Table L**, noise levels for all three roadway segments remain unchanged under the without Project condition and with Project condition. CNEL noise levels will remain below the significance threshold of 3 dBA CNEL when the without Project noise levels are above 60 dBA CNEL. Therefore, traffic noise generated by the Project is considered less than significant.

Operational Stationary Noise

Stationary-related noise impacts associated with rooftop HVAC equipment, on-site parking lot circulation, and the proposed 24-bay loading dock (including back-up beeps) were evaluated based on the SoundPLAN noise prediction model's maximum noise levels identified below in **Table M – Reference Noise Levels**.

Table M – Reference Noise Levels

Noise Source	Source Type	No. of Units	Reference Noise Level L_{eq} (dBA)	Reference Noise Level L_{max} (dBA)	Distance (feet)
Idling Semi Truck	Point Source	26	73.8	74.9	10
Trailer Parking	Area (SP Parking Tool)	58	-	-	1trailer/hr
Back Up Alarm	Point Source	26	77.9	92.7	3
HVAC	Point Source	8	67.7	68.6	3
Parking	Area (SP Parking Tool)	110	-	-	1 car/hr

Source: Appendix I, Table 6.2

The reference noise levels for the operational noise sources provided in **Table M** were utilized to calculate the predicted operational source noise levels at receivers R-1. The distance was measured from the R-1 location to the Project site boundary. The predicted operational noise levels for each operational source type were combined to obtain the total Project-only operational noise level at each receiver location and are shown in **Table N – Operational Noise Levels (dBA Lmax and CNEL).**

Table N – Operational Noise Levels (dBA Lmax and CNEL)

Receiver[a]	Distance from Project site (in feet)	Project Noise Level (dBA L_{max})	Daytime Standard 80 dBA L_{max} Exceeded?	Nighttime Standard 60 dBA L_{max} Exceeded?	Project Noise Level (CNEL)	60 CNEL Standard Exceed?
R1	647	40	No	No	32	No

Source: Appendix I, Table 8-1 and 8-2

The combined Project operational noise levels at receiver R1 is 40 dBA $L_{max,}$ and 32 CNEL. Operational noise levels associated with the Project will satisfy the City of Perris Municipal Code exterior noise level standards of 80 dBA L_{max} daytime and 60 dBA L_{max} nighttime and the Perris General Plan Standard of 60 CNEL. (ENTECH, p. 27.) Therefore, impacts will be less than significant.

13b. Less Than Significant Impact. Project-generated traffic and construction may result in ground vibration.

Construction Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The threshold at which there may be a risk of architectural damage to normal houses with plastered walls and ceilings is 0.20 inches/second. Primary sources of ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the FTA. Construction activities that would occur within the Project site include grading, building construction, paving, and painting. These activities have the potential to generate low levels of ground-borne vibration. As shown in **Table O – Construction Equipment Vibration Levels**, the vibration levels expected at the nearest sensitive receiver, R1, is expected to be 57 VdB, which is below the PVCCSP vibration threshold of 80 VdB.

Table O – Construction Equipment Vibration Levels (dBA Leq)

Noise Receiver	Distance to Receiver's Property Line	Large Bulldozer Reference Vibration Level[a] at 25 feet	Peak Vibration Level	Exceed 80 VdB Threshold?
R1	1,080 feet	87 VdB	57 VdB	No

Source: Appendix I, Table 10-4

Notes:

a Reference noise level from the FTA *Noise and Vibration Manual*, Table 7-4

Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference level of 87 VdB at 25 feet. As a conservative measure, it was assumed that two (2) bulldozers would be operating at the same time during grading construction activities. At 1,080 feet, construction vibration levels are expected to approach 57 VdB. Using the construction vibration assessment annoyance criteria provided by the FTA for infrequent events, the construction at the proposed Project site will not result in a perceptible human response (annoyance). Impacts at the closest sensitive receptor are unlikely to be sustained during the entire construction period. Moreover, the use of off-road construction equipment will be restricted to daytime hours, thereby eliminating potential vibration impact

during the sensitive nighttime hours. Further, because the predicted construction noise level is below the PVCCSP vibration threshold of 80 VdB, impacts would be less than significant. Nonetheless, as discussed under *Threshold 13a*, the Project will implement PVCCSP EIR mitigation measures **MM Noise 1** through **MM Noise 4**.

