INITIAL STUDY

FOR

Perris Truck Terminal
(SPA 22-05173 & CUP 22-05172)

Prepared for:

City of Perris
101 North D Street
Perris, California 92376

Prepared by:

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

March 30, 2023

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SECTION 1
INTRODUCTION

This document is an Initial Study prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Perris Truck Terminal (Proposed Project). This Initial Study has been prepared in accordance with CEQA, Public Resources Code Sections 21000 et seq., and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), California Code of Regulations, Title 14, Chapter 14, Sections 15000 et seq.

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

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

1. **Project Title:** Perris Truck Terminal

2. **Lead Agency Name:** City of Perris
101 North D Street
Perris, CA 92376

3. **Contact Person:** Nathan Perez, Senior Planner
Phone Number: (951) 943-5003

4. **Project Location:** Northeast corner of Markham Street and Perris Boulevard in the City of Perris, California.

5. **Geographic Coordinates of Project Site**: 33°51'10.09"N; 117°13'22.18"W

6: **USGS Topographic Map:** Perris, California 7.5-minute USGS Topographic Quadrangle

7: **Public Land Survey System:** Township 4 South, Range 3 West, Section 5

8. **Thomas Guide Location:** Page 747, Grid H7; 2013, San Bernardino & Riverside Counties

9. **Assessor Parcel Number:** 294-180-021, -022, -023, -024

10. General Plan & Specific Plan Designations: Perris Valley Commerce Center Specific Plan & Business Professional Office (PBO)

11. Description of Project: Truck Terminal Properties, LLC (Applicant) is requesting approval of a Specific Plan Amendment (SPA 22-05173), Parcel Merger, and Conditional Use Permit (CUP 22-05172) for the construction and operation of a truck and trailer storage facility to include an approximately 718-square-foot single-story guard shack, 205 14-foot by 53-foot trailer stalls, ten electric vehicle truck stalls, three passenger car parking spaces, one handicap accessible parking space, and sidewalks on a 8.3-acre property described as APN: 294-180-021,-022 -023, and -024. The Specific Plan Amendment is to change the land use designation of the Project Site, which is currently designated as Business Professional Office (PBO), to Light Industrial (LI) allowing for activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. Site improvements would include a mix of screen walls, block walls, signage, landscaping, and two (2) storm water retention basins. Access to the Project Site would be provided by a 70-foot driveway at Markham Street. The Project also includes a new bus shelter along the eastern side of Perris Boulevard.

The Proposed Project would provide parking for local trucks and fleets. The proposed security structure would be staffed with one employee per 8-hour shift for a total of up to five employees. The Project would operate 24 hours a day and 7 days a week, although security guards are not anticipated to be present 24 hours a day. Restroom facilities would be provided for both guards and truck drivers 24 hours per day.

Screen walls along the western, southern and northern frontages would be concrete or block walls 10 to 14 feet in height and would provide security for the Proposed Project as well as improve aesthetics at the site. The landscaping along all perimeters of the site would partially cover the walls and fencing to act as a privacy shield minimizing visibility from outside viewers.

The Project would be connected to an eight-inch existing potable waterline along Markham Street and an eight-inch sewer main along Markham Street. Electricity and telecommunications for the Proposed Project would be connected to existing powerlines along the southern frontage on Markham Street. Storm water retention would be designed on site with an infiltration system.

According to the City of Perris's General Plan Land Use Map, the Project Site is within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area. The Project Site is currently vacant and the PVCCSP land use designation is Business Professional Office.

12. Surrounding Land Uses and Setting:

	Land Use (Specific Plan)	**LAND USE** (General Plan Land Use Plan)	**EXISTING**
PROJECT SITE	Business Professional Office	Perris Valley Commerce Center Specific Plan	Vacant Land
NORTH	Business Professional Office	Perris Valley Commerce Center Specific Plan	Vacant Land (Residential to northeast)
EAST	Light Industrial	Perris Valley Commerce Center Specific Plan	Vacant – approved for development of the Markham Street Truck and Trailer Storage Facility (CUP 20-05100)
SOUTH	Light Industrial	Perris Valley Commerce Center Specific Plan	Warehouse
WEST	Light Industrial	Perris Valley Commerce Center Specific Plan	Warehouse

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

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

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

14. 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 consultation with local Native American tribes is discussed in The Tribal Cultural Resources section (Section XVIII) of this Initial Study.

1.1 EVALUATION FORMAT

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

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

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

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

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

1.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

1.3 ENVIRONMENTAL DETERMINATION

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

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

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

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

Signature	April 3, 2023 Date
Nathan Perez Printed Name	Senior Planner For

SECTION 2
PROJECT DESCRIPTION

2.1 PURPOSE OF THIS DOCUMENT

The purpose of this Initial Study is to identify potential environmental impacts associated with approval of the Project to allow for a truck and trailer storage facility proposed to be located at the northeastern corner of Markham Street and Perris Boulevard in the City of Perris. The Project Site is within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area. This Initial Study has been prepared in accordance with CEQA and the State CEQA Guidelines.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Perris is the Lead Agency in the preparation of this Initial Study. The City has primary responsibility for approval or denial of this Project. The intended use of this Initial Study is to provide adequate environmental analysis related to project construction and operation activities of the Proposed Project.

2.2 BACKGROUND

In 2012, the City of Perris adopted the Perris Valley Commerce Center Specific Plan (PVCCSP). The PVCCSP planning area encompasses more than 5 square miles and more than 3,500 acres in the northwestern portion of the City near March Air Reserve Base/Inland Port Airport (MARB/IPA). The PVCCSP is designed to promote compatibility of existing residential land uses and their neighboring industrial, commercial, and office uses through land use designations within the plan area. Since the PVCCSP was adopted there have been 12 amendments, with the last amendment approved in January 2022.

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 were 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”. The environmental analysis for the Proposed Project presented in this Initial Study is based on, or “tiered” from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference.

The PVCCSP EIR analyzed the direct and indirect environmental impacts resulting from implementation of the allowed development under the PVCCSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the EIR. In conjunction with certification of the PVCCSP EIR, the City of Perris also adopted a Mitigation Monitoring and Reporting Program (MMRP) and a Statement of Overriding Considerations (Appendix K – Perris Valley Commerce Center Specific

Plan Mitigation Monitoring and Reporting Program, City of Perris, November 2011). 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. Mitigation measures applicable to this Project are incorporated in this Initial Study to ensure compliance with the PVCCSP MMRP.

2.3 PROJECT LOCATION

The Project Site is located at the northeastern corner of Markham Street and Perris Boulevard within the City of Perris General Plan Planning Area 1 and the PVCCSP planning area. The PVCCSP planning area includes land use of undeveloped agricultural area that is planned to be transitioned into a commerce center providing for the needs of an expanding regional market for industrial uses. The Project Site is east of Interstate-215 and south of State Route-60 (refer to Figure 1, Regional Map & Figure 2, Vicinity Map).

2.4 PROJECT DESCRIPTION

SPECIFIC PLAN AMENDMENT:

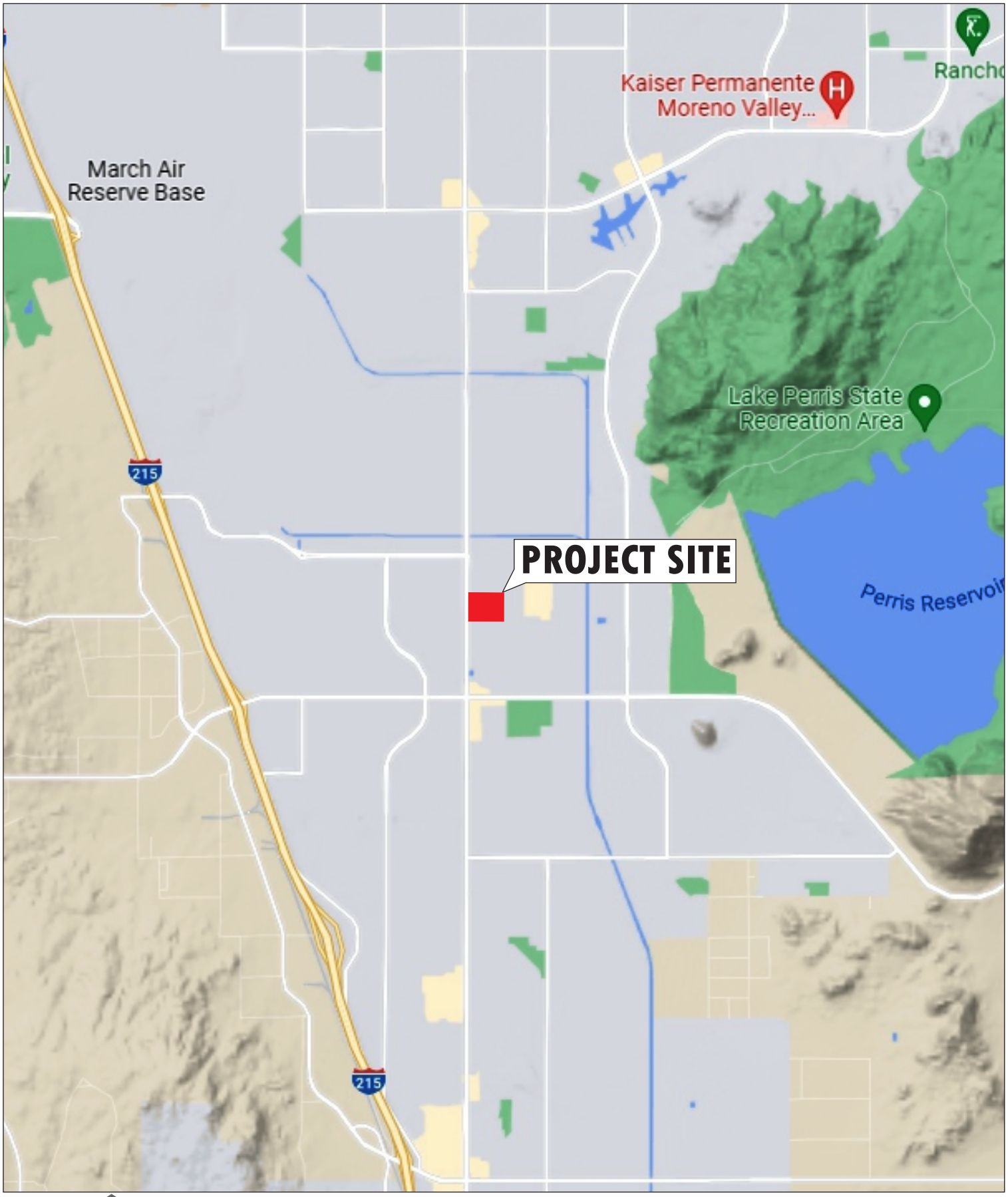
The purpose of Specific Plan Amendment No. 20-05173 is to modify Specific Plan Land Use Designation Figure 2.0-1, and Land Use Comparison Table 2.0-1, to reflect a change in land use designation of 8.3 acres from Business/Professional Office (BPO) to Light Industrial (LI), for the property bound by Markham Street to the south, light industrial uses to the south, light industrial uses to the east, and vacant land and residential use to the north (see Figure 3). Figure 4.0-16 Residential Buffer will also be modified to show the change from BPO to L1 (see Figure 4).

Specific Plan Amendment No. 20-05173 also modifies Specific Plan Table 2.0-2 to allow Vehicle-Related Outdoor Storage and Other Facilities with a Conditional Use Permit (CUP) as well as update Section 2.4, Definitions, to reflect the following definition of Vehicle-Related Outdoor Storage and Other Facilities. Vehicle-Related Outdoor Storage and Other Facilities: Facility used to store trucks and truck trailers such as truck terminals, vehicles such as towing yards, vehicle auctions and establishments where major body repair and painting occurs, excluding outdoor dismantling and salvage yards.

The Project is designed to conform to the Light Industrial (LI) zone standards of the PVCCSP.

CONDITIONAL USE PERMIT:

The purpose of a conditional use permit, CUP 20-05172, is to assure compatibility of the proposed use with other existing and potential uses within the general area; assure that the proposed use is consistent and compatible with the purpose of the zone in which it is located; and compensate for potential impacts that could be generated by the proposed use, such as noise, smoke, dust, fumes, vibration, odors, and hazards.



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Source: Lilburn Corp., September, 2022.

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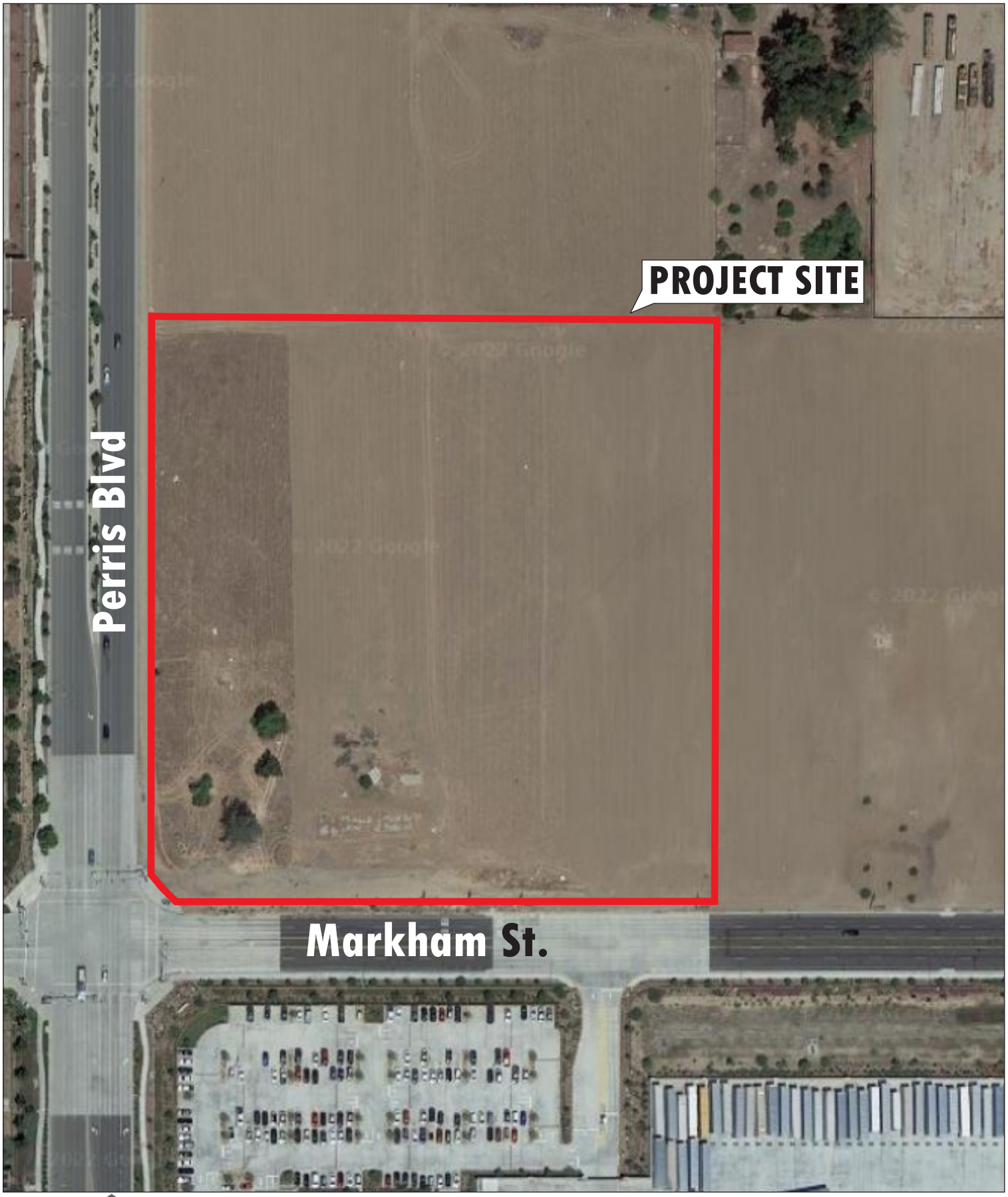
REGIONAL LOCATION

Markham Street Truck and Trailer Storage Facility

City of Perris, California

FIGURE 1



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Source: Lilburn Corp., September, 2022.