Operational Vibration

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

Based on the Caltrans vibration curve (Appendix I, Figure 8), vibration attenuates rapidly with distance. Based on the distance from the roadway centerlines to Receiver R1, the maximum worse-case vibration levels expected at this location is near 0.08 millimeters per second (mm/s) or 0.0032 inches/second or 70 VdB. Caltrans and the Federal Transportation Agency (FTA) provide a range of perceptible annoyance levels and this predicted vibration level falls well below the distinctly perceptible level of 0.08 peak particle velocity (PPV) inches/second, below the FTA damage criteria of 0.3 PPV inches/second, and below the human annoyance level of 80 VdB. Further this worst-case vibration level from truck traffic would not exceed the Caltrans threshold of 0.2 PPV inches/second. It is expected that actual vibration levels within the Project area from truck traffic will be lower than this worst-case level when soil type and pavement conditions are considered. On this basis, the potential for the Project to result in exposure of persons to, or generation of, excessive ground-borne vibration would be less than significant. (ENTECH, p. 29.)

13c. **Less Than Significant Impact.** According to the MARB/IPA ALUCP and the Final Air Installations Compatible Use Zones (AICUZ) Study for March Air Reserve Base, the proposed Project site is depicted as being in an area inside the 60 CNEL aircraft noise contour. (ALUC, Table MA-1 and AFRC, Figure 4-2.) Per the Perris GP Noise Element, industrial land uses can be exposed to noise levels up to 70 CNEL. Therefore, the proposed Project would not require special measures to mitigate aircraft-generated noise and would not expose people residing or working in the Project area to excessive noise levels. Thus, impacts will be less than significant.

The Perris Valley Airport and Skydiving Center is a privately owned and operated airport located approximately 4.5 miles south of the Project site. Therefore, because the proposed Project is not located in the immediate vicinity of a private air strip or its influence area, no noise impacts from this airport are anticipated.

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

References: SCAG, USCB-A

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

14a. **Less Than Significant Impact.** According to the US Census Bureau, in 2021 the City's population was 79,835 (USCB-A). The Southern California Association of Governments (SCAG) projections estimate that the City's population and employment are expected to increase to about 121,000 residents and 26,400 employees by the year 2045. (SCAG, p. 39.) The proposed Project does not involve residential development and will not contribute to a direct increase in residential population. Any new housing development project, as defined by section 15378 of the CEQA Guidelines, which is developed within the City of Perris is subject to environmental review and approval. However, the proposed Project may indirectly increase employment within the City by creating jobs both during construction and operation of the proposed Project. The extent to which the new jobs created by a Project are filled by existing residents is a factor that tends to reduce the growth inducing effect of this Project.

Construction

The Project would create short-term jobs that would last approximately 7.5 months, during the construction of the Project. It is unlikely that the construction of the Project would attract significant number of potential construction employees that would permanently relocate and become a resident of the City. These short-term positions would likely be filled by workers who, for the most part, would already reside in the local area. Moreover, the development of the Project would be consistent with the General Plan land use and zoning designations for the site, which are used by both local and regional agencies to determine anticipated growth. The employment growth that would occur from the Project is within the growth estimates analyzed by the PVCCSP EIR.

Operational

The Project would create long-term jobs. Table 4.8-E, Development Intensity and Employment Projections, of the PVCCSP EIR, identifies average employment generation factors for the allowed development types identified in the PVCCSP. Light industrial uses have a generation rate of one employee per 1,030 sf and Business Park/Professional Office has a generation rate of one employee per 600 sf. The Project consists of the construction and operation of up to 192,623-square-foot warehouse including approximately 8,000 square feet of office and 4,000 square feet of mezzanine space use allowed under the Light Industrial Specific Plan land use designation. Based on this generation factor, the Project could conservatively employ approximately 194 new employees[20]. The PVCCSP EIR estimates that implementation of the land uses allowed under the PVCCSP would result in the generation of approximately 56,087 jobs/employees in the area (see Table 4.8-E under Section 4.8, Land Use and Planning, and the discussion of "Growth Inducing Impacts" in Section 5 of the PVCCSP EIR). Therefore, the employment generation estimated for the Project (196 employees) represents approximately 0.3 percent of the total employment generation anticipated in the Specific Plan area and approximately 0.7 percent of the SCAGs 2045 projected employment base for the City. Additionally, similar to the short-term construction jobs, it is anticipated that these new warehouse/distribution positions would be filled by workers who would already reside in the local area. However, should the Project attract approximately 194 more residents specifically to work at Project site, then this increase would only be approximately 0.2 percent of SCAGs population, a negligible increase.

The Project would involve the installation of utilities necessary to connect to existing infrastructure systems adjacent to or in the vicinity of the Project site and would involve improvements to adjacent roadways, consistent with the PVCCSP. The Project would not extend roadways or utilities in a manner that would indirectly induce substantial growth in the immediate vicinity of the Project site or elsewhere. Moreover, 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.

As described above, 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.

14b. **No Impact.** The Project site does not currently contain structures that provide housing as those structures were demolished. The Project site is vacant. Therefore, implementation of the Project will not displace existing homes or substantial numbers of people necessitating the construction of replacement housing elsewhere. Thus, no impacts will occur.

[20] 180 employees (184,623-square-foot industrial warehouse use ÷ 1,030 square feet of floor area per employee) plus 14 employees (8,000-square-foot office use ÷ 600 square feet of floor area per employee) for a total of 194 employees.

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

References: ORD 1182, PVCCSP IS

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

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

4.2.1 Crime Prevention Measures

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

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

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

5.4 Off-Site Infrastructure Standards

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

EXPLANATION OF CHECKLIST ANSWERS

15a. Less Than Significant Impact. The North Perris Fire Station No. 90 is located at 333 Placentia Avenue, approximately 0.5 mile southwest of the proposed Project site. It is expected that this fire station would provide first response to the proposed Project.

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

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

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

15b. Less Than Significant Impact. The City contracts with the Riverside County Sheriff to provide police services for the City. The Perris police station is located at 137 North Perris Boulevard, approximately 2.8 miles southwest of the proposed Project site.

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

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

15c. **Less Than Significant Impact.** The Project site is located within the boundaries of the Val Verde Unified School District (VVUSD). The proposed Project will not directly create a source of school-aged children, as the Project does not increase residential land use designations nor construct any housing. Therefore, it would not generate the need for new or physically altered school facilities and impacts would be less than significant. It may indirectly affect schools by providing a source of employment that may draw new residents into the area; however, appropriate developer impact fees, as required by state law, shall be assessed and paid to the school district. Since the proposed Project does not propose new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate development impact fees. Thus, the proposed Project will not result in substantial adverse physical impacts related to schools. Therefore, impacts will be less than significant.

15d. **Less Than Significant Impact.** The proposed Project will not directly require the construction or expansion of public recreational facilities as it does not include new residential uses. However, it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. The applicable Recreational Facilities DIFs shall be assessed and paid towards parks. With the payment of these fees, the impacts to parks and other public recreational facilities are considered mitigated to a less than significant level. Recreational amenities, such as a bocce court and a concrete covered lunch patio area with landscape furniture (refer to **Figure 9 – Landscape Plan**) will be provided at the Project site 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 in this IS 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 will be less than significant.

15e. **Less Than Significant Impact.** The proposed Project would not directly increase the demand for library or other public services because it does not 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, approximately three miles southwest of the proposed Project site. The proposed Project is subject to development impact fees that are used to construct new library facilities or expand existing library facilities subsequent to increased demand. Since the proposed Project does not include new housing, any impacts will be considered incremental and can be offset through the payment of the appropriate library mitigation fees. Therefore, impacts related to libraries are less than significant.