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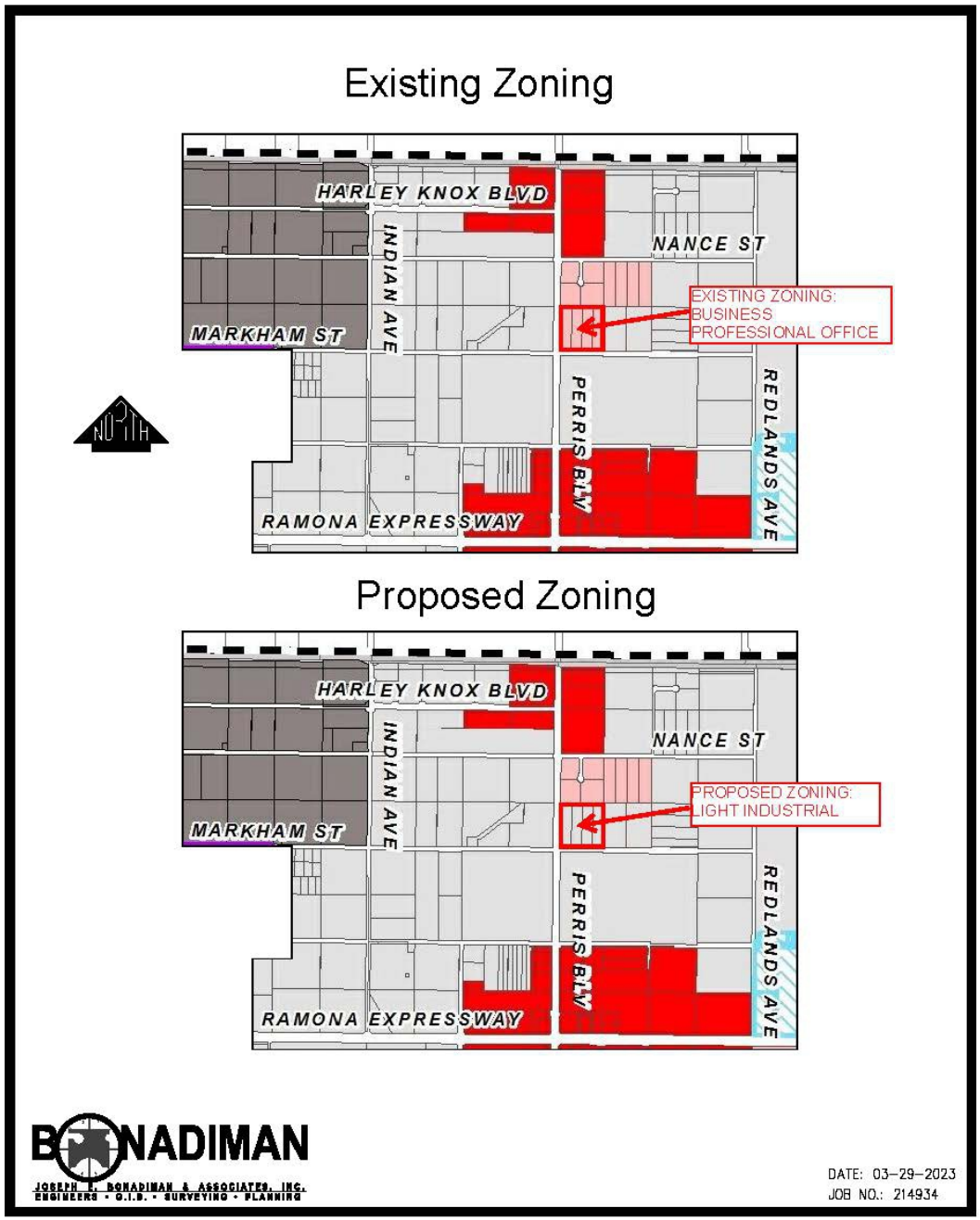
PROJECT VICINITY

Markham Street Truck and Trailer Storage Facility

City of Perris, California

FIGURE 2



PERRIS VALLEY COMMERCE CENTER
FIGURE 4.0-16, RESIDENTIAL BUFFER
City of Perris, California

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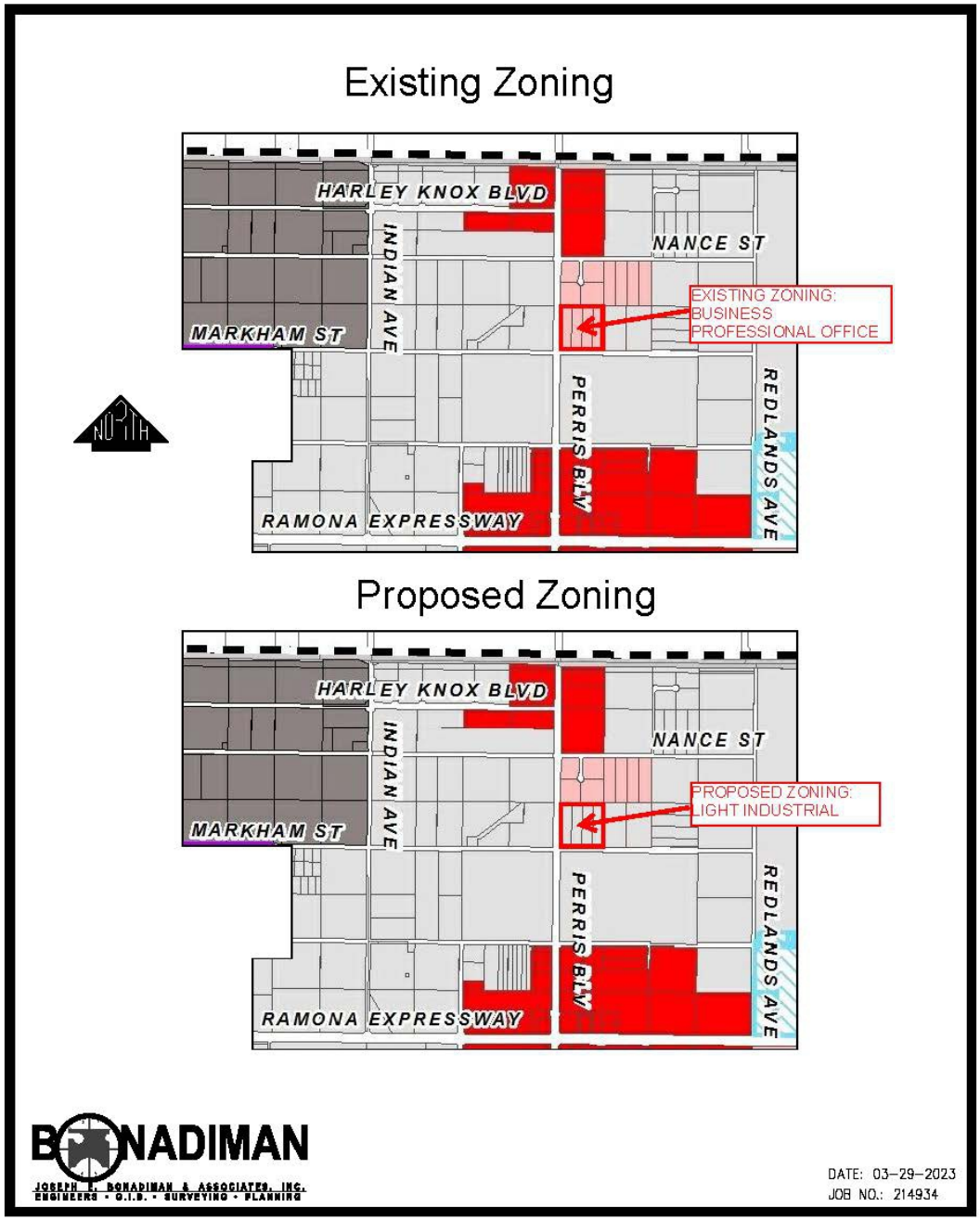
FIGURE 3



PERRIS VALLEY COMMERCE CENTER
FIGURE 2.0-1, SPECIFIC PLAN LAND USE DESIGNATION

City of Perris, California

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CORPORATION

FIGURE 4

The Project applicant is proposing to construct a truck and trailer parking facility that would support existing warehouses and logistics facilities within the PVCCSP planning area. The Project is designed to conform with the Light Industrial zoning standards of the PVCCSP, as well as applicable subdivision requirements, and other ordinances and resolutions of the City. Moreover, the Project would not alter the essential character of the area.

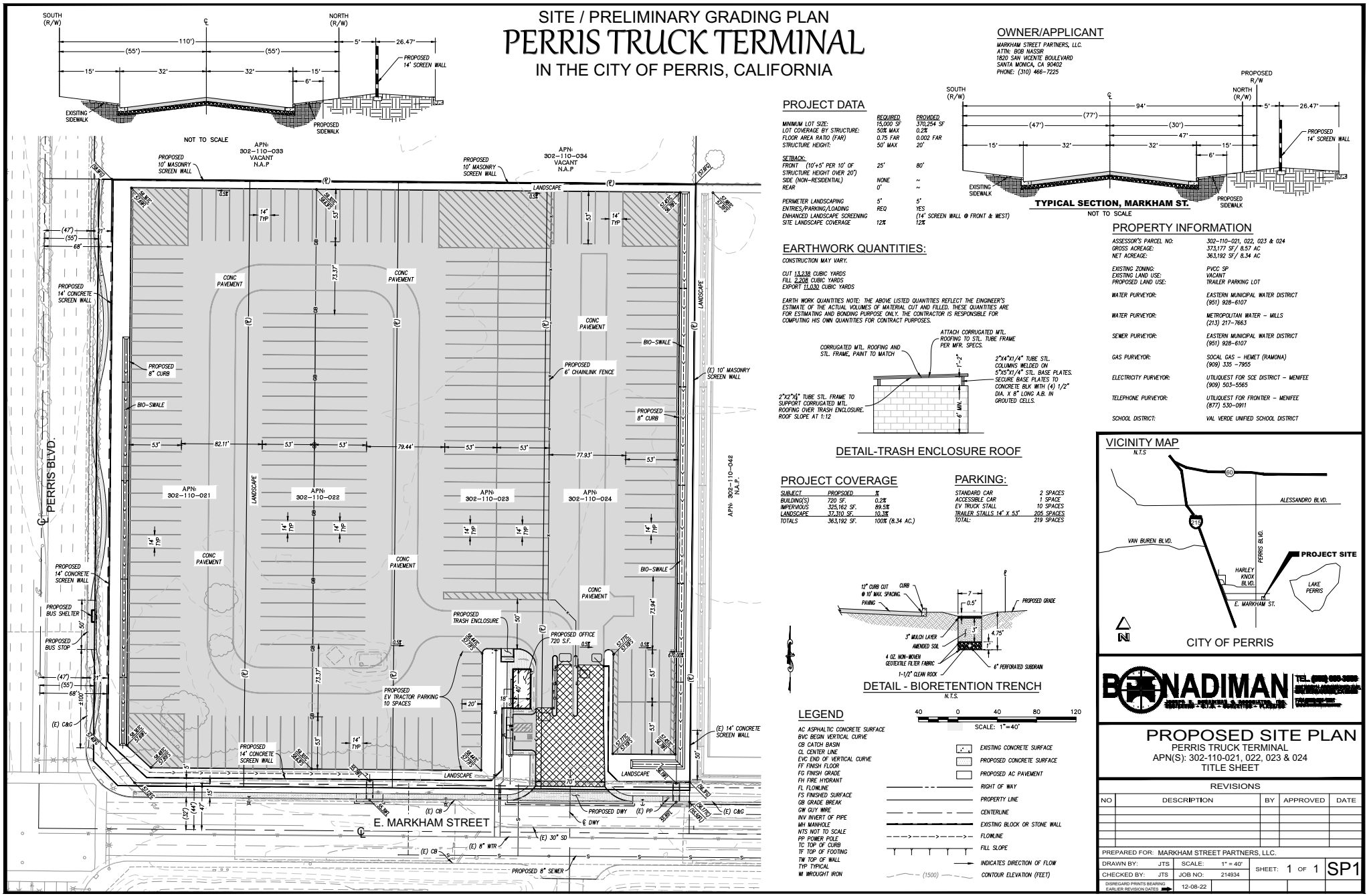
Site improvements would include an approximately 718-square-foot guard shack, 205 14-foot by 53-foot trailer stalls, ten electric vehicle truck stalls, three passenger car parking spaces, one handicap accessible parking space, and sidewalks on a 8.3-acre property described as APN: 294-180-021, -022, -023, and -024. Site improvements would also include signage, landscaping, wrought iron fencing, block walls, and two (2) storm water retention basin. Access to the Project Site would be provided by a 70-foot driveway at Markham Street (Figure 5, Site Plan).

The Proposed Project would provide parking for local trucks and fleets. This would help to alleviate the issue of illegal truck parking (similar to the adjacent truck storage yard that has taken parked Amazon trucks off the streets) as it is likely that the Project would serve a warehouse user within a one-mile radius of the Project Site. The parking spaces within the Project Site would be available for leasing to private drivers and/or tenants of local warehouse facilities on a first come, first served basis. It is anticipated that the private drivers (i.e., owner operators) would arrive in their personal vehicles, park in the spot occupied by their tractor, and take their tractor out to pick up a trailer at a nearby warehouse facility. The tenant spaces do not require that all drivers arrive at the site in their personal vehicles to pick up a tractor and/or trailer. The tenant spaces could have a combination of passenger cars, tractors, and tractors with trailers arriving and leaving from the site.

The Proposed Project would operate 24 hours a day and 7 days a week although security guards are not anticipated to be present 24 hours a day. Restroom facilities would be provided for both guards and truck drivers 24 hours per day.

Screen walls along the western, southern and northern frontages would be concrete or block walls 10 to 14 feet in height would provide security for the Proposed Project and aesthetics to the area. A ten-foot-high screen wall along the northern frontage would prove a sound barrier and security for the Proposed Project. The landscaping along the perimeter of the whole site would consist of various low to moderate water use trees, shrubs and vines that would grow onto the walls and fencing. The landscaping along the walls and fencing would act a privacy shield and minimalize visibility from outside viewers (refer to Figure 4, Perris Boulevard Cross Section).

The Proposed Project would be connected to an eight-inch existing potable waterline along Markham Street and an eight-inch existing sewer main along Markham Street. Electricity and telecommunications for the Proposed Project would be connected to existing powerlines along the southern frontage on Markham Street. Construction is anticipated to begin no sooner than mid-2023 and be completed in early 2024.



PROJECT DATA	REQUIRED	PROVIDED
MINIMUM LOT SIZE:	15,000 SF	370,254 SF
LOT COVERAGE BY STRUCTURE:	50% MAX	0.2%
FLOOR AREA RATIO (FAR)	0.75 FAR	0.002 FAR
STRUCTURE HEIGHT:	50' MAX	20'
SETBACK:		
FRONT (10'+5' PER 10' OF STRUCTURE HEIGHT OVER 20')	25'	80'
SIDE (NON-RESIDENTIAL)	NONE	~
REAR	0'	~
PERIMETER LANDSCAPING	5'	5'
ENTRIES/PARKING/LOADING	REQ	YES
ENHANCED LANDSCAPE SCREENING		(14' SCREEN WALL @ FRONT & WEST)
SITE LANDSCAPE COVERAGE	12%	12%

PROJECT COVERAGE		
SUBJECT	PROPOSED	%
BUILDING(S)	720 SF.	0.2%
IMPERVIOUS	325,162 SF.	89.5%
LANDSCAPE	37,310 SF.	10.3%
TOTALS	363,192 SF.	100% (8.34 AC.)

PARKING:	
STANDARD CAR	2 SPACES
ACCESSIBLE CAR	1 SPACE
EV TRUCK STALL	10 SPACES
TRAILER STALLS 14' X 53'	205 SPACES
TOTAL:	219 SPACES

LEGEND	
AC ASPHALTIC CONCRETE SURFACE	
BVC BEGIN VERTICAL CURVE	
CB CATCH BASIN	
CL CENTER LINE	
EVC END OF VERTICAL CURVE	
FF FINISH FLOOR	
FG FINISH GRADE	
FH FIRE HYDRANT	
FL FLOWLINE	
FS FINISHED SURFACE	
GB GRADE BREAK	
GW GUY WIRE	
INV INVERT OF PIPE	
MH MANHOLE	
NTS NOT TO SCALE	
PP POWER POLE	
TC TOP OF CURB	
TF TOP OF FOOTING	
TW TOP OF WALL	
TYP TYPICAL	
W WROUGHT IRON	

REVISIONS				
NO	DESCRIPTION	BY	APPROVED	DATE

SITE PLAN

Markham Street Truck and Trailer Storage Facility
City of Perris, California

FIGURE 5

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2.5 EXISTING CONDITIONS AND SURROUNDING LAND USES

The Project Site occurs in the northern portion of the City of Perris within the PVCCSP planning area. The purpose of the PVCCSP is to provide high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City. The Project Site is located within Planning Area 1 of the City of Perris General Plan. The PVCCSP states Planning Area 1 is designated as "North Industrial". The General Plan recognizes that while there may be some residential land uses, the area will generally be used for industry. Industries in this area are anticipated to be related to air-cargo support, due to its close proximity to March Inland Port Airport. High truck traffic volume is anticipated in the Planning Area.

The 8.3-acre Project Site is currently vacant. The Project Site is relatively flat and is level with Markham Street. The Project Site is surrounded by industrial development to the south (a 1,016,030-square-foot Amazon building and a 61,200-square-foot manufacturing building) and east (vacant Light Industrial property), Perris Boulevard abutting the property directly to the west, and a BPO designated property to the north which is currently occupied by a non-conforming home located more than 3,500 feet from the northerly project boundary.

2.6 INTENDED USE OF THIS DOCUMENT

This Initial Study, MND 20-05172 addresses the potential environmental impacts of the Proposed Project, as well as those of the associated discretionary actions and approvals required to implement the Proposed Project, and those of subsequent construction and operational activities.

SECTION 3
ENVIRONMENTAL CHECKLIST FORM

I. AESTHETICS – Would the project:

		Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

a) **No Impact.** The PVCCSP EIR Initial Study (Section 13, Aesthetics) concluded that the PVCCSP area is not located within a scenic vista, nor will the development of the PVCCSP, including the change in land uses, have an adverse effect on a scenic vista. Further, the PVCCSP EIR Initial Study concluded that the PVCCSP restricts building heights and includes architectural design and landscape guidelines that will meet the City's development standards, further reducing the potential for visual impacts (refer to Figure 4, Perris Boulevard Cross Section). The Project includes a single-story guard shack structure, trailer truck parking spaces, and passenger car parking spaces on a 8.3-acre site. The Project is designed to comply with the PVCCSP which provides industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. Therefore, the Proposed Project would not have a substantial adverse effect on a scenic vista. No significant adverse impacts are identified or anticipated and no mitigation measures are required.

b) **No Impact**. The PVCCSP EIR concluded that no specific scenic resources such as trees, rock outcroppings, or unique features exist within the PVCCSP boundaries, which includes the Project Site, and that the PVCCSP planning area is not located within a state scenic highway. Consistent with the findings in the PVCCSP EIR Initial Study, the Project Site is not located within the vicinity of scenic highways and no scenic resources are located at the Project Site. The nearest "Officially Designated" State Scenic Highway is Highway 243, located approximately 20 miles east of the Project area (Caltrans, 2019) (Caltrans, 2019). Therefore, implementation of the Project would not substantially degrade scenic resources within a state scenic highway. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

c) **Less Than Significant Impact.** The Project Site is currently vacant and is surrounded by vacant and residential land to the north, industrial uses to the south, vacant land that has been approved for light industrial development to the east, and vacant land to the west. The Project Site is located within the PVCCSP planning area, which provides industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The Proposed Project includes 10-foot to 14-foot high block walls to ensure the trucks and trailers are out of public view. Although the Project Site is currently designated as Business/Professional Office (BPO) and the Project applicant is requesting a Specific Plan Amendment to change the designation to Light Industrial (LI), the Proposed Project would comply with the PVCCSP Industrial Design Standards and Guidelines and be consistent with industrial uses in the immediate vicinity of the Project Site. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality. The impact of the Project would be less than significant and no mitigation measures are required.

d) **Less than Significant With Mitigation**. The Project would not generate a significant amount of light and glare when compared to the surrounding area which includes existing lighting from urban development including streetlights and industrial land uses. The design and placement of light fixtures for the Project would be subject to City of Perris approval. All exterior lighting shall be low pressure sodium fixtures fully shielded to ensure that there are no light emissions above the horizontal plane of each fixture. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

It should be noted that, to prevent conflicts with aircraft operations at MARB/IPA, all lighting and building materials installed as part of the Project would comply with the requirements outlined in PVCCSP EIR mitigation measures MM Haz 3 and MM Haz 5, which are incorporated into the Project. In summary, light fixtures are required to be hooded or shielded to prevent either the light spillover or reflection into the sky, and lights that direct a steady light or flashing light or cause sunlight to be reflected towards an aircraft during takeoff or final approach for landing are prohibited.

During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the adjacent residential property and motorists on Markham Street and Perris Boulevard, such security lights may result in glare to residents and motorists. However, this potential impact can be reduced to a less than significant level 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.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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 loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) **No Impact**. The Department of Conservation, California Important Farmland Finder, identifies the Project Site as "Farmland of Local Importance" (5/18/2022). As stated on the map legend, Farmland of Local Importance to the local agricultural economy is determined by each county's board of supervisors and a local advisory committee. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Important (Farmland) to a non-agricultural use. No impacts are identified or anticipated and no mitigation measures are required.

b) **No Impact.** The Project Site is not under a Williamson Act Contract as identified in the Riverside County: Map My County (accessed 5/18/2022). Additionally, the City of Perris's General Plan does not designate any of the land within the Project Site or in its immediate vicinity for future agricultural use. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

c) **No Impact.** The Project Site does not support existing agricultural uses and no agricultural uses occur within the Project's vicinity. Implementation of the Proposed Project would not result in the conversion of farmland to non-farmland use. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

d) **No Impact.** The Project Site does not support, nor is it near any forest land. Therefore, implementation of the Proposed Project would not convert forest land to non-forest use. No impacts are identified or anticipated and no mitigation measures are required.

e) **No Impact.** The Project Site does not support agricultural or forest land uses that would be lost as a result of the Proposed Project implementation. There are no such land uses in the vicinity. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

III. AIR QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation.	Less than Significant	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

a) **Less than Significant Impact.** The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered

by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (AQMP 2016) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories. Consistency with the AQMP 2016 for general development projects is determined by demonstrating compliance with local land use plans and/or employment projections.

The Project Site is located within the PVCCSP planning area. The proposed Project does include a request to change the current land use designation of the site from Business/Professional Office to Light Industrial. However, the Proposed Project would not result in a significant increase in population and employment since the Project Site is located within the Industrial designation portion of the PVCCSP planning area and would introduce a parking lot to support existing industrial uses in the planning area. The Perris GP EIR also considered urbanization of land, in general, will have a growth inducing impact and found that development consistent with the Perris GP reflects the logical, geographic expansion of development within western Riverside County. Thus, as the Project is substantially similar to other development within the PVCCSP planning area in the Project vicinity and is not inconsistent with the land uses assumed in their growth forecasts.

Therefore, the emissions associated with the Proposed Project would not result in a conflict or obstruction to the implementation of the AQMP. The emissions associated with the Proposed Project are within the amounts already accounted for in the AQMP and no significant inconsistency with the AQMP would occur. The impact would be less than significant and no mitigation measures are required.

b) **Less than Significant Impact.** The Proposed Project's construction and operational emissions have been estimated using the California Emissions Estimator Model (CalEEMod version 2022.1) as recommended by the SCAQMD for all general development projects within the South Coast Air Basin. The model output for Project emissions are included in Appendix A. The pollutants estimated include: reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO_2), and fugitive particulates (PM_{10} and $PM_{2.5}$). Two of the analyzed pollutants, ROG and NO_x, are ozone precursors. Both summer and winter season emission levels were estimated. This analysis was prepared in compliance with PVCCSP EIR mitigation measures MM Air 1 and MM Air 10.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, site grading (fine and mass grading), building construction, paving, and architectural coating. Construction is anticipated to begin in early 2023 and be completed in early 2024. The resulting

emissions generated by construction of the Proposed Project are shown in Table 1 and Table 2, which represent summer and winter construction emissions, respectively.

Table 1
Maximum Summer Construction Emissions
(Pounds per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2023	1.3	11.8	13.2	0.0	0.6	0.5
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2022.1 Summer Emissions.
Phases do not overlap and represent the highest concentration.

Table 2
Maximum Winter Construction Emissions
(Pounds per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2022	4.3	43.5	38.0	0.1	9.9	5.8
2023	4.0	39.8	36.7	0.1	9.7	5.8
2024	5.0	8.0	11.0	0.0	6.0	0.4
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2022.1 Winter Emissions.
Phases do not overlap and represent the highest concentration.

As shown in Table 1 and Table 2, construction emissions during either summer or winter seasonal conditions would not exceed the SCAQMD thresholds. Although the Proposed Project would not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM_{10} and $PM_{2.5}$) as well as the applicable mitigation measures from the PVCCSP EIR. The estimated emissions incorporate Rule 403 by default as required during construction.

Operational Emissions

The operational mobile emissions were calculated using CalEEMod with the vehicle trip generation estimates from the Traffic Study Scoping Agreement, dated October 28, 2022 prepared for the Proposed Project by Urban Crossroads. It was determined that the Proposed Project would generate approximately 378 total daily trips. The Proposed Project's long-term operational emissions have been calculated and are summarized below in Table 3 and Table 4.

Table 3
Summer Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile	0.0	0.1	0.1	0.0	0.0	0.0
Area	0.1	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Totals	**0.1**	**0.1**	**0.1**	**0.0**	**0.0**	**0.0**
SCAQMD Threshold	55	55	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2022.1 Summer Emissions.
Emissions represent the daily maximum emissions.

Table 4
Winter Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile	0.0	0.1	0.1	0.0	0.0	0.0
Area	0.1	-	-	-	-	-
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Totals	**0.1**	**0.1**	**0.1**	**0.0**	**0.0**	**0.0**
SCAQMD Threshold	55	55	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2022.1 Winter Emissions.
Emissions represent the daily maximum emissions.

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. The Proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Although the Project does not exceed SCQMD thresholds, the Project shall adhere to all applicable air quality mitigation measures identified in the PVCCSP EIR as presented below.

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 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.

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.

c) **Less than Significant Impact.** A Mobile Source Health Risk Assessment (HRA) dated January 30, 2023 by Urban Crossroads (see Appendix A-1) was completed for the Proposed Project and is summarized herein. The HRA was prepared in accordance with PVCCSP EIR mitigation measure MM Air 15. The HRA evaluates the potential health risk impacts to sensitive receptors (which are residents) and adjacent workers associated with the development of the proposed Project, more specifically, health risk impacts as a result of exposure to Toxic Air Contaminants (TACs) including diesel particulate matter (DPM) as a result of heavy-duty diesel trucks accessing the site. This section summarizes the significance criteria and Project health risks. By preparing the HRA and including it in this analysis, the Project has complied with PVCCSP EIR mitigation measure MM Air 15.

Construction Impacts

According to the HRA, the land use with the greatest potential exposure to Project construction-source DPM emissions is Location R2 which is located adjacent to the northeast of the Project Site at an existing residence (115 East Nance Street). The modeled receptor location was the private outdoor living areas (backyard) facing the Project Site. At this Maximally Exposed Individual Receptor (MEIR), the maximum incremental cancer risk attributable to Project construction-source DPM emissions is

estimated at 3.15 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for the adjacent R2 location. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity.

Operational Impacts

Residential Exposure Scenario:
The residential land use with the greatest potential exposure to Project operational-source DPM emissions is also Location R2 at 115 East Nance Street. The modeled receptor location was placed in the private outdoor living areas (backyard) facing the Project Site. At this MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 2.38 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because TACs generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, operation of the Project would not cause a significant human health or cancer risk to nearby residences.

Worker Exposure Scenario:
The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R4, which represents the potential worker receptor approximately 373 feet south of the Project Site. At the Maximally Exposed Individual Worker (MEIW), the maximum incremental cancer risk impact is 0.11 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project Site would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers.

School Child Exposure Scenario:
Proximity to sources of toxics is critical to determining the impact. In other traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet of the source and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on California Air Resources Board (CARB) and SCAQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately

1,000 feet from a distribution center. The 1,000-foot evaluation distance is supported by research-based findings concerning Toxic Air Contaminant (TAC) emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources.

A one-quarter-mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more robust than, and therefore provides a more health protective scenario for evaluation than, the 1,000-foot impact radius identified above.

There are no schools within ¼-mile of the Project Site. The nearest school is Rancho Verde High School, which is located approximately 5,340 feet northeast of the Project Site. Because there is no reasonable potential that TAC emissions would cause significant health impacts at distances of more than ¼-mile from the air pollution source, there would be no significant impacts that would occur to any schools in the vicinity of the Project Site.

The land use with the greatest potential increased cancer risk due to exposure to Project construction-source and operational-source DPM emissions is Location R2. At this location, the maximum incremental cancer risk attributable to Project construction and operational DPM source emissions is estimated at 4.31 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location Therefore, no significant adverse impacts are identified or are anticipated and no mitigation measures are required.

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

IV. BIOLOGICAL RESOURCES

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

a) **Less than Significant with Mitigation.** A General Biological Resources Assessment (BRA) dated January 30, 2023(see Appendix B) was prepared for the Proposed Project by Natural Resources Assessment, Inc. (NRAI) and is summarized herein. The assessment was completed under the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP requires an assessment of the Project Site for Narrow Endemic Plant Species, presence of burrowing

owl habitat, presence of Stephens Kangaroo Rat habitat, riverine and riparian habitats, and for vernal pools and fairy shrimp habitat. NRAI conducted a data search for information on plant and wildlife species known occurrences within the vicinity of the project. NRAI used the information to focus their survey efforts for the field assessments conducted on April 22, 2022 and October 24, 2022.

Plants

According to the NRAI, the Project Site supports only ruderal habitats. There is no suitable habitat for any of Narrow Endemic Plant Species and Criteria Area Plant species were detected during the field surveys. The Project Site did not include suitable habitat conditions for these species within the project boundaries. The Project Site has been recently disked and only remnants of ruderal plant vegetation was found Ruderal is comprised of a mix of mostly non-native and native weeds such as ripgut brome (*Bromus diandrus*), mouse barley (*Hordeum murinum*), slender wild oats (*Aveena barbata*), fiddeneck (*Amsinckia menziesii*) and stinknet (*Onicosiphon piluliferum*). There is a small stand of trees, consisting of Canary Island pine (*Pinus canariensis*.), oak tree (*Quercus* sp.), and Brazilian pepper tree (*Schinus terebinthifolia*). The plants identified within the Project Site boundary are not consider species identified as candidate, sensitive or special status species.

Wildlife

The Project Site has been disked on a regular basis. California ground squirrel (*Spermophilus beecheyi*) burrows observed during the survey were checked and no sign of Burrowing owl (*Athene cunicularia*) use (feathers, pellets, scat, small animal bones, whitewash) was seen (Photo 5 in Appendix B). There is no scrub cover or other native cover preferred by the small invertebrates foraged on by burrowing owl. There were no suitable burrows or other burrow-like structure that might be used by burrowing owls present on site.

No amphibian or reptile species were observed. There are no water sources that would be used by amphibians, and the relative lack of ground cover, rocks or shrub, as well as ongoing disking, makes the parcels unsuitable for most reptile species. Bird species seen or heard included northern mockingbird (*Mimus polyglottos*), common raven (*Corvus corax*) and house finch (*Haemorhous mexicanus).* Botta's gopher (*Thomomys bottae*) and California ground squirrel (*Spermophilus beecheyi*) burrows were observed. No other sign of native mammal species was observed.

At the time of the surveys, the Project Site had pine, oak and pepper trees and may provide some tree-nesting habitat. Because the adjacent properties on the north, east and west have the same habitat as the three parcels, impacts to nesting birds has already occurred and is ongoing. The parcel to the south is developed and has already impacted nesting birds. As such, possible significant adverse impacts have been identified or anticipated and mitigation measures are required as a condition of project approval to reduce these impacts to a less than significant level. The required mitigation measures are Mitigation Measure BR-1, which replaces PVCCSP EIR mitigation measure MM Bio 1

and Mitigation Measure BR-2, which replaces PVCCSP EIR mitigation measure MM Bio 2. The PVCCSP EIR mitigation measures have been replaced based on recent comments submitted to the City by the California Department of Fish and Wildlife (CDFW).

Mitigation Measure BR-1: Nesting Bird Survey:

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, a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits 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 onsite 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.

Mitigation Measure BR-2: Burrowing Owl Preconstruction Survey:

A pre-construction survey for resident burrowing owls shall be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities at the Project Site. The survey shall include the Project Site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall 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 of ground disturbance or vegetation clearance the observation shall be reported to the CDFW. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the preconstruction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity would be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.

If burrowing owl are detected, the CDFW shall be sent written notification within three days of detection of burrowing owls. If active nests are identified during the preconstruction survey, the nests shall be avoided and the qualified biologist and Project proponent shall coordinate with the City of Perris Planning Department, the United States Fish and Wildlife Service (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 CDFW prior to the start of Project activities. When the 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 construction activities have started, then construction activities shall be halted immediately. The Project proponent shall notify CDFW and USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.

b) **No Impact.** According to the BRA, the Project Site does not support riparian habitat or a sensitive natural community. The Project Site is not identified in any local plans, policies, and regulations of the CDFW or the U.S. Fish and Wildlife Service (USFWS). Development of the Project Site as proposed would not result in impacts to riparian vegetation or to a sensitive natural community because these resources do not occur on the Project Site. Therefore, no impacts are identified or anticipated and no mitigation measures, including PVCCSP EIR mitigation measures, are required.

c) **No Impact.** The field team preparing the BRA did not identify any wetlands. According to the BRA, there are no indicators of vernal pool development such as water stains,

cracked mud, shallow depressions, or similar areas where water would collect. Given the history of the Project Site, the currently highly disturbed surface and the original soil (unsuitable for pool formation), vernal pools are not present nor expected to occur in the future.