The nearest emergency medical service available to the proposed Project area is the Riverside County Regional Medical Facility located at 26520 Cactus Avenue in the City of Moreno Valley, approximately six miles northeast of the Project site. Healthcare facilities are developed in response to perceived market demand by free enterprise. Therefore, the development of the proposed Project will not result in the construction 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. (PVCCSP IS, p. 17.) Therefore, impacts will be less than significant.

5.16. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would/does the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☒	☐

References: PVCCSP EIR, Project Description

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

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

8.2.1.4 Employee Break Areas and Amenities

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

EXPLANATION OF CHECKLIST ANSWERS

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

16b. Less Than Significant Impact. See *Threshold 16a*, above. The proposed Project has been designed to be in compliance with the PVCCSP and will provide a covered employee lunch patio on the south side of the building. Incremental indirect impacts to park facilities will be offset via payment of applicable Recreational Facilities Development Impact Fees; therefore, impacts will be less than significant.

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

References: PVCCSP, PVCCSP EIR, RCTC, Perris 2018, WEBB-E, WEBB-G

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

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

4.2.2.3 Pedestrian Access and On-Site Circulation

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

The following mitigation measures from the PVCCSP EIR will be implemented by the Project through conditions of Project approval.

> **MM Trans 1**: Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.
>
> **MM Trans 2**: Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight

distance standards at the time of preparation of final grading, landscape and street improvement plans.

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

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

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

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

EXPLANATION OF CHECKLIST ANSWERS

17a **Less Than Significant Impact.** The Riverside Transit Agency (RTA) operates Route 41 in the Project vicinity (RTA). Pursuant to PVCCSP EIR mitigation **MM Trans 4**, the RTA was contacted to determine if future provision of bus routing in the Project area would require bus stops at the Project access points.[21] RTA staff indicated no bus stops are required along the Project's frontage. The PVCCSP also includes pedestrian paths and sidewalks into roadway design, and bike trails into its *Standards and Design Guidelines* to accommodate non-motorized forms of transportation along roadways within the Specific Plan area and to encourage bus stops to be provided at large commercial and employment centers along existing and future bus routes. Compliance with these policies and implementation of PVCCSP EIR mitigation measure **MM**

[21] Personal communication with RTA staff on August 23, 2022.

Trans 4 and **MM Trans 5** will ensure that the Project will not conflict with the City's adopted policies, plans, or programs supporting alternative modes of transportation.

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

17b. **Less Than Significant Impact.** Senate Bill 743 (SB743) was passed by the California State Legislature and signed into law by Governor Brown in 2013. SB743 required the Office of Planning and Research and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under CEQA. In December 2018, the California Natural Resources Agency finalized updates to the State CEQA Guidelines, which included SB743. State 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. The Perris TIA Guidelines are based on the recommendations provided in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* and the Western Riverside Council of Governments (WRCOG) *Draft Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (updated March 2020). The TIA Guidelines provide standardized criteria and established thresholds of significance to be used for analyzing transportation impacts for CEQA. (Perris 2018, p. 1.)

The first step in evaluating a land use project's VMT impact is to perform an initial screening assessment. (Perris 2018, p. 2.) According to the TIA Guidelines, a project is presumed to have a less than significant impact on VMT if the project satisfies at least one of the following VMT screening criteria:

A. Is the project 100% affordable housing?

B. Is the project within one-half mile of qualifying transit

C. Is the project a local serving land use?

D. Is the project in a low VMT area?

E. Are the project's net daily trips less than 500 average daily trips (ADTs)? (Perris 2018, pp. 2-6.)

WEBB prepared the *Vehicle Miles Traveled Screening Assessment (VMT Memo)*, dated March 2, 2023, for the proposed Project (included as Appendix J) based on the City-approved VMT *Scoping Form for Land Use Projects (*Scoping Form*)* dated August 19, 2022, that was prepared to ascertain if further VMT analysis was required. The VMT Memo summarized the results of the City-approved VMT Scoping Form and provided additional detail and background for the VMT screening criteria in the Scoping Form. The VMT Memo indicates that the proposed Project site is screened from further VMT analysis based on the following criteria: (WEBB-E; pp.1-2.)