Constituent elements required for survival of the Riverside Fairy Shrimp per the U.S. Fish and Wildlife Service "include small to large pools or pool complexes that have the appropriate temperature, water chemistry, and length of time of inundation with water necessary for Riverside fairy shrimp incubation and reproduction, as well as dry periods necessary to provide the conditions to maintain a dormant and viable cyst bank."[1] The project proponent hired Dr. Christopher Rogers of the University of Kansas, an expert in the study of fairy shrimp, to evaluate the property and determine the potential for sensitive fairy shrimp species to be present. In Dr. Roger's professional judgement, no habitat for sensitive fairy shrimp species is present on site and there is no need for surveys.

Vernal pool fairy shrimp (*Branchinecta lynchi*) is found in grasslands in ponded areas such as vernal pools, cattle watering holes, basins, etc. Fairy shrimp are confined to temporary pools that fill in spring and evaporate by late spring to early summer. The project proponent hired Dr. Christopher Rogers of the University of Kansas, an expert in the study of fairy shrimp, to evaluate the property and determine the potential for sensitive fairy shrimp species to be present.

The Santa Rosa Plateau fairy shrimp (*Linderiella santarosae*) is known only from cool-water vernal pools found only on southern basalt flows.

The Project Applicant hired Dr. Christopher Rogers of the University of Kansas, an expert in the study of fairy shrimp, to evaluate the Project Site and determine the potential for sensitive fairy shrimp species to be present. In Dr. Roger's professional judgement, no habitat for sensitive fairy shrimp species is present on site and there is no need for surveys.

In addition, as stated in the BRA, no wetlands occur on the Project Site. There are no drainages or evidence of water flow. Therefore, no impacts are identified or anticipated and no mitigation measures, including PVCCSP EIR mitigation measures, are required.

d) **No Impact.** The Project Site has been previously disturbed. As stated in the BRA, it is not near or in the vicinity of an MSHCP Conservation Area. There will be no impacts to the Urban/Wildland Interface. The Project Site is located in an area with paved roads and residential and industrial development. These are existing uses in the area that currently interfere with movement of native resident or wildlife species or with established native resident or migratory wildlife corridors, if any. Therefore, the Proposed Project is not expected to substantially impede regional wildlife movement or impact wildlife corridors. Development of the Proposed Project would not result in additional significant

[1] https://www.govinfo.gov/content/pkg/FR-2004-04-27/pdf/04-9203.pdf#page=2

fragmentation to habitat. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

e,f) **Less than Significant Impact.** The Project Site is located within the MSHCP Plan Area but not within a MSHCP Conservation Area. The BRA was completed under the requirements of the MSHCP. The Project Site is within the boundaries of the Stephens kangaroo rat fee area. As a condition of approval, the Project Proponent would be required to pay the Stephens kangaroo rat fee. With payment of the fee, the Proposed Project would be consistent with the MSHCP and would not conflict with any local policies or ordinances protecting biological resources. No further focused surveys are warranted or recommended. Therefore, less than significant impacts are identified or anticipated and no mitigation measures are required.

V. CULTURAL RESOURCES

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

a) **No Impact.** A Phase I Cultural Resources Study was prepared for the Project Site dated November 4, 2022 by Brian F. Smith and Associates, Inc. (BFSA) (Appendix C). Findings of the Cultural Resources Study are summarized herein.

A search of various cultural resource listings (e.g. National Register of Historic Resources, California Register of Historical Resources, California Landmarks, California Points of Historical Interest, and/or locally listed resources) located at the University of California, Riverside, Eastern Information Center was completed by BFSA. The records search results also indicated that there has been a total of 62 cultural resource studies conducted within a one-and-a-half-mile radius of the project. The records search indicates that none of these cultural resources studies included the Project Site. However, Historic irrigation features and reservoir (RIV-8312) was recorded within the Project Site by Strudwick et al. in 2006. Another study, Tang et al. (2007), conducted by CRM Tech, consisted of a large overview of resources within the North Perris Industrial Specific Plan, which would later become the current PVCCSP. The study included a focused

survey, records search, literature review, and public outreach and does not include any specific information on the current Project Site.

According to BFSA, McKenna et al. conducted a Phase I Cultural Resources Study dated December 2, 2020 for the adjacent property to the east. This property review comprised a portion of Lot 6, Block 6 of the Riverside Tract. McKenna determined that this portion of the Riverside Tract should be included in RIV-8312 and was a circa 1914 to 1980s historic farm complex with an associated residence and water irrigation features. Further, McKenna states that portions of the property were subdivided and sold off by 1978, and the 1980 aerial photograph indicates that the features associated with the early development of the property were no longer extant. BFSA did not locate any additional features or artifacts that were associated with the historic development of RIV-8312.

BFSA conducted pedestrian surveys of the Project Site on April 8, 2022 and November 1, 2022. Aerial photographs, maps, and a compass permitted orientation and the location of project boundaries. The survey employed narrow 10-meter transects to ensure maximum lot coverage. All exposed ground was inspected for cultural materials. Ground visibility was somewhat limited due to vegetation obscuring approximately 50 percent of the ground surface.

Archival research into the Project Site did not reveal any additional information that would indicate that it is associated with any of the following to be included for listing in the CRHR as a historically significant resource:

1) Archival research did not reveal any events associated with the property that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2) Archival research did not reveal any association with lives of persons important in California's past;

3) The features are remnants of historic irrigation features that are in moderate condition. These features are common to the area and do not embody the distinctive characteristics of a type, period, region, or method of construction. Further, archival research did not reveal that the features are the work of an important creative individual and do not possess high artistic values; or

4) The presence of previously recorded historic irrigation features surrounding the property indicates that the resource is not likely to yield additional information important in prehistory or history of California.

The Proposed Project would impact the previously recorded cultural resource RIV- 8312, since the resource does not qualify as a significant historical resource, the development will not impact a significant historical resource. No additional cultural resources, either historic or prehistoric, were discovered during the survey. Furthermore, the lack of prehistoric sites is likely due to the absence of bedrock and dependable natural water

sources at this location. Therefore, no impact would occur and no mitigation measures are required or recommended.

b) **Less than Significant with Mitigation.** According to BFSA, the cultural resources study and records search data indicate that the potential to encounter buried artifacts of Native American origin at the site is low, given the lack of water and bedrock outcrops typically associated with Native American resources within and near the Project Site. Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a less than significant level. The required mitigation measure is Mitigation Measure CR-1, which replaces PVCCSP EIR mitigation measures MM Cultural 2 and MM Cultural 3.

Mitigation Measure CR-1: Archaeological Monitoring Program:

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

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

The project proponent/developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians for a Luiseño tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the project proponent/developer, and Native American Tribal Cultural Resources Department. The Luiseño tribal representative(s) shall be on-site during all ground-disturbing of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, etc. The Luiseño tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Luiseño representative(s) shall have the authority to halt, redirect,

or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going.

The agreement between the proponent/developer and the Luiseño tribe shall include, but not be limited to:

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- 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; and
- 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.

The project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

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 Native American artifacts are identified when Luiseño tribal representatives are not present, all reasonable measures will be taken to protect the resource(s) in situ and the City Planning Division and Luiseño tribal representative will be notified. The designated Luiseño tribal representative will be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and project 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 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.

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

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

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

c) **Less than Significant with Mitigation.** No human remains were encountered during BFSA's pedestrian survey. The discovery of human remains is always a possibility during ground-disturbing activities. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measure is Mitigation Measure CR-2, which replaces PVCCSP EIR mitigation measure MM Cultural 6:

Mitigation Measure CR-2:

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

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

will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).

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

VI. ENERGY

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

a) **Less than Significant Impact.**

Construction Energy Demands

Electricity

The Proposed Project would be serviced by Southern California Edison (SCE). The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the Proposed Project. Based on the 2017 National Construction Estimator, Richard Pray (2017), the typical power cost per 1,000 square feet of building construction per month is estimated to be $2.32. Construction duration is anticipated to be 5 months. Electricity would be required during construction for lighting and equipment. As shown in Table 5, the total

power cost of the on-site electricity usage during construction of the Proposed Project is estimated to be approximately $2,361.92.

Table 5
Construction Electricity Cost

Land Use	Power Cost (per 1000 SF of construction per month)[1]	Size (in 1000 SF)	Construction Duration (months)	Construction Power Cost
Warehouse Buildings	$2.32	0.712	1	$1.65
Impervious	$2.32	327.443	3	$2,279.00
Landscape/Open Space	$2.32	35.031	1	$81.27
Total		**363.18**	**5**	$2,361.92

1) Pray, Richard. 2017 National Construction Estimator. Carlsbad, Craftsman Book Company, 2017.

Fuel

During construction of the Proposed Project, transportation energy consumption is dependent on the type of vehicles used, number of vehicle trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Temporary transportation fuel use such as gasoline and diesel during construction would result from the use of delivery vehicles and trucks, construction equipment, and construction employee vehicles. Additionally, most construction equipment during grading would be powered by gas or diesel. Based on output from CalEEMod v. 2022.1 the Proposed Project construction activities would consume an estimated 34,375.17 gallons of diesel fuel for operation of heavy-duty equipment. Tables 6 and 7 show the modeled fuel consumption for all construction activities.

Table 6
Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Total Fuel Consumption (gal diesel fuel)[1]
Site Preparation	10	Rubber Tire Dozer	3	8	367	0.4	1763.77
	10	Tractor/Loader/Backhoes	4	8	84	.37	584.80
Grading	20	Graders	1	8	148	0.41	513.60
	20	Excavators	1	8	36	0.38	115.79
	20	Rubber Tired Dozer	1	8	367	0.4	1242.52
	20	Tractors/Loaders/Backhoes	3	8	84	.37	877.20
Building Construction	230	Cranes	1	7	367	0.29	9064.54
	230	Forklifts	3	8	82	0.2	5323.05
	230	Generator Sets	1	8	14	0.74	1120.87
	230	Tractors/Loaders/Backhoes	3	7	84	0.37	8826.84
	230	Welder	1	8	46	0.45	2239.57
Paving	20	Pavers	2	8	81	0.42	575.89
	20	Paving Equipment	2	8	89	0.36	542.37

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Total Fuel Consumption (gal diesel fuel)[1]
	20	Rollers	2	8	36	0.38	257.40
Architectural Coating	20		1	6	78	0.48	125.31
						Total Fuel Used	**33,273.53**

Source: CalEEMod 2022.1 output based construction schedule

Table 7
Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Fuel Used (gallons)	Estimated Fuel Consumption (gallons)
Site Preparation Phase	10	17.5	14.7	10.7	107.2
Grading	20	15	14.7	9.2	183.8
Building Construction	230	170	14.7	0.3	2,394.75
Paving	20	8	14.7	9.2	98.0
Architectural Coating	20	34	14.7	20.8	416.5
Total Construction Worker Fuel Consumption					3,200.25

Source: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022.1 defaults.

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

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

As shown in Table 7, all construction worker trips are from light duty autos; it is estimated 3,200.25 gallons of fuel would be consumed. Construction worker and vendor fuel consumption are based on CalEEMod's default data for vehicles miles traveled (VMT). Construction would represent a "single-event" diesel and gasoline fuel demand and would not require continuous or permanent commitment of these fuel resources. Impacts related to transportation energy use during construction would be temporary and would not require the use of additional use of energy supplies or the construction of new infrastructure.

Operational Energy Demands

Electricity

Southern California Edison (SCE) currently provides electrical service to the project area. The demand for electricity associated with the Proposed Project would be for operation of the 718-sf security guard office and on-site lighting. In 2021, the Industry sector of the Southern California Edison planning area consumed 12,717.05 GWh of electricity.[2] Based on the CalEEMod emission output tables for the Proposed Project, the estimated electricity demand is 0.006871 GWH (see Attachment A). The Proposed Project's estimated annual electricity consumption compared to the 2021 annual electricity consumption of the overall Industry Sector in the SCE Planning Area would account for approximately 0.0000401 percent of total electricity consumption. The existing SCE electrical facilities have the capacity to meet this increased demand. Total electricity demand in SCE's service area is estimated to increase by approximately 12,000 GWh between the years 2015 and 2026. The increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for SCE's Industry sector demand and SCE's estimated increase in demand between 2015 and 2026. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Natural Gas

The Project Site would be serviced by Southern California Gas Company (SoCalGas). The Project Site is currently vacant and has no demand for natural gas. Consequently, development of the Proposed Project would create a permanent increase in demand for natural gas. According to the California Energy Commission, the natural gas consumption of the SoCalGas planning area industry sector was 1,649.55 therms in 2021.[3] The estimated natural gas demand for the proposed project is 308.38 therms per year;[4] it would represent an insignificant percentage to the overall demand in SoCalGas's service area. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Fuel

During operations of the Proposed Project, fuel consumption would result from customer visits, trips by maintenance staff, employee vehicle trips and delivery trucks. As shown on Table 8, the Proposed Project would result in an estimated 189,746.48 gallons[5] of fuel consumption per year based on 2,056,607.0 miles driven.

[2] https://ecdms.energy.ca.gov/Default.aspx. Accessed August 2022.
[3] California Energy Commission. California Energy Consumption Database.
[4] Per CalEEMod outputs..
[5] CalEEMod output based on trips generated; represents modeled estimation, not actual consumption.

Table 8
Estimated Vehicle Operations Fuel Consumption

Operational Trips			
Land Use	**Annual Miles**	**MPG**	**Total Gallons (50%)**
General Light	2056607.0	24	42,845.98
Other Non-Asphalt Surfaces	0.0	24	0.00
Parking Lot	0.0	24	0.00
		Total	42,845.98
Land Use	**Annual Miles**	**MPG**	**Total Gallons (50%)**
General Light	2056607.0	7	146,900.50
Other Non-Asphalt Surfaces	0.0	7	0.00
Parking Lot	0.0	7	0.00
		Total	146,900.50
		Grand Total	**189,746.48**

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

As a worst-case analysis, half the miles were modeled with an automobile fuel efficiency of 24 miles per gallon and half were modeled at 7 miles per gallon.[6] As shown in response to Section XVII: Traffic, question b of this Initial Study, trip generation and VMT generated by the Proposed Project were considered insignificant because the Project meets Local-Serving Land Use, Low VMT Area, and Net Daily Trips less than 500 average daily trips (ADT) screening criteria. The Proposed Project does not include uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT or associated wasteful vehicle energy consumption. It is not expected to result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Furthermore, mitigation measures identified in Section III, Air Quality, also serve to reduce energy and fuel consumption. Specifically, PVCCSP EIR mitigation measures MM Air 11 and MM Air 12 would 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. Therefore, the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of fuel resources used for transportation.

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

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

b) **Less than Significant Impact.** Project design and operation would comply with the City of Perris Climate Action Plan and the State Building Energy Efficiency Standards related to appliance efficiency regulations, and green building standards. Architectural design plans would be reviewed and approved by the City prior to issuance of occupancy permits. Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur.

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

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a)

i. **Less Than Significant Impact.** According to the Safety Element of the General Plan, Perris Valley lies between the San Jacinto Fault and the Elsinore Fault, within the Perris Block. Ground surface rupture is not identified in the General Plan as a seismic hazard. As shown on Exhibit S-2: "Earthquake and Fault Zones" of the General Plan Safety Element, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. The potential for on-site ground rupture cannot be entirely discounted, however the likelihood of such an occurrence is considered low due to the absence of known faults within the Project Site. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

ii. **Less Than Significant Impact.** The Project Site occurs within a seismically active region; however no major faults are located in the City of Perris. The nearest identified seismic and geologic hazards to the Project Site include the San Jacinto Fault which is located approximately 8.5 miles northeast and Elsinore Fault is located approximately 14.0 miles southwest of the Project Site.

Active faults of most concern to the planning area are the San Andreas, San Jacinto, Cucamonga, and Elsinore Faults which may create hazard of seismic shaking and ground rupture for the area. The Project Site occurs within an area of high seismicity and during the Project's life, moderate to strong seismic ground shaking may occur. Construction of all structures would be required to comply with requirements of the Uniform Building Code to ensure that potential impacts from seismic events are reduced to the extent possible. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

iii. **Less Than Significant Impact.** Liquefaction is a phenomenon in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength and exhibit fluid-like flow behaviors due to seismic-related ground failure. According to Exhibit S-3 – Liquefication Hazard of the General Plan Safety Element, the Project Site occurs in a "Very High" susceptible area; however, the development of the Proposed Project does not include buildings other than the single-story, 700 square-foot guard shack. The design of the structure would be in conformance with current Building Code provisions for earthquake design is expected to provide mitigation of ground shaking hazards that are typical to southern California. Furthermore, development of the Project Site will be required to be in accordance with the applicable construction requirements of the City of Perris. Therefore, less than significant impacts are identified or anticipated. The following PVCCSP EIR mitigation measure is applicable to the Proposed Project:

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.

iv. **No Impact.** The Project Site is not located within an area susceptible to landslides as shown Exhibit S-4: Slope Instability of the General Plan. The Project Site and immediate vicinity are relatively flat with no prominent geologic features. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

b) **Less than Significant Impact.** During the development of the Project Site, which would include disturbance of approximately 8.3-acres, project-related dust may be generated due to the operation of construction equipment on-site or due to high winds. Additionally, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs is anticipated to ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. No significant adverse impacts are identified or are anticipated and no mitigation measures are required.

c) **Less than Significant Impact.** A site visit performed by Lilburn Corporation in May 2022 found the Project Site to be relatively flat with no prominent geologic features occurring on or within the vicinity of the Project Site. The Project Site is not located within an area susceptible to landslides as shown Exhibit S-4: Slope Instability of the General Plan Safety Element. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

d) **Less than Significant Impact.** Expansive soils (shrink-swell) are fine grained clay soils generally found in historical floodplains and lakes. Expansive soils are subject to swelling and shrinkage in relation to the amount of moisture present in the soil. According to the United States Department of Agriculture (USDA): Web Survey, the Project Site consist of Domino silt loam, saline-alkali (accessed 6/01/2022). The USDA states that Domino silt loam, saline-alkali is characterized as moderately well drained, slow runoff, and slow permeability. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

e) **No Impact.** The guard shack will include two restrooms and the building will be connected to the Eastern Municipal Water District's sewer collection and treatment system. No septic tanks or alternative wastewater disposal are proposed. No impacts are identified or are anticipated and no mitigation measures are required.

f) **Less Than Significant with Mitigation.** A Paleontological Assessment dated November 4, 2022 was completed for the Proposed Project by BFSA Environmental Services (Appendix C-1) and is summarized herein. Paleontological resources are the remains of prehistoric life that have been preserved in geologic strata. These remains are called fossils and include bones, shells, teeth, and plant remains (including their impressions, casts, and molds) in the sedimentary matrix, as well as trace fossils such as footprints and burrows. Fossils are considered older than 5,000 years of age, but may include younger remains (subfossils), for example, when viewed in the context of local extinction of the organism or habitat. Fossils are considered a nonrenewable resource under state and local guidelines.
According to Exhibit CN-7 of the General Plan Conservation Element, the Project Site is located in Area 4: Low to High Sensitivity boundary. The General Plan states that Low to High Sensitivity areas contain young Quaternary alluvium, which has low potential to contain significant fossil resources, overlying older Pleistocene valley deposits.

Research has confirmed the existence of potentially fossiliferous Pleistocene alluvial fan deposits mapped as underlying the Project Site, and the occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene older alluvial fan sediments across the Inland Empire and western Riverside County has been documented. The "High" paleontological sensitivity typically assigned to Pleistocene alluvial fan sediments for yielding paleontological resources supports the recommendation that paleontological monitoring be required for any Project-related excavations that exceed five (5) feet below the pre-grade surface or in undisturbed Pleistocene alluvial fan sediments in order to mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources.

The City of Perris has developed Mitigation Measure GS-1, a standard mitigation measure to manage unanticipated discoveries of paleontological resources. Mitigation Measure GS-1 replaces PVCCSP EIR mitigation measure MM Cultural 5. Implementation of Mitigation Measure GS-1 would reduce potential impacts to unanticipated discoveries of paleontological resources to less than significant levels.

Mitigation Measure GS-1:

Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any Project-related excavations that exceed five (5) feet below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or within the off-site Project improvement areas until the paleontologist has been approved by the City.

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

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

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

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.	☐	☐	☒	☐

a) **Less than Significant Impact.** Emissions were estimated using CalEEMod version 2022.1 with construction anticipated to begin in late 2022 and be completed in early 2024. The CalEEMod defaults were used for other parameters which are used to estimate construction emissions, such as the worker and vendor trips and trip lengths. The operational mobile emissions were calculated using CalEEMod with the vehicle trip generation estimates from the Traffic Study Scoping Agreement, dated August 1, 2022, prepared for the Proposed Project by Urban Crossroads. It was determined that the Proposed Project will generate approximately 284 total daily trips.

Many gases make up the group of pollutants which contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO_2), Methane (CH_4), and Nitrous oxide (N_2O).

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 the CARB published draft thresholds in 2008, they were never adopted, and the 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 screening level threshold of 10,000 metric tons of carbon dioxide equivalents ($MTCO_2e$) per year for industrial uses 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 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 $MTCO_2e$/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed-use projects (3,000 $MTCO_2e$/year). Under option 2 a single numerical screening threshold of 3,000 $MTCO_2e$/year would be used for all non-industrial projects. If

the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 $MTCO_2e$ per service population for project level analyses and 6.6 $MTCO_2e$ per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 $MTCO_2e$ per service population for project level analyses and 4.1 $MTCO_2e$ per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

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.

The City of Perris does not have an adopted threshold of significance for GHG emissions. Under CEQA, the City has discretion to select an appropriate significance criterion, based on substantial evidence. In the case, the City of Perris has selected the SCAQMD's adopted numerical threshold of 10,000 $MTCO_2e$/year for industrial stationary source emissions as the significance criterion. The SCAQMD-adopted industrial threshold is selected by the City because the proposed Project is more analogous to an industrial use than any other land use such as commercial or residential in terms of its expected operating characteristics. Also, 10,000 $MTCO_2e$/year has been used as the significance threshold by many local government lead agencies for logistics projects throughout the South Coast Air Basin since the SCAQMD adopted this threshold for its own use. Further, to ensure that the threshold is conservative in its application, although the SCAQMD uses their adopted 10,000 $MTCO_2e$/year threshold to determine the significance of stationary source emissions for industrial projects, the 10,000 $MTCO_2e$/year threshold used in this CEQA document is applied to all sources of Project-related GHG emissions whether stationary source, mobile source, area source, or other.

Use of this threshold is also consistent with guidance provided in the CAPCOA CEQA and Climate Change handbook; as such, the City has opted to use a non-zero threshold approach based on Approach 2 of the handbook. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90% of emissions from future development. The latest threshold developed by the SCAQMD using this method is 10,000 $MTCO_2e$/year based on the review of 711 CEQA projects.

The modeled emissions anticipated from the Project compared to the 10,000 $MTCO_2e$/year are shown below in Table 9 and Table 10.

Table 9
Greenhouse Gas Construction Emissions
(Metric Tons per Year)

Source/Phase	CO_2	CH_4	N_20	R[1]
2022	3.6	0.0	0.0	0.0
2023	303	0.1	0.0	0.0
2024	16.8	0.0	0.0	0.0
Total ($MTCO_2e$)	**324.4**			
Construction Amortized 30 Years	**10.8**			

Source: CalEEMod.2022.1 Annual Emissions.
1) Common refrigerant GHGs used in air conditioning and refrigeration equipment.

Table 10
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source/Phase	CO_2	CH_4	N_20	R[1]
Mobile	20.7	0.0	0.0	0.0
Area	0.0	0.0	0.0	-
Energy	2.7	0.0	0.0	-
Water	11.4	0.3	0.0	-
Waste	3.7	0.4	0.0	-
Refrigeration	-	-	-	0.0
Construction Amortized 30 Years	10.8			
Total ($MTCO_2e$)	**57.0**			
SCAQMD Threshold	**10,000**			
Significant	**No**			

Source: CalEEMod.2022.1 Annual Emissions.
Common refrigerant GHGs used in air conditioning and refrigeration equipment.

As shown in Table 9 and Table 10, the Project's annual emissions would not exceed the 10,000 $MTCO_2e$ threshold of significance. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

b) **Less than Significant Impact.** The City Perris adopted its Climate Action Plan in 2016. The Climate Action Plan was developed to address global climate change through the reduction of harmful greenhouse gas. The CAP utilizes Western Riverside County Council of Government's (WRCOG) analysis of existing GHG reduction programs and policies that have already been implemented in the sub-region and of applicable best practices from other regions to assist in meeting the 2020 sub-regional reduction target. CAP measures represent the City's actions to achieve the GHG reduction targets of AB 32 for target year 2020. CAP measures include the following:

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

Scoping Plan by the CARB identifies strategies to reduce California's GHG emissions in support of AB 32 which requires the State to reduce its GHG emissions to 1990 levels by 2020. The Proposed Project is consistent with Assembly Bill 32 (AB 32) and Senate Bill (SB) 32. Additionally, the project design incorporates standards of Title 24 to lower GHG emissions. With adherence to the CAP, Greenhouse Gas Reduction Measures, construction and operation of the Project will not conflict with any applicable plan, local or regional greenhouse gas plans. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a/b) **Less Than Significant Impact.** The Project Site is located in an area that has been historically undeveloped vacant land and/or in agricultural use. The Project Site was historically undeveloped from at least 1901 until early 1980's and was historically used for agricultural purposes. There is a moderate chance that elevated concentrations of pesticides could be present in shallow soils but is not expected to be significant enough to not allow the proposed use of the site. During the survey for a Phase I Environmental Site Assessment conducted for the site owner (Phase I Environmental Site Assessment, Hazard Management Consulting, Inc., December 26, 2022) there were no Recognized Environmental Conditions (RECs) found associated with the Project Site that would impact development of the Proposed Project. Two concrete features were noted with pipes emanating from them. One of the structures included what appeared to be a manway. There was no record of these features at the building department and the previous owners did not know what they were. The Phase I ESA authors noted that similar features had been noted at former agricultural properties and could be associated with a water well and water tank.

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

The storage of trucks and trailers would not create a significant hazard to the public or the environment due to the use of hazardous materials. However, some containers may include potentially hazardous items such as petroleum-based products. These products would be in small, pre-packaged containers for retail purposes. As product quantities would be small (packaged for retail) no special hazardous materials placarding is required for transportation or for the storage of the containers. Additionally, all materials required during construction would be kept in compliance with State and local regulations and will comply with Best Management Practices. Post-construction activities would also include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the

environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. With implementation of Best Management Practices (BMPs) and compliance with all applicable regulations, potential impacts from the use of hazardous materials is considered less than significant and no mitigation measures are required.

c) **Less Than Significant Impact.** The nearest school to the Project Site is Rancho Verde High School, approximately one mile northeast of the Project Site. The Proposed truck and trailer storage facility would not require the routine transport or use of hazardous materials. No schools exist within a quarter-mile of the Project Site. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required. Because the Project Site is not located within one-quarter mile of Val Verde High School or any other existing or proposed school, PVCCSP EIR mitigation measures MM Haz 1 and MM Haz 7 are not applicable to the Proposed Project.

d) **Less Than Significant Impact.** The Project Site is not included on a list of hazardous material sites as compiled pursuant to Government Code Section 65962.5 and reported in the Department of Toxic Substances Control EnviroStor database (accessed 7/10/2022). In the event that hazardous materials are identified on the Project Site during construction, standard reporting and remediation regulations would apply. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

e) **Less Than Significant Impact.** The Project Site is located approximately 1.5 miles southeast of March Air Reserve Base/Inland Port Airport (MARB/IPA). As demonstrated by the Riverside County GIS Map, the Project Site is within the March Air Reserve Base Airport Influence Area, outside of the Airport's Accident Potential Zones (APZs) and within the Airport Compatibility Zone D. The 2010 MARB/IPA Joint Land Use Study states that noise and overflight factors associated with Airport Compatibility Zone D are considered moderate to low. The majority of Airport Compatibility Zone D is within 55 Community Noise Equivalent Level (CNEL) contour. Safety and Airspace Protection factors associated with Airport Compatibility Zone D are considered low. Risk concerns are primarily associated with uses that have very high intensity activities within APZs. As the Project site is located outside of APZs, the MARB/IPA AICUZ exempts density restrictions for "automobile parking", as noted in Appendix A of the 2018 MARB/IPA AICUZ. The Proposed Project is required to comply with the following PVCCSP EIR mitigation measures. Compliance with these measures would ensure that potential Project impacts would be less than significant and would not result in a safety hazard or excessive noise for people residing or working in the project area because the Project Site is in an airport land use plan.

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:

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

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

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

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

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

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

f) **No Impact.** The Project Site does not contain any emergency facilities and does not occur adjacent to an emergency evacuation route. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City of Perris. Project operations would not interfere with an adopted emergency response or evacuation plan. The driveway at Markham Street would be maintained for ingress/egress at all times. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

g) **No Impact.** As shown in Exhibit S-16 – Wildfire Constraint Areas of the City of Perris' General Plan, the Project Site is not identified in an area of wildland fire risks. The Project Site occurs with no wildlands are located on or adjacent to the Project Site. The Proposed Project would not expose people or structures to significant risk or loss, injury, or death involving wildland fires. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede substantial groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or substantial groundwater management plan?	☐	☐	☐	☒

a) **Less than Significant with Mitigation.** The Proposed Project would disturb an approximate 8.3-acre site and therefore would be subject to the NPDES permit requirements. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activities that causes the disturbance of 1 acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement an SWPPP. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters during construction and include but are not limited to street sweeping of paved roads around the Project Site during construction, and the use of hay bales or sand bags to control erosion during the rainy season. BMPs may also include or require:

- The contractor to avoid applying materials during periods of rainfall and protect freshly applied materials from runoff until dry.
- All waste to be disposed of in accordance with local, state and federal regulations. The contractor to contract with a local waste hauler or ensure that waste containers are emptied weekly. Waste containers cannot be washed out on-site.
- All equipment and vehicles to be serviced off-site.

The NPDES also requires a WQMP which will be subject to review and approval by the City. A Preliminary WQMP dated December 2, 2022 was prepared by Joseph E. Bonadiman & Associates, Inc. for the Project Site (Appendix D). Findings of the report are discussed herein. The WQMP includes mandatory compliance of BMPs as well as compliance with NPDES Permit requirements. Review and approval of the WQMP by the City of Perris would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. To ensure potential impacts are reduced to less than significant levels, the following mitigation measure shall be implemented:

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

b) **Less Than Significant Impact.** Development of the Proposed Project would result in new impervious surfaces on-site. However, the Preliminary WQMP prepared for the

Proposed Project includes two (2) bioretention basins with a combined retention volume of 15,376 cubic-feet (CF), (one at 5,255 CF and one at 10,121 CF) which are located in the northern portion of the Project Site. Upon the City's approval of a Final WQMP, which may change the sizes of the basins, direct infiltration of runoff from impervious surfaces would be captured and would allow for treatment and groundwater recharge. There are no groundwater recharge facilities in the vicinity of the Project Site.

The Project Site is located within the service area of the Eastern Municipal Water District (EMWD) for water, sewer, and wastewater treatment. As stated in the 2020 Eastern Municipal Water District Urban Water Management Plan (UWMP), the EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The EMWD has a diverse portfolio of local and imported supplies. Local supplies include recycled water, potable groundwater, and desalinated groundwater. The EMWD is a leader in recycled water and generally uses 100 percent of its recycled water to irrigate landscape and agricultural fields and provide water for industrial customers. The EMWD has groundwater wells in two groundwater management areas and works with other stakeholders to protect the quality and integrity of the groundwater basins. The EMWD receives imported water from the Metropolitan Water District of Southern California (Metropolitan). About half of the water used in the EMWD's service area is imported by Metropolitan.[7]

According to the UWMP, during a multiple dry-year period, the EMWD's total water supply is projected to be 175,800 acre-feet (AF) by 2045, while the total water demand is projected to be 175,800 AF in the same year, resulting in neither surplus nor deficit. Therefore, the EMWD's supplies are sufficient to meet demand within the district's service area. According to Table 4-3: DWR 4-2R Projected Demands for Potable and Raw Water of the UWMP, the 2045 Commercial land use demand for water is anticipated to be approximately 7,600 acre-feet/year (AFY) and 700 AFY for Industrial land use. With the approval of the Specific Plan Amendment, the Project Site's land use designation would change from Professional Office to Light Industrial resulting in a change from a higher water demand land use to a lower water demand land use. Therefore, the Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede substantial groundwater management of the basin. Impacts would be less than significant and no mitigation measures are required.

c)

i) **Less than Significant Impact.** As stated in Section VII(b), during development of the Project Site, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction

[7] 2020 Urban Water Management Plan, Eastern Municipal Water District. Page E-2

General Permit requires the development and implementation of an SWPPP. The SWPPP must list BMPs to avoid and minimize soil erosion. Adherence to BMPs is anticipated to ensure that the Proposed Project does not result in substantial erosion or siltation on- or off-site. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

ii, iii) **Less than Significant Impact.** According to the PVCCSP, the existing Perris Valley Master Drainage Plan (PVMDP) proposes a series of concrete lined trapezoidal channels to convey run-off from the area. At the time the Master Drainage Plan (MDP) was prepared, the drainage concept as presented was feasible because most of the area was agricultural land and relatively inexpensive. Due to development in the area and the increased land values, open channels were no longer the best option and it has become more economically feasible to place the backbone drainage facilities underground in the existing roadways.