- The Project site is located within TAZ 1824, which has a VMT per service population of 22.7. This is below the City threshold of 33.6. Therefore, the Project site is located in a low VMT area and Citeria D is met.

- The Project is expected to generate 329 average daily vehicle trips. This is below the City's threshold of 500 average daily trips and Criteria E is met.

Thus, the proposed Project satisfies VMT screening criteria D (located in a low VMT area) and Criteria E (projects daily net daily trips less than 500 average daily trips). Therefore, impacts with regard to being in conflict or inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b) would be less than significant.

17c. **Less Than Significant Impact.** In compliance with PVCCSP EIR mitigation measures **MM Trans 1** and **MM Trans 2**, improvements related to on-site roadway design and safety will be reviewed by City staff and implemented to ensure adequate sight distance be provided at each Project access location. Thus, the Project does not entail any design features that would increase traffic hazards due to geometric design. Additionally, the proposed Project does not include the construction or widening of any road facilities, other than the construction of a sidewalk on the west side of Wilson Avenue along the Project site frontage. The Project is designed to reduce the need for pedestrians to cross the truck's path of travel by omitting passenger parking stalls near the southern truck driveway and placing the outside employee amenities adjacent to the warehouse building. 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 each driveway location. Therefore, impacts will be less than significant.

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

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

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines included in the PVCCSP related to tribal cultural resources. By preparing this Initial Study analysis, the project has complied with PVCCSP EIR mitigation measure **MM Cultural 1**, the applicable PVCCSP EIR mitigation measure that is also applicable to tribal cultural resources. A full citation of each applicable PVCCSP EIR mitigation measure is found in *Threshold 5b* of this Initial Study.

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

EXPLANATION OF CHECKLIST ANSWERS

18a(i). Less Than Significant Impact with Mitigation. As discussed in *Threshold 5b* above, there are no items listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources at the Project site. Nonetheless, in the event that previously undiscovered historical resources are encountered at the Project site during ground disturbing activities, implementation of Project-specific mitigation measures **MM CR 1** and **MM CR 2** as described in *Threshold 5b* and *Threshold 5c* above, ensures that potential impacts to tribal cultural resources would be less than significant.

18a(ii). Less than significant impact with mitigation. As of July 1, 2015, Assembly Bill 52 (AB52), signed into law in 2014, amends CEQA and establishes new requirements for tribal consultation.

The law applies to all projects that have a notice of preparation or notice of negative declaration/mitigated negative declaration. It also broadly defines a new resource category of "tribal cultural resource" and establishes a more robust process for meaningful consultation that includes:

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

The City, as lead agency, is required to coordinate with Native American tribes through the Assembly Bill 52 Tribal Consultation process. On August 2, 2022, the City sent formal notification of the Project and a copy of the cultural resources report to the following tribes, in accordance with AB52: the Agua Caliente Band of Cahuilla Indians, the Morongo Band of Mission Indians, the Pechanga Band of Luiseño Indians, the Rincon Band of Luiseño Indians, and the Soboba Band of Luiseño Indians. In September 2022, the City consulted with the Pechanga Band of Luiseño Indians regarding this Project and four other projects; however, the Pechanga Band of Luiseño Indians did not have any questions/comments regarding this Project. The Agua Caliente Band of Cahuilla Indians initially requested consultation. The City followed up with the Agua Caliente Band of Cahuilla Indians in September 2022; however, they have not responded to the City's correspondence. As of October 2022, the remaining tribes have not requested consultation and the City considers the consultation period closed. Although no tribal cultural resources have been identified on or near the Project site, implementation of Project-specific mitigation measures **MM CR 1** and **MM CR 2** as described in *Threshold 5b* and *Threshold 5c* above, ensures that potential impacts to tribal cultural resources would be less than significant.