The Project is designed to direct storm water runoff from impervious surfaces so that they would be captured, treated, and retained prior to discharge. As described in the Preliminary Water Quality Management Plan prepared for the Project, post-development flows will be conveyed to two (2) bioretention basins with a combined retention volume of 15,376 CF. The basins would be located within western and eastern portions of the Project Site. Any overflow during major storm events would flow south to Markham Street to maintain existing drainage flow patterns. As such, runoff from impervious surfaces from the north of Project Site will flow south where it would be captured and allow for groundwater recharge. The Project Site is not in the vicinity of any groundwater recharge facilities and the Proposed Project does not include groundwater wells that would impact the production rate of any nearby existing wells. The Proposed Project is not expected to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. With adherence to the WQMP, the Proposed Project is not anticipated to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. No significant adverse impacts are identified or are anticipated and no mitigation measures are required.

iv) **Less than Significant Impact.** As shown in the WQMP, the pre-development conditions drainage in the area generally flows to the west. Under post-development conditions, flows from the site will be directed to two (2) bioretention basins that will be sized for water quality purposes. Surface flow from a 100-year storm event will be captured within the proposed infiltration trench; any flows from larger storm events would flow to Markham Street to maintain the existing drainage pattern. Therefore, no increase in flows would result with implementation of the Proposed Project. No significant adverse impacts are identified or are anticipated and no mitigation measures are required.

d) **Less Than Significant Impact**. The southeastern portion of the Project Site is within the 500-year floodplain as identified in Figure S-3 – FEMA Flood Hazard Zones of the General Plan Safety Element. In addition, Exhibit S-15 of the City of Perris General Plan Safety Element shows that the Project Site is located within the maximum dam inundation zone of 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. 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, the DWR completed a major retrofit to Perris Dam in Riverside County as part of a statewide effort to reduce seismic risks to dams. The dam upgrades were designed to withstand a magnitude 7.5 earthquake. Therefore, the dam upgrades would reduce potential hazards by the Project Site being located within a dam inundation zone.

As such, the Proposed Project does not include development of residential use. The Proposed Project includes the development of a truck and passenger car parking lot, landscaping and bioretention system that will meet water quality and hydrology requirements standards of the City of Perris as conditions of approval. Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards at the site. Therefore, no impacts from seiche and tsunami are identified or anticipated and no mitigation measures are required.

e) **No Impact.** The Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. All necessary drainage improvements both on- and off- site will be required as conditions of approval for the construction of the Proposed Project so that downstream properties are not negatively impacted by any increases or changes in volume, velocity, or direction of storm water flows originating from or altered by the Project Site. According to the Preliminary WQMP, with the implementation of the bioretention basins, on-site water runoff and volume from the Project Site is anticipated to be equal to or less than pre-development conditions. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

XI. LAND USE AND PLANNING

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

a) **No Impact.** According to the City of Perris's General Plan Land Use Map, the Project Site is within the PVCCSP planning area. The Perris Valley Commerce Center Specific Plan area and its surroundings are in transition from land use as an undeveloped agricultural area to a modern-day commerce center providing for the needs of an ever-expanding regional market. Construction and operation of a truck and trailer storage facility to include a 718-square-foot single-story guard shack, 205 14-foot by 53-foot trailer stalls, ten electric vehicle tuck stalls, three passenger car parking spaces, one handicap accessible parking space, and sidewalks on an 8.3-acre property lot would be an actable use within the PVCCSP planning area. The Proposed Project would not physically divide an established community. Therefore, no impact would occur and no mitigation measures are required.

b) **Less Than Significant Impact.** The Proposed Project is a Specific Plan Amendment, a Parcel Merger and Conditional Use Permit (CUP) for construction and operation of a truck and trailer storage facility to include a 718-square-foot single-story guard shack, 205 14-foot by 53-foot trailer stalls, ten electric vehicle tuck stalls, three passenger car parking spaces, one handicap accessible parking space, and sidewalks on a 8.3-acre property lot. Approval of the Specific Plan Amendment would change the land use designation from Business Professional Office (BPO) to Light Industrial (LI). Currently, the surrounding designated land uses include Business Professional Office (non-conforming residence) to the north, Light Industrial (warehouse) to the east, Light Industrial (warehouse) to the south, and Light Industrial (warehouse) to the west.

According to the Perris Valley Commerce Center Specific Plan, BPO provides for uses associated with business, professional or administrative services located in areas of high visibility from major roadways with convenient access for automobiles and public transit service. Small-scale warehousing and light manufacturing are also allowed. BPO land use combines the General Plan Land Use designations of Business Park and Professional Office. LI provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. LI land use correlates with the "General Industrial" General Plan Land Use designation.

The Proposed Project would be consistent with the following Policies identified within the City's General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect:

Policy No.	Policy	Project Consistency
Land Use Element		
II.A	Require new development to pay its full, fair-share of infrastructure costs	Yes, as required by City Ordinance No. 1182, the Project Proponent shall pay applicable development fees to mitigate the cost of public facilities that support new development.

Policy No.	Policy	Project Consistency
II.B	Require new development to include school facilities or pay school impact fees, where appropriate	Yes, as the Project Proponent shall pay applicable school facilities as required by local and state laws.
III.A	Accommodate diversity in the local Economy	Yes, the Proposed project provides truck and trailer parking service to local businesses.
V.A	Restrict development in areas at risk of damage due to disasters	Yes, Project Site has been analyzed and mitigation measures identified in this Initial Study reduces risk to all foreseeable disasters.
Circulation Element		
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.	Yes, the Proposed Project has been designed to City standards and reviewed by City Traffic Engineer.
III.A	Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	Yes, the Proposed Project has been designed to City standards and reviewed by City Traffic Engineer.
V.A	Provide for safe movement of goods along the street and highway system,	Yes, the Proposed Project has been designed to City standards and reviewed by City Traffic Engineer.
VII.A	Implement the Transportation System in a manner consistent with federal, State, and local environmental quality standards and regulations.	Yes, the Proposed Project has been designed to City standards and reviewed by City Traffic Engineer.
Conservation Element		
II.A	Comply with state and federal regulations to ensure protection and preservation of significant biological resources	Yes, adherence to Biological Mitigation Measures within this Initial Study will ensure minimal impacts to preservation of significant biological resources.
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.	Yes, a General Biological Assessment was conducted the Project Site, which include mitigation requirements of the MSHCP.

Policy No.	Policy	Project Consistency
IV.A	Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	Yes, a Phase I Cultural Resources Survey and a Paleontological Assessment were conducted for the Project Site. Mitigation Measures identified within the Cultural Resources and Geology and Soils sections of this Initial Study ensure less than impacts to historical, archaeological and paleontological resources.
V.A	Coordinate land-planning efforts with local water purveyors	Yes, in November 2022, the Project Applicant submitted applications to the EMWD for both water and sewer service.
VI.A	Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	Yes, the Proposed Project was designed to meet NPDES standards.
VII.A	Preserve significant hillsides and rock outcroppings in the planning areas.	There are no hillsides and rock cropping within Project Site boundaries.
VIII.B	Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	Yes, the Project will adhere to City waste management standards.
Environmental Justice Element		
3.1	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.	Yes, the Project has been analyzed and mitigation measures identified in this Initial Study reduces risk of impacts to nearby sensitive receptors .
	Support identification, clean-up and remediation of local toxic sites through the development review process.	Yes, Phase I Environmental Site Assessment found that there were no Recognized Environmental Conditions (RECs) associated with the Project Site that would impact development of the Proposed Project
	As part of the development review process, require conditions that promote	This policy is not applicable to the proposed truck terminal Project.

Policy No.	Policy	Project Consistency
	Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. 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."	
Noise Element		
I.A	The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.	Yes, a Noise Impact Analysis was completed for the Proposed Project.
V.A	New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	Yes, a Noise Impact Analysis was completed for the Proposed Project. Mitigation measures are identified within the Noise section of this Initial Study.
Safety Element		
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.	Yes, the Proposed Project does not require any improvements to the adjacent roadways and has been designed to City standards and reviewed by City Traffic Engineer.
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.	Yes, the Proposed Project would connect to the existing infrastructure surrounding the Project Site.
S-2.3	Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.	Yes, the Project Site is located within the urbanized area of the City and will have direct access to Markham Street.
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.	Yes, the proposed truck terminal Project only requires one point of access.
S-3.1	Develop an all-hazards-oriented public awareness effort that identifies relevant	Yes, the Proposed Project has been designed to City standards and

Policy No.	Policy	Project Consistency
	information for residents and businesses regarding emergency preparedness, hazard mitigation, and tips and tools for homeowners and businesses within the City.	reviewed by City Traffic Engineer.
S-3.2	Develop and maintain a disaster response and evacuation program and share the relevant information with City residents and businesses.	Yes, Project Site has been analyzed and mitigation measures identified in this Initial Study reduces risk to all foreseeable disasters.
S-3.3	Ensure businesses in Perris are prepared for emergency and disaster situations.	Yes, Project Site has been analyzed and mitigation measures identified in this Initial Study reduces risk to all foreseeable disasters.
S-3.4	Develop an all-hazards map identifying areas of increased risk within the City.	Yes, the Proposed Project's Site Plan would be subject to City approval to ensure adherence to policy.
S-3.5	Develop an all-hazards Post Disaster Recovery Framework for use after a major incident or event.	Yes, Project Site has been analyzed and mitigation measures identified in this Initial Study reduces risk to all foreseeable disasters.
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.	Yes, the southeastern portion of the Project Site is located within a 500-year flood zone, which is not considered to have a high flood hazard potential.
S-4.3	Require new development projects and major remodels to control stormwater runoff on site	Yes, the Proposed Project includes development of on-site storm water capture and retention system to prevent off-site flows.
S-4.4	Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	Yes, the southeastern portion of the Project Site is located within a 500-year flood zone. The Project Site is not located within a 100-year floodplain.
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.	Yes, the Project Site is not located in or near a designated area for wildfire hazards (e.g. High or Very High Fire Hazard Severity Zone).
S-5.6	All developments throughout the City Zones are required to provide adequate	Yes, although the Proposed Project would only have access to

Policy No.	Policy	Project Consistency
	circulation capacity, including connections to at least two roadways for evacuation.	Markham Street, this one access point would allow for adequate circulation and emergency evacuation for the proposed use.
S-5.10	Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	Yes, water service would be provided by EMWD. As discussed in the Utilities section of this Initial Study, the Project Applicant submitted applications to the EMWD for both water and sewer service. Upon receipt of a Will Serve letter (pending), building permits could be issued by the City for the Project. The EMWD conducted a fire flow analysis January 30, 2023 showing they can provide adequate capacity and fire flow to meet daily demands and firefighting requirements.
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.	Yes, the Riverside County Airport Land Use Commission (ALUC) provided a letter dated February 9, 2023 that states the Proposed Project is consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.
S-6.3	Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	Yes, the Applicant notified the ALUC of the project proposal. The ALUC provided a letter dated February 9, 2023 that states the Proposed Project is consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.
S-7.1	Require all development to provide adequate protection from damage associated with seismic incidents.	Yes, the design of the structure would be in conformance with current Building Code to provide mitigation to the extent feasible of ground shaking hazards that are typical to southern California. Furthermore, development of the

Policy No.	Policy	Project Consistency
		Project Site will be required to be in accordance with the applicable construction requirements of the City of Perris and shall adhere to PVCCSP EIR Mitigation Measure Geo 1 to ensure adequate protection.
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 development review and approval process.	Yes, Prior to issuance of grading permits for the Proposed Project, the Project Applicant will be required to 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.
Healthy Community Element		
HC 1.3	Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space	Yes, the Proposed Project's Site Plan would be subject to City approval to ensure adherence to 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	Yes, mitigation measures identified within the Air Quality Section of this Initial Study would ensure adherence to the policy.

Policy No.	Policy	Project 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	

A legal but non-conforming residential use is located northeast of the Project Site; However, the parcel is designated as BPO. BPO provides for uses associated with business professional, or administrative services located in areas of high visibility from major roadways with convenient access for automobiles and public transit service. Small-scale warehousing and light manufacturing are also allowed. As such, the PVCCSP Residential Buffer Development Standards Guidelines that requires a 50-foot setback for commercial, industrial, and business/professional office developments immediately abutting existing residential property lines would not be applicable to the development of the Proposed Project.

With the approval of the proposed Specific Plan Amendment, the Proposed Project would remain consistent with the provisions of the City of Perris General Plan and the Perris Valley Commerce Center Specific Plan and would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project area for the purposes of avoiding or mitigating an environmental effect. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

XII. MINERAL RESOURCES

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

a,b) **Less than Significant Impact.** As identified in Figure OS-6 - Mineral Resource Zones of the County of Riverside's General Plan, the Project Site occurs within an area identified as Mineral Resource Zone-3 (MRZ-3). MRZ-3 designations apply to areas containing known or inferred mineral occurrences of undetermined mineral resource significance. However, the Perris Valley Commerce Center Specific Plan does not designate the project area for mineral resource extraction. Minimal aggregate materials would be required for development of the Proposed Project; materials are also readily available in the local market. Additionally, the Project Site is not of a size, nor is it surrounded by properties of such size for development of a viable mining operation. Therefore, no impacts would occur and no mitigation measures are required.

XIII. NOISE

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

a) **Less than Significant with Mitigation.** A Noise Impact Analysis dated February 17, 2023 was prepared by Urban Crossroads (Appendix E). The findings are summarized herein.

Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The predominant rating scales for noise in the State of California are the Equivalent-Continuous Sound Level (L_{eq}) and the Community Noise Equivalent Level (CNEL). Both are based on the A-weighted decibel (dBA) which approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. The L_{eq} is defined as

the total sound energy of time-varying noise over a sample period. The CNEL is defined as time-varying noise over a 24-hour period with a weighted factor of 5 dBA applied to the hourly L_{eq} for noise occurring form 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA applied to events occurring between (10:00 p.m. and 7:00 a.m. defined as sleeping hours). The State of California's Office of Noise Control has established standards and guidelines for acceptable community noise levels based on the CNEL and day-night average sound level (L_{dn}) rating scales. The purpose of these standards and guidelines is to provide a framework for setting local standards for human exposure to noise.

The City of Perris has adopted a Noise Element of the General Plan to control and abate environmental noise, and to protect the citizens of Perris from excessive exposure to noise. The Noise Element specifies the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies noise polices and implementation measures designed to protect, create, and maintain an environment free from noise that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life. The noise standards identified in the General Plan are guidelines to evaluate the acceptability of the transportation related noise level impacts. These standards are based on the Governor's Office of Planning and Research (OPR) and are used to assess the long-term traffic noise impacts on land uses. According to the City's Land Use Compatibility for Community Noise Exposure (Exhibit N-1), noise-sensitive land uses such as single-family residences are normally acceptable with exterior noise levels below 60 dBA CNEL and conditionally acceptable with noise levels below 65 dBA CNEL. Industrial uses, such as the Project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL, and conditionally acceptable with exterior noise levels between 70 to 80 dBA CNEL.

The Project Site is located within the PVCCSP planning area; therefore, the Proposed Project is subject to applicable standards identified within the Perris Valley Commerce Center Specific Plan Design Standards and Guidelines. On-Site design set forth for those engaged in the design, construction, review and approval of development within the PVCCSP planning area. Below are several design standards associated with noise within the PVCCSP planning area;

- 50-Foot Setback – 50-foot setback for commercial, industrial, and business/professional office developments immediately abutting existing residential property lines. Other allowed uses and facilities within the 50-foot setback include landscape areas, water quality basins and conveyances, vehicle travel aisles, passenger car parking, and any feature deemed unobtrusive to the neighboring residential use by the Development Services Department. The project site is adjacent to an existing residential property. The analysis should discuss whether the proposed truck parking spaces comply with this residential buffer standard.
- Hours of Operation – Depending on the type of use and activities proposed by the industrial, commercial or professional/office development, the Development

Services Department may impose restrictions on hours of operation for construction, well as business operation.

- Sound Walls – walls may be required to mitigate potential operational noise impacts from proposed industrial, commercial or professional/office development, as well as be constructed in the first phase of development to help shield residents from construction noise.