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

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

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

19a. Less Than Significant Impact. The existing power poles that are near the Project site's Frontage, along Wilson Avenue's ROW, will be removed and the overhead power lines will be undergrounded. Existing electrical power, natural gas, and telecommunication facilities are available within Wilson Avenue to serve the Project site.

The existing MDP Line A-C located within Wilson Avenue will convey flows from the Project site to the PVSDC located 0.20 mile to the east. The Project includes the construction of on-site storm drain lines, and a water quality treatment box. (WEBB-C, p. 3-1.) The proposed drainage systems will provide adequate water quality treatment for on-site runoff and the Project will not impact flooding conditions to upstream or downstream properties.

The Project will connect to the existing potable and recycle water and sewer lines that are in Wilson Avenue. Since these utility connections will be constructed within the existing roadway or the Project boundary, any resulting impacts from said utility construction have been addressed in this IS.

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

19b. Less Than Significant Impact. The Project site is located within the service area of the Eastern Municipal Water District (EMWD). The EMWD provided a Will-Serve letter on May 3, 2022 indicating an ability to provide potable water and sewer service to the Project (EMWD-WS). The Will-Serve letter is included as Appendix K to this Initial Study. The Project will connect to a 12-inch-diameter water pipeline in Wilson Avenue that is being constructed by the others.

In compliance with Sections 10910–10915 of the *California Water Code* (commonly referred to as "Senate Bill [SB] 610" according to the enacting legislation), a WSA was prepared for the PVCCSP to assess the impact of development allowed by the Specific Plan on existing and projected water supplies. The EMWD approved this WSA in July 2011 and determined that existing and planned EMWD water supplies are sufficient to meet PVCCSP-related demands.

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

The EMWD adopted its 2020 UWMP, which details the reliability of the EMWD's current and future water supply. The EMWD has four sources of water supply: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, desalinated groundwater, and recycled water (EMWD UWMP, p. 3-3). The EMWD has several planned projects that will increase regional supply reliability by increasing local water supplies and decreasing demands for imported water from the Metropolitan Water District of Southern California (MWD) including increasing local groundwater banking through the Enhanced Recharge and Recovery Program (ERRP), expanding the desalter program with the Perris II Desalter, and full utilization of recycled water through implementation of an Integrated Resource Plan. (EMWD UWMP, p. 7-12.) Additionally, the EMWD aggressively promotes the efficient use of water through implementation of local ordinances, conservation programs and an innovative tiered pricing structure. (EMWD UWMP, p. 7-1.)

In 2015, approximately 50 percent of the EMWD's total retail supply was imported from the MWD (EMWD UWMP, p. 6-2). The MWD has also prepared a Regional UWMP and Integrated Water Resource Plan to detail their ability to provide water in times of shortage and address concerns regarding water supply reliability based on recent judicial decisions affecting the SWP and potential impacts due to climate change and drought. Based on the information provided in the MWD's 2020 UWMP, the MWD has sufficient supply capabilities to meet the expected demands of its member agencies from 2025 through 2045 under normal, historic single-dry, and historic multiple-dry year conditions. (MWD, pp. ES-6 – ES-7.)

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

19c. Less Than Significant Impact. Wastewater collection and treatment service will be provided by the EMWD. Wastewater from the Project would be treated at the Perris Valley Regional Water Reclamation Facility (PVRWRF). The EMWD provided a Will-Serve letter on May 3, 2022 indicating an ability to provide potable water and sewer service to the Project. (EMWD-WS.) The Project will connect to the existing 12-inch sewer pipeline in Wilson Avenue.

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

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

Based on the wastewater generation factor of 1,700 gallons per day per acre (gpd/acre) for both General Industrial and Light Industrial PVCCSP land use designations applied in the PVCCSP EIR, the Project's proposed development of a warehouse/distribution facility on an approximately 9.48-net acre site would generate approximately 16,116 gpd or 0.016 mgd of wastewater that would be treated at the PVRWRF. As such, the proposed Project's wastewater generation represents less than one percent of the PVCCSP's total estimated wastewater generation (5.3 mgd).