Construction activities would generate noise associated with the transport of workers and movement of construction materials to and from the area, from ground clearing/excavation, grading, and building activities. Construction activities would be short-term and would occur within the daytime hours permitted by the City per section 7.34.060 of the Municipal Code. Permitted construction hours in the City are identified in Subsection 7.34.060 of the Municipal Code and summarized in Table 11:

Table 11
Significant Criteria Summary

Analysis	Receiving Land Use	Conditions	Significance Criteria	
			Daytime	Nighttime
Operational	Noise Sensitive	At residential land use	80 dBA Lmax	60 dBA Lmax
		Within 160 Feet of residential use	60 dBA CNEL	
		If resulting noise level is < 60 dBA Leq3	≥ 5 dBA Leq Project increase	
		If resulting noise level is > 60 dBA Leq3	≥ 3 dBA Leq Project increase	
Construction	Noise Sensitive	Noise Level Threshold	80 dBA Lmax	
		Vibration Level Threshold	78 VdB	
	Office	Vibration Level Threshold	84 VdB	
	Industrial	Vibration Level Threshold	90 VdB	

Source: Project Noise Impact Analysis

The noise measurements presented below focus on the average or equivalent sound levels (L_{eq}). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 12 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. Table 12 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number

Table 12
24-Hour Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]	
		Daytime	Nighttime
L1	Located north of the Project site near the property line of single-family residence at 75 East Nance Street.	49.9	49.0
L2	Located northeast of the Project site near the property line of single-family residence at 115 East Nance Street.	50.0	49.1
L3	Located southeast of the Project site near the property line of Park Place Mobile Home Park at 80 East Dawes Street.	57.0	55.9
L4	Located southwest of the Project site near single-family residence at 77 Perry Street.	56.7	53.8

[1] See Exhibit 5-A for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Sensitive Receiver Locations

To assess the potential for long-term operational and short-term construction impacts, the following receiver locations, as shown on Exhibit 6-A of Appendix E, were identified as representative locations for analysis. As identified in the PVCCSP EIR, sensitive receivers are areas where humans are participating in activities that may be subject to the stress of significant interference from noise and often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, educational facilities, and libraries. Other receivers include office and industrial buildings, which are not considered as sensitive as single-family homes, but are still protected by City of Perris land use compatibility standards.

To describe the potential off-site Project noise levels, four receiver locations in the vicinity of the Project Site were identified. All distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever is closer to the Project site. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA, as previously described in Section 5.2. Other sensitive land uses in the Project study area that are located at greater distances than those identified in the noise study would experience lower noise levels than those presented in the report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to the property line of each receiver location.

R1: Location R1 represents the property line of the existing residence at 75 East Nance Street, approximately 330 feet north of the Project Site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents the property line of the existing noise sensitive residence at 115 East Nance Street, directly northeast of the Project Site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R4 represents the property line of the existing noise sensitive Park Place Mobile Home Park at 80 East Dawes Street, approximately 2,940 feet south of the Project Site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

R4: Location R4 represents the property line of the existing noise sensitive residence at 77 Perry Street, approximately 1,522 feet southwest of the Project Site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

OPERATIONAL NOISE LEVELS

Traffic generated by the operation of the Proposed Project would influence the traffic noise levels in surrounding off-site areas and at the Project Site. According to the *Traffic Analysis Scoping Agreement prepared by Urban Crossroads, Inc*., the Proposed Project is anticipated to generate approximately 378 daily trips. The off-site Project-related traffic represents an incremental increase to the existing roadway volumes. Due to the low trip generation, the Project is not expected to create a "barely perceptible" noise level increase of 3 dBA CNEL at the nearby sensitive land uses adjacent to study area roadways since a doubling of the existing traffic volumes would be required to generate a 3 dBA CNEL increase. For example, the existing average daily traffic volumes (ADT) on Perris Boulevard north of Ramona Expressway is approximately 23,000 vehicles. The Project-related off-site traffic noise levels increase due to the 378 additional Project trips are estimated at less than 1 dBA CNEL.

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the exterior noise level standards at nearby noise-sensitive receiver locations. Table 13 shows that Project operational noise levels at receiver location R1 and R2 at the property line would range from 55.8 to 56.7 dBA L_{max}. These noise levels would satisfy the 80 dBA L_{max} daytime and 60 dBA L_{max} nighttime exterior noise level standards at all nearby receiver locations. Therefore, the operational noise impacts are considered *less than significant* at the nearby noise-sensitive receiver locations.

Table 13
Operational Noise Level Compliance (L_{max})

Receiver Location[1]	Project Operational Noise Levels (dBA L_{max})[2]		Noise Level Standards (dBA L_{max})[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	56.4	56.4	80	60	No	No
R2	49.6	49.6	80	60	No	No
R3	46.6	46.6	80	60	No	No

[1] See Exhibit 6-A for the receiver locations.
[2] Proposed Project operational noise levels as shown on Tables 7-2 and 7-3.
[3] Exterior noise level standards per the City of Perris Municipal Code, sections 7.34.040 (Appendix 3.1).
[4] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

Consistent with the City of Perris General Plan Noise Element, Implementation Measure V.A.1, Project operational noise levels at the nearest sensitive receiver locations cannot exceed 60 dBA CNEL. The CNEL metric is typically used to describe 24-hour transportation-related noise levels, however, the City of Perris General Plan Noise Element requires new industrial facilities and large commercial facilities to demonstrate compliance at any noise-sensitive land use within 160 feet of the Project Site.

Table 14 includes the evening and nighttime adjustments made to the operational noise levels during the applicable hours to convert the hourly operational noise levels (L_{eq}) to 24-hour CNELs. Table 14 indicates that the 24-hour noise levels associated with the Project at the nearest receiver locations are expected to range from 40.1 to 55.0 dBA CNEL. The Project-related operational noise levels shown in Table 14 would satisfy the City of Perris 60 dBA CNEL exterior noise level standards at the nearest receiver locations. Therefore, the 24-hour operational noise impacts are considered *less than significant* at the nearby noise-sensitive receiver locations.

Table 14
Operational Noise Level Compliance (CNEL)

Receiver Location[1]	Project Operational Noise Levels (dBA L_{max})[2]		Noise Level Standards (dBA L_{max})[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	56.4	56.4	80	60	No	No
R2	49.6	49.6	80	60	No	No
R3	46.6	46.6	80	60	No	No

Source: Perris Truck Terminal Noise Impact Analysis, Table 7-4 Operational Noise Level Compliance

As shown, the Project operational noise levels satisfy the City of Perris daytime and night noise standards at nearby receiver locations.

CONSTRUCTION NOISE LEVELS

Using the RCNM reference noise level measurements outlined in the NIA, it is possible to estimate the exterior construction noise levels at the nearest residential structure located 389 feet north of the Project Site boundary at 75 East Nance Street and near the property line. Based on the CadnaA noise prediction model results, Table 15 presents the construction exterior noise levels without perimeter wall. Table 15 shows that Project construction noise levels at receiver location R1 through R4 would range from 56.3 to 83.7 dBA L_{max}. Table 16 presents the construction exterior noise levels with an eight-foot-high wall. As shown on Table 16, with an eight-foot-high at the property line, the Project construction noise levels at receiver location R1 through R4 would range from 56.3 to 71.5 dBA Lmax. Table 16 shows that the potential eight-foot-high property line wall would provide a noise level reduction of ranging from 0.4 dBA Lmax at receiver location R1 to 11.8 dBA Lmax at receiver location R2.

Table 15
Project Construction Noise Levels
(Unmitigated)

Receiver Location[1]	Land Use	Construction Noise Levels (dBA L_{max})		
		Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	Residential	71.9	80	No
R2	Residential	83.7	80	**Yes**
R3	Residential	56.3	80	No
R4	Residential	61.7	80	No

[1] Noise receiver locations are shown on Exhibit80-A.
[2] Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 8-2.
[3] Construction noise level thresholds are limited to the noise sensitive receiver locations (Section 3.5).
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?

Table 16
Project Construction Noise Levels
(Mitigated)

Receiver Location[1]	Land Use	Construction Noise Levels (dBA L_{max})		
		Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	Residential	71.5	80	No
R2	Residential	71.9	80	No
R3	Residential	56.3	80	No
R4	Residential	61.7	80	No

[1] Noise receiver locations are shown on Exhibit 8-A.
[2] Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 8-4.
[3] Construction noise level thresholds are limited to the noise sensitive receiver locations (Section 3.5).
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?

The noise level reduction from the construction of a potential eight-foot-high wall at the property line would be sufficient to result in less than significant construction-related impacts at all receivers locations. The Project design includes a minimum 10-foot-high walls instead of the Noise Study recommended eight-foot high walls. The walls would be constructed and would be built prior to all other construction activities taking place. Additionally, the Proposed Project is required to comply with the following construction-related mitigation measures from the PVCCSP EIR:

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

MM Noise 2: During construction, stationary construction equipment, stockpiling and vehicle staging areas would 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.

b) **Less Than Significant Impact:** Construction activities can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. Large bulldozers and loaded trucks can cause perceptible vibration levels proximate receptors.

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

According to the noise impact analysis, at distances ranging from 10 feet to 2,940 feet from typical Project construction activities (at the Project Site boundary), construction vibration levels are estimated to range from 0.000 to 0.532 VdB. Based on maximum acceptable vibration threshold identified in the PVCC SP EIR (Page 4.9-27) of 0.5 PPV (in/sec), the typical Project construction vibration levels will satisfy the building damage

thresholds at all receiver building locations. Therefore, the vibration impacts due to Project construction is considered less than significant at all receiver locations.

c) **Less Than Significant Impact.** The Noise Impact Analysis states March Air Reserve Base/Inland Port Airport (MARB/IPA) is located approximately 1.1 miles northwest of the Project Site boundary. The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP) includes the policies for determining the land use compatibility of the Project. The MARB/IPA ALUCP, Map MA-1, indicates that the Project Site is located within Compatibility Zone D, and the Table MA-1 Compatibility Zone Factors indicates that this area is considered to have a moderate to low noise impact, and is mostly within or near the 55 dBA CNEL noise level contour boundaries. Consistent with the Basic Compatibility Criteria, listed in Table MA-2 of the MARB/IPA LUCP, noise sensitive outdoor uses are not permitted. The MARB/IPA ALUCP does not identify industrial-use specific noise compatibility standards, and therefore, the Governor's Office of Planning and Research (OPR) Land Use Compatibility for Community Noise Exposure, previously discussed in Section 3.3, is used to assess potential aircraft-related noise levels at the Project Site. The OPR guidelines indicate that industrial uses, such as the Proposed Project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL. The noise contour boundaries of MARB/IPA show that the Project is considered normally acceptable land use since it is located outside the 55 dBA CNEL noise level contour boundaries. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

XIV. POPULATION AND HOUSING

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

a) **Less Than Significant Impact.** Construction activities at the Project Site would be short-term and would not attract new employees to the area since there is an existing pool of construction labor in the region. The Proposed Project would provide for the storage of trucks and trailers for nearby warehouse fleets. The Project would operate 24 hours a day and 7 days a week, although security guards may not be present 24 hours a day. Restroom facilities would be provided for both guards and truck drivers 24 hours per day. The

proposed security structure would be staffed with one employee per 8-hour shift for a total of up to five employees. Therefore, the Proposed Project is not anticipated to induce substantial population growth in the area either directly or indirectly. No impacts are identified or anticipated and no mitigation measures are required.

b) **No Impact.** The Project Site is currently vacant and would not displace existing people or housing or require replacement housing elsewhere. Therefore, no impact is identified or anticipated and no mitigation measures are required.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other Public Facilities?	☐	☐	☒	☐

a)

Fire Protection

Less than Significant Impact. The Proposed Project would be designed, constructed, and operated according to applicable fire prevention/protection standards established by the City of Perris. The Project Site occurs within the service area of the County of Riverside Fire Department. The County of Riverside Fire Department is an all-risk fire agency; with services including fire suppression, emergency medical, technical rescue, hazardous material, and other related emergency services. The closest station to the Project Site is Riverside County Fire Department Station 90 located at 333 Placentia Avenue approximately two miles south of the Project Site. The Proposed Project is required to provide a minimum of fire safety and support fire suppression activities, including type and building construction, fire sprinklers, and paved fire access. The

Proposed Project is in an urbanized area that occurs within the existing fire service area and implementation of the Proposed Project would not have a significant impact on fire service response times. Additionally, developer impact fees will be collected at the time of building permit issuance to provide funding for necessary service increases associated with growth and development. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Police Protection

Less than Significant Impact. The Riverside County Sheriff's Department, under contract with the City of Perris and operating as the Perris Police Department, provides law enforcement services to the City of Perris. The Riverside County Sheriff's Department provides a full range of law enforcement and community programs. The closest station is located approximately 4.5 miles south of the Project Site at 137 N. Perris Boulevard. The design, construction, and operation of the Proposed Project in accordance with City Standards and payment of Development Impact Fees would offset any increase in demand for police services. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Schools

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

Parks

Less than Significant Impact. The City of Perris currently operates 22 parks which encompass more than 107 acres. Implementation of the Proposed Project would not induce residential development and would not significantly increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of any facilities would result. Additionally, collection of developer impact fees would ensure no significant impacts to parks would occur. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Other Public Facilities

Less than Significant Impact. The Proposed Project is not expected to have a significant impact on public facilities/services, such as libraries, community recreation centers, and/or animal shelters. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities.

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

XVI. RECREATION

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

a) **Less than Significant Impact.** The City of Perris currently operates 22 parks which encompass over 107 acres in area. Implementation of the Proposed Project would not induce residential development and would not significantly increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of any facilities would result. Additionally, collection of developer impact fees would ensure no significant impacts to parks would occur. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

b) **No impact.** The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

XVII. TRANSPORATION/TRAFFIC

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?	☐	☒	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3 Subdivision (b)(1)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
d) Result in inadequate emergency access?	☐	☐	☐	☒

a) **Less Than Significant with Mitigation.** A Traffic Study Scoping Agreement dated October 28, 2022 prepared by Urban Crossroads (Appendix F) provides an assessment of traffic trips resulting from the Proposed Project. By preparing and submitting the Traffic Analysis, the Project has complied with PVCCSP EIR mitigation measure MM Trans 7, which requires project-level traffic impact studies for all development proposals within the boundaries of the PVCCSP planning area.

The Proposed Project is to consist of 718-square-foot single-story guard shack, 205 14-foot by 53-foot trailer stalls, ten electric vehicle tuck stalls, three passenger car parking spaces, one handicap accessible parking space, and sidewalks on 8.3-acre site. Access to the Project Site will be provided by a single driveway for ingress and egress at Markham Street. The Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) does not currently have any trip generation rates for a truck yard, as such, trip generation rates for the proposed Project have been developed based on the weighted average of data collected at two other facilities with operations similar to those proposed.

The Proposed Project is forecast to generate a total of approximately 378 daily vehicle trips, which include 110 passenger car trips and 268 vehicle trips would be produced by a combination of 2-axle, 3-axle and 4-axle+ trucks. The Project trip generation equates to approximately 766 daily Passenger Car Equivalent (PCE) trips.

Based on the City's Guidelines, the Project is anticipated to generate fewer than 50 peak hour trips during any peak hour and would therefore contribute fewer than 50 peak hour trips to any off-site study area intersection (in both actual vehicles and PCE). In addition, the Project would generate fewer than 500 two-way daily trips (actual vehicles).

Markham Street is designated as a Secondary Arterial on both the General Plan Circulation Element and the PVCCSP circulation plans. Markham Street is currently striped with Class II bike lanes on both the north and south sides of the street.

The study area is currently served by the Riverside Transit Authority (RTA), a public transit agency serving the Riverside County region. The RTA currently serves the study area via Route 19, which could potentially serve the Proposed Project. Transit service is reviewed and updated by the RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

The RTA was emailed on December 1, 2022 with a request to review the proposed Site Plan, as required by PVCCSP EIR mitigation measure MM Trans 4. The RTA responded on December 8, 2022 and stated that the proposed bus stop will need to be 100 feet from the intersection of Perris Boulevard and Marham Street to avoid potential jaywalking. The Project Site Plan shows the proposed bus shelter being 100 feet from the intersection Perris Boulevard and Markham Street (refer to Figure 3). The RTA consultation concluded with no further comments. As such, the Project has complied with PVCCSP EIR mitigation measure MM Trans 4 requiring that the RTA 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.

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

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

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

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

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

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

The Project Site is not located adjacent to the MWD Trail and, as such, is not subject to PVCCSP EIR mitigation measure MM Trans 6.

The following Project-specific mitigation measure is also required as a condition of project approval to ensure that the trucks accessing the Project Site travel along the City's

designated truck routes. With implementation of the stated mitigation measures the Proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities.

Mitigation Measure TT-1: All trailer truck access from Project Site will be directed to the east of the Project Site. Trucks shall not be permitted to travel west towards Perris Boulevard.

b) **Less Than Significant Impact**. A Vehicle Miles Traveled (VMT) Screening Evaluation dated January 31, 2023 prepared by Urban Crossroads (Appendix G). Urban Crossroads reviewed the Proposed Project with respect to the City's Policy on SB 743 (VMT analysis).

The Proposed Project is anticipated to provide overflow or excess trailer parking for nearby warehouses and distribution centers. It is reasonable to assume that the future tenant will select a location, at least in part, as to how it effects their transportation costs. Businesses who have shipping as a significant part of their operations are sensitive to transportation costs and by extension their relative proximity to customers and suppliers. Therefore, the proposed truck storage lot is anticipated to serve nearby warehouses and distribution facilities that would be seeking to locate overflow truck/trailer storage as close as possible to the primary warehouse or distribution facility. As a result, the trips are expected to be local serving.

The City Guidelines states, "Projects that locate in areas with low VMT, and that incorporate similar features (i.e., land use type, access to the circulation network, etc.), will tend to exhibit similarly low VMT." It is our understanding that the City of Perris utilizes its own VMT scoping form to identify areas of low VMT. The scoping form uses the sub-regional Riverside County Transportation Analysis Model (RIVTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the Western Riverside Councils of Governments (WRCOG) region. The Project's physical location based on the WRCOG web-based screening tool is used to determine the TAZ in which the Project resides. The TAZ identification number is then selected within the scoping form. Finally, the VMT generated by the existing TAZ as compared to the City's impact threshold of "VMT per employee that is less than or equal to the Citywide average." The TAZ containing the proposed Project was selected and the scoping form identified VMT per employee. Based on the scoping form results, the Project located in TAZ 3821 and the VMT per employee is 11.26. Whereas the City of Perris citywide VMT average is 11.62. Therefore, the Project Site resides within a low VMT generating zone.

As such, the Proposed Project shall not conflict or be inconsistent with State CEQA Guidelines Section 15064.3 Subdivision (b)(1). Therefore, any Project impacts related to VMT would be less than significant and no mitigation measures are required.

c,d) **No Impact.** The Proposed Project would not create substantial hazards due to a design feature or incompatible uses. During construction and long-term operation, the contractor would be required to maintain adequate emergency access for emergency vehicles as

required by the City. The Site Plan shows access to the Project Site via a 70-foot-wide all access driveway on Markham Street. Discretionary actions for the Proposed Project by the City includes review and approval of Site Plan. With City approval of the Site Plan, the Proposed Project would not substantially increase hazards due to a design feature or incompatible uses and would not result in inadequate emergency access. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

XVIII. TRIBAL CULTURAL RESOURCES

		Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is?				
	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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

a)

i. **Less Than Significant Impact.** Brian F. Smith and Associates, Inc. prepared a Phase 1 Cultural Resources Investigation that confirmed that the Project Site does not contain any features or resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. The records search data indicate that the potential to encounter buried artifacts of Native American origin at the site is low, given the lack of water and bedrock outcrops typically associated with Native American resources within and near the subject property. To date, only a single prehistoric archaeological site has been identified within one mile of the current project area. Brian F. Smith and Associates, Inc also requested a Sacred Land Search for identifying sacred or religious sites within or in the vicinity of the current project area.

The Commission's response was negative. They had no data on any known sites in the area. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

ii. **Less Than Significant with Mitigation.** California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

The City, as lead agency, is required to coordinate with Native American tribes through the Assembly Bill 52 Tribal Consultation process. On November 22, 2022, the City provided notification to the local Native America Tribal representatives in accordance with AB 52. There were a total of five (5) local Native American tribes contacted, which consist of 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. The following timeline presents the responses and actions that have occurred to date:

- On December 12, 2022, the City received a letter from the Rincon Band of Luiseño Indians requesting consultation.

- On December 27, 2002, the City received a letter from the Agua Caliente Band of Cahuilla Indians requesting a copy of the cultural resources document for the Proposed Project. City staff forwarded the Phase 1 Cultural Resources Investigation to the tribe via an email link.

- On January 3, 2023, the City received a letter from the Morongo Band of Mission Indians requesting consultation and copies of the project site and grading plans, a records search from the appropriate California Historical Resources Information System (CHRIS), and copies of the cultural resources document and geotechnical report for the Proposed Project. City staff forwarded the documentation to the tribe via an email link and requested a date and time for consultation.

- On January 5, 2023, the City received a letter from the Pechanga Band of Luiseño Indians with a request to initiate consultation. City staff forwarded the Phase 1 Cultural Resources Investigation to the tribe via an email link and requested a date and time for consultation.

- On January 10, 2023, City staff conducted tribal consultation with Cheryl Madrigal of the Rincon Band of Luiseño Indians.

- On January 11, 2023, the City received a letter from the Rincon Band of Luiseño Indians requesting to conclude consultation.

As of the date that this Initial Study was published, the City had not received a response from the Soboba Band of Luiseño Indians or from the Morongo Band of Mission Indians and the Pechanga Band of Luiseño Indians regarding any times and dates for consultation.

To ensure that potential impacts to tribal cultural resources would be less than significant, the Proposed Project shall adhere to Mitigation Measures CR-1 and CR-2 as identified in the Cultural Resources section of this Initial Study.

XIX. UTILITIES AND SERVICE SYSTEMS

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

a) **Less Than Significant.** The Eastern Municipal Water District (EMWD) operates and maintains four Publicly Owned Treatment Works (POTWs) located in San Jacinto, Moreno Valley, Temecula and Perris. The Perris Valley Regional Water Reclamation Facility provides service area of the Project Site. The plant treats approximately 13.8 Million Gallons Per Day (MGD) and has a maximum of capacity of 100 MGD after expansion The Proposed Project will connect to an existing sewer line along Markham Street to provide for sewer collection service from the guard shack.

Development of the Proposed Project would result in new impervious surfaces on-site. However, the Proposed Project includes two (2) bioretention basins with a combined retention volume of 15,376 cubic-feet (CF), which are located within western and eastern portions of the Project Site. As such, direct infiltration of runoff from impervious surfaces would be captured, treated, and discharged.

Southern California Edison (SCE) provides electrical service to the project area. The Proposed Project will receive electrical power by connecting to SCE's existing power lines along Markham Street, south of the Project Site. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. Total electricity demand in SCE's service area is estimated to increase by approximately 12,000 Gigawatt hours between the years 2015 and 2026. The increase in electricity demand from the project would represent an insignificant percent of the overall demand in SCE's service area. The Proposed Project would not require the expansion or construction of new electrical facilities.

The Southern California Gas Company (SoCalGas) provides natural gas service to the vicinity and the Project Site. Therefore, the Proposed Project will receive natural gas from SoCalGas by connecting to the existing line along Markham Street, south of the Project Site. The existing SoCalGas facilities are expected to sufficiently serve the increased demand of natural gas. The commercial demand of natural gas is anticipated to decrease from approximately 81 billion cubic feet (bcf) to 65 bcf between the years 2015 to 2035. Therefore, the natural gas demand from the Proposed Project would represent an insignificant percentage to the overall demand in SoCalGas' service area.

The Proposed Project Site would be serviced by Spectrum and Frontier. Telecommunication services to the area will be via above ground connections from existing telephone lines and therefore the Proposed Project will connect to existing telecommunication infrastructure along Markham Street, south of the Project Site. The Proposed Project is not anticipated to require the expansion or construction of new communications systems facilities.

The Proposed Project could also be serviced by Spectrum and Frontier for any landline or internet requirements. Telecommunication services to the area will be via above ground connections from existing telephone lines and therefore the Proposed Project would connect to existing telecommunication infrastructure along Markham Street, south of the

Project Site. The Proposed Project is not anticipated to require the expansion or construction of new communications systems facilities.

The Project would operate 24 hours a day and 7 days a week, although security guards are not anticipated to be present 24 hours a day. Restroom facilities would be provided for both guards and truck drivers 24 hours per day. The proposed security structure would be staffed with one employee per 8-hour shift for a total of up to five employees. With approval of the Specific Plan Amendment, the Proposed Project would be an acceptable use within the Light Industrial land use category. Therefore, the Proposed Project is not anticipated to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b) **Less than Significant Impact.** The Project Site is located within the service area of the EMWD for water, sewer, and wastewater treatment. As stated in the 2020 Eastern Municipal Water District Urban Water Management Plan (UWMP), the EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The EMWD has a diverse portfolio of local and imported supplies. Local supplies include recycled water, potable groundwater, and desalinated groundwater. The EMWD is a leader in recycled water and generally uses 100 percent of its recycled water to irrigate landscape and agricultural fields and provide water for industrial customers. The EMWD has groundwater wells in two groundwater management areas and works with other stakeholders to protect the quality and integrity of the groundwater basins. EMWD receives imported water from the Metropolitan Water District of Southern California (Metropolitan). About half of the water used in EMWD's service area is imported by Metropolitan.[8] Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. Groundwater in portions of the West San Jacinto Basin is high in salinity and requires desalination for potable use. The EMWD owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. The EMWD also owns, operates, and maintains its own recycled water system that consists of four Regional Water Reclamation Facilities and several storage ponds spread throughout the EMWD's service area that are all connected through the recycled water system.

In November 2022, the Project Applicant submitted applications to EMWD for both water and sewer service. Upon receipt of a Will Serve letter (pending), building permits could be issued by the City for the Project. Therefore, no significant adverse impacts are identified or anticipated related to a need for the relocation or construction of new or expansion of water or wastewater treatment facilities.

c) **Less Than Significant Impact.** The EMWD operates and maintains four Publicly Owned Treatment Works (POTWs) located in San Jacinto, Moreno Valley, Temecula and Perris. The Perris Valley Regional Water Reclamation Facility provides service area

[8] 2020 Urban Water Management Plan, Eastern Municipal Water District. Page E-2

of the Project Site. The plant treats approximately 13.8 MGD and has a maximum of capacity of 100 MGD after expansion The Proposed Project will connect to an existing sewer line along Markham Street. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

d) **Less than Significant Impact.** CR&R provide solid waste and recycling to the project area. Waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road Perris, California 92570, approximately 6.0 miles south of the Project Site. Solid waste from the Proposed Project would be transported to either: the Badlands Landfill on Ironwood Avenue in Moreno Valley, which has a permitted daily capacity of 4,800 tons per day (tpd); or the El Sobrante Landfill on Dawson Canyon Road in Corona, with a permitted daily capacity of 16,054 tpd.[9] The temporary generation of construction debris would not permanently affect the long-term landfill capacity. The Proposed Project will generate minimal domestic waste during operations. Based on generation rates identified by CalRecycle, the Proposed Project is anticipated to generate a total of approximately 41.64 pounds of solid waste per day.[10] The Proposed Project will be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs since the Badlands and El Sobrante Landfills have the capacity to support the construction and operational waste expected from the Project. As such, the Proposed Project is anticipated to be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Therefore, no significant adverse impacts are identified or are anticipated and no mitigation measures are required.

e) **Less than Significant Impact.** The Proposed Project will be required to comply with the City of Perris waste reduction programs, including recycling and other diversion programs to divert the amount of solid waste disposed of in landfills. CR&R provides waste services to the project area. The City of Perris precipitates with local collection programs for recyclables, such as paper, plastics, glass and aluminum, in accordance with local and State programs, including the California Solid Waste Reuse and Recycling Act of 1991. The Proposed Project shall adhere the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations. AB 939 requires all counties to prepare a County Integrated Waste Management Plan (CIWMP). The County of Riverside adopted its CIWMP in 1998. The CIWMP includes the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements, the Household Hazardous Waste Elements, and Non-disposal Facility Elements for Riverside County and each city in Riverside County. Therefore, no significant adverse impacts are identified or are anticipated and no mitigation measures are required.

[9] CalRecycle: SWIS Facility/Site Activity Details.
https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367

[10] Industrial Sector Generation Rates https://www2.calrecycle.ca.gov/wastecharacterization/general/rates

XX. WILDFIRE

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) 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 ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a-d) **No Impact.** The Project Site is not located in or near a state responsibility area for wildfire hazards and the Safety Element of the City of Perris General Plan shows that the Project Site is not located within a Wildfire Hazard Area. Therefore, no wildfire impacts are identified or are anticipated and no mitigation measures are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

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

a) **Less than Significant Impact**. A General Biological Resources Assessment (BRA) dated November 9, 2022 was prepared for the Proposed Project by Natural Resources Assessment, Inc. (NRAI). The assessment was completed under the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP requires an assessment of the Project Site for Narrow Endemic Plant Species, presence of burrowing owl habitat, presence of Stephens Kangaroo Rat habitat, riverine and riparian habitats, and for vernal pools and fairy shrimp habitat. NRAI conducted a data search for information on plant and wildlife species known occurrences within the vicinity of the project. However, the Project Site had no nesting habitat for ground-nesting bird species. There are no shrub or tree habitats. Because the adjacent properties on the north, east and west have the same habitat as the three parcels, impacts to nesting birds has already occurred and is ongoing. The parcel to the south is developed and has already impacted nesting birds.

A Phase I Cultural Resources Study was prepared for the Project Site dated May 11, 2022 and revised November 4, 2022 by Brian F. Smith and Associates, INC.(BFSA). A search of various cultural resource listings (e.g. National Register of Historic Resources, California Register of Historical Resources, California Landmarks, California Points of Historical Interest, and/or locally listed resources) located at the University of California,

Riverside, Eastern Information Center was completed by BFSA. The records search results also indicated that there has been a total of 62 cultural resource studies conducted within a one-and-a-half-mile radius of the project. The records search indicates that none of these cultural resources studies included the Project Site. However, Historic irrigation features and reservoir (RIV-8312) was recorded within the Project Set by Strudwick et al. in 2006. The Proposed Project will impact the previously recorded cultural resource RIV-8312, since the resource does not qualify as a significant historical resource, the development will not impact a significant historical resource.

No additional cultural resources, either historic or prehistoric, were discovered during the survey. Furthermore, the lack of prehistoric sites is likely due to the absence of bedrock and dependable natural water sources at this location. furthermore, during the field survey conducted by BFSA, no human remains were encountered. The discovery of human remains is always a possibility during ground-disturbing activities.

Implementation of Mitigation Measures BIO-1, BIO-2, CR-1, and CR-2 as provided in this Initial Study, would ensure impacts to biological and cultural resources are less than significant. Therefore, no significant adverse impacts are identified or anticipated and no additional mitigation measures are required.

b) **Less than Significant Impact.** Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. As demonstrated by the analysis in this Initial Study, the Proposed Project would not result in any unavoidable significant project-specific environmental impacts. CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." The Guidelines further state:

a. The individual effects may be changes resulting from a single project or a number of separate projects.

b. The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Potential development of the properties within the PVCCSP planning area was evaluated at a programmatic level in the PVCCSP EIR. The PVCCSP EIR found that implementation of the PVCCSP could potentially result in cumulatively considerable impacts related to exceedance of SCAQMD air quality emission thresholds due to the potential for the entire PVCCSP area and individual projects to exceed applicable

SCAQMD thresholds. Similarly, the PVCCSP EIR found that impacts related to noise would be cumulatively considerable. Potential impacts to I-215 would be significant and unavoidable and cumulatively significant. Therefore, the City of Perris adopted Overriding Considerations for unavoidable adverse cumulative impacts in the areas of air quality, noise, and traffic. However, no other impacts were considered cumulatively considerable.

As discussed in this Initial Study, the Project's construction-related and operational air quality emissions do not exceed established thresholds of significance. Additionally, the Proposed Project will not cause a substantial increase in ambient noise levels. Pursuant to the 2018 update to the State CEQA Guidelines, level of service and congestion may no longer be used to evaluate traffic and transportation impacts under CEQA. However, the transportation impacts of the Project would not exceed the current thresholds of significance. Although the impacts of the Proposed Project are determined to be less than significant, the Project would be subject to all of the applicable mitigation measures from the PVCCSP EIR, which would further reduce any project contribution to these cumulative impacts.

Although cumulative impacts are always possible, by incorporating all mitigation measures outlined herein, including those adopted for buildout of the PVCCSP, as part of approving the Proposed Project, would reduce the Project's contribution to any such cumulative impacts to levels that are not cumulatively considerable. Therefore, with the incorporation of mitigation identified in this document, the Project would result in individually limited, but not cumulatively considerable, impacts.

c) **Less the Significant Impact**. The development of the Project as proposed would not cause adverse impacts on humans, either directly or indirectly. The Project Site is not located in an area that is susceptible to geologic hazards. Adherence to PVCCSP Sound Wall Development Standards and Guidelines, and implementation of PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4 would ensure that potential impacts from the construction noise. Implementation of PVCCSP EIR mitigation measures MM HAZ 2 through MM HAZ 6 would ensure that potential impacts from any unanticipated encounter with potential aircraft traffic would be reduced to a less than significant level. The Proposed Project is forecast to generate a total of approximately 284 daily vehicle trips, which include 82 passenger car trips, 202 vehicle trips would be produced by a combination of 2-axle, 3-axle and 4-axle+ trucks. The Project trip generation equates to approximately 572 daily Passenger Car Equivalent (PCE) trips. Furthermore, the Proposed Project screens out because it is in a low VMT/employee area per the City's Guidelines, and therefore, no further VMT analysis is required. Although no significant adverse impacts have been identified or anticipated, the PVCCSP EIR mitigation measures MM Trans 1 through MM Trans 3, MM Trans 5, MM Trans 8, and Mitigation Measure TT-1, will ensure all trailer truck access from Project Site will be directed to City designated truck routes.

Therefore, implementation of the Proposed Project would not have environmental effects that would cause substantial adverse effects on human beings. At a minimum, the Project

will be required to meet the conditions of approval for the Project to be implemented. It is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by demolition/construction activities, and current or future land uses authorized by the Project approval. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

SECTION 4
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