Since the proposed Project consists of construction and operation of a warehouse/distribution facility, it is consistent with the land use designation in the PVCCSP and the wastewater generation analysis assumptions used for the PVCCSP EIR and will not result in impacts greater than those analyzed in the PVCCSP EIR. Therefore, implementation of the proposed Project will have a less than significant impact on the EMWD's ability to treat wastewater and will not contribute significantly to require construction or operation of new or expanded wastewater facilities. Thus, impacts will be less than significant.

19d. Less Than Significant Impact. Trash, recycling, and green waste services within the City are provided by CR&R Waste Services. In addition to normal trash collection, the County of Riverside also sponsors several hazardous waste collection events throughout the year. Solid waste is transported to the Perris Transfer Station and Materials Recovery Facility located at

1706 Goetz Road, approximately 4.0 miles south of the Project site. At this facility, recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste from the proposed Project would be transported to either: (1) the Badlands Landfill on Ironwood Avenue in Moreno Valley, which has a permitted daily capacity of 4,800 tons per day (tpd); or (2) the El Sobrante Landfill on Dawson Canyon Road in Corona, with a permitted daily capacity of 16,054 tpd. (CAL-C; CAL-D.)

Construction-Related Solid Waste

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

The U.S. Environmental Protection Agency's (EPA's), construction waste generation factors for nonresidential projects are 4.34 pounds per square foot. (EPA, pp. 10.) Based on this factor, the proposed Project will generate approximately 417.99 tons of construction-related solid waste.[22] This represents 0.40 percent of the total estimated construction-related waste to be generated by development of allowed PVCCSP uses, which would be accommodated by the landfills serving the City. Therefore, the disposal of construction-related solid waste associated with the proposed Project would not exceed the permitted capacity of the Badlands or El Sobrante landfills and there would be a less than significant impact.

Operational Solid Waste

The PVCCSP EIR estimates that operation of future development under the Specific Plan would generate approximately 544,049 tons per year of solid waste, which was determined to be approximately 7.15 percent of the combined annual capacity (i.e., yearly intake) of the Badlands and El Sobrante landfills. The PVCCSP EIR concludes that, with development of the PVCCSP, operational solid waste would not substantially contribute to exceeding the permitted capacity of these landfills.

Based on the California Department of Resources, Recycling and Recovery operational solid waste disposal factor of 0.0108 ton per square foot per year for the Light Industrial PVCCSP land use designation applied in the PVCCSP EIR, the Project's proposed industrial warehouse/manufacturing uses would generate approximately 2,080 tons per year of solid waste requiring landfill disposal.[23] This represents 0.38 percent of the estimated annual operational solid waste stream for development of allowed PVCCSP uses, which was determined to be accommodated by the landfills serving the City. Therefore, consistent with the findings of the PVCCSP EIR, the disposal of operational solid waste associated with the proposed Project would not exceed the permitted capacity of the Badlands or El Sobrante Landfills and there would be a less than significant impact.

The proposed Project will be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs since the Badlands and El Sobrante

[22] Proposed 192,623 square feet warehouse [192,623 x 4.34 = 835,984 lbs or 417.99 tons of construction waste)

[23] Proposed 192,623 square feet warehouse. [192,623 x 0.0108 = 2,080 tons of operational waste)

Landfills have the capacity to support the construction and operational waste expected from the Project. Therefore, impacts will be less than significant.

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

The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. By 2004, the City of Perris achieved a 51 percent waste diversion rate. In addition, Perris Municipal Code Section 7.44.050 requires that project construction divert a minimum of 50 percent of construction and demolition debris. Also, Section 7.44.060 requires the submittal of a waste management plan. In addition, the 2022 CalGreen Code requires diversion of 65 percent of construction waste. Because the proposed Project will be required to comply with federal, state, and local statutes and regulations related to solid waste, impacts will be less than significant.

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

References: CAL-B, GP, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

General Plan Safety Element

- Policy S-2.1: Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.
- Policy S-2.2: Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.
- Policy S-2.5: Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.
- Policy S-5.3: Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.
- Policy S-5.6: All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.

- Policy S-5.10: Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.

Weed Abatement (Section 7.08.045.)

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

EXPLANATION OF CHECKLIST ANSWERS

20a-d. No impact. The proposed Project site is not located in or near any of the Fire Hazard Severity Zones (Moderate, High, Very High) within the State Responsibility Area (SRA). (CAL-B.) Also, as shown on the GP Figure S-5 Wildfire Hazards, the Project site is not located within a State Responsibility Area or within or near a Very High Fire Hazard Severity Zone (GP; Safety Element, p 19). Therefore, the Project would have no impacts related to wildfires or the associated issues identified in thresholds a through d, above. No impacts would occur and no mitigation is required.

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5.21. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Does the project:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

References: Analysis in the preceding checklist.

EXPLANATION OF CHECKLIST ANSWERS

21a. **Less Than Significant Impact with Mitigation.** As discussed in *Thresholds 5.4a through 5.4f*, although the proposed Project area is within special status survey areas for the MSHCP, there is no suitable habitat on the Project site to support sensitive biological resources that could potentially be affected by the proposed Project. All potentially significant impacts to biological resources would be avoided or reduced to a less than significant impact with the implementation of Project-specific mitigation measures **MM BR 1** and **MM BR 2** set forth in Section 5.4 Biological Resources of this IS.

As discussed in *Threshold 5.5a,* there are no known historic resources at the Project site. As discussed in *Threshold 5.5b,* none of the eight (8) previously recorded cultural resources within a one-mile radius of the Project site were recorded or found on the proposed Project site. Further, the Project site has been previously disturbed, and it is highly unlikely that any cultural resources exist. However, in order to provide protection in the unlikely event that cultural resources are unearthed during Project construction, Project-specific mitigation measures **MM CR 1** and **MM CR 2** set forth in Section 5.5 Cultural Resources shall be implemented to reduce potential impacts to less than significant.

Thus, the proposed Project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of

the major periods of California history or prehistory. Therefore, impacts are less than significant with mitigation incorporated.

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

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

However, as demonstrated by the analysis in this IS, the proposed Project will not result in any significant environmental impacts with the implementation of PVCCSP EIR mitigation measures **MM Air 2** through **MM Air 9**, **MM Air 11** through **MM Air 14**, **MM Air 19**, **MM Air 20**, **MM Noise 1** through **MM Noise 4**, **MM Trans 1** through **MM Trans 5**, and **MM Trans 7**. The Project is consistent with local and regional plans, and the Project's air quality emissions do not exceed established thresholds of significance. Additionally, the proposed Project will not cause a substantial increase in ambient noise levels. The Project adheres to all other land use plans and policies with jurisdiction in the Project area and will not cause a significant increase in traffic volumes within the Project area. Although the impacts of the proposed Project are determined to be less than significant, the Project would be subject to all of the applicable mitigation measures from the PVCCSP EIR, which would further reduce any Project contribution to cumulative impacts. Therefore, the proposed Project will not have impacts that are individually limited, but cumulatively considerable, and impacts will be less than significant.

21c. Less Than Significant Impact with Mitigation. Effects on human beings were evaluated as part of this analysis of this IS under the aesthetics, air quality, cultural resources as it relates to human remains, geology and soils, GHG, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and services systems thresholds. Based on the analysis and conclusions in this IS, impacts for these topics were considered to have no impact, less than significant impact, or less than significant impact with mitigation incorporated. The following are PVCCSP EIR mitigation measures that will be incorporated: **MM Air 2** through **MM Air 9**, **MM Air 11** through **MM Air 14**, **MM Air 19**, **MM Air 20**, **MM Haz 2** through **Mm Haz 6**, **MM Noise 1** through **MM Noise 4**, **MM Trans 1** through **MM Trans 5**, and **MM Trans 7**. The following are Project-specific mitigation measure that will be incorporated **MM AES 1**, **MM BR 1, MM BR 2**, **MM CR 1, MM CR 2,** and **MM GEO 1.** Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are considered less than significant with mitigation incorporated.

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