MITIGATED NEGATIVE DECLARATION FOR THE WESTPORT PERRIS INDUSTRIAL PROJECT (DPR 22-00021)

Lead Agency:

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

Project Applicant:

Westport Properties, Inc.
2201 Dupont Drive, Suite 700
Irvine, CA 92612

CEQA Consultant:

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

3333 Michelson Drive, Suite 500
Irvine, CA 92612

April 2022

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1 INTRODUCTION

1.1 PURPOSE AND SCOPE

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Westport Perris Industrial Project (proposed Project) in the City of Perris. This IS/MND 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, Division 6, Chapter 3, 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). According to State CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

> (a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
> (b) The initial study identified potentially significant effects, but:
> (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
> (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

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 document includes such revisions in the form of mitigation measures. Therefore, this document is a Mitigated Negative Declaration and incorporates all of the elements of an Initial Study. Hereafter this document is referred to as an IS/MND.

Throughout the impact analysis in this IS/MND, reference is made to Plans, Programs, and Policies (PPPs) that are applied to all development on the basis of federal, state, or local law, and on a basis of standard City conditions of approval, which effectively reduce environmental impacts. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. The proposed Project voluntarily incorporates various measures that serve to reduce potentially significant impacts into the design of the Project. These measures are referred to as Project Design Features (PDFs) and will be incorporated into the Project's mitigation monitoring and reporting program (MMRP).

The proposed Project site is within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris. The PVCCSP area covers approximately 5.23 square miles in the northern part of the City and provides for light and general industrial uses, commercial, business parks, professional offices, residential, public facilities, and open space. The PVCCSP was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284) and, as of the date that this IS/MND was prepared, has been subsequently amended 12 times through January 2022. Environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the Perris Valley Commerce Center Specific Plan

Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086), which was certified by the City of Perris in January 2012. The PVCCSP EIR was prepared as a Program EIR pursuant to State CEQA Guidelines Section 15168. According to Section 15168(a):

> (a) General. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:
>
> (1) Geographically,
>
> (2) As logical parts in the chain of contemplated actions,
>
> (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
>
> (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The PVCCSP EIR was intended to evaluate the environmental impacts of the PVCCSP to the greatest extent possible. The Program EIR is used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with PVCCSP projects in the City. However, as stated on page 2.0-8 of the PVCCSP Draft EIR, preparation of a later-tier environmental document would be required for specific development projects within the PVCC when such projects are proposed. This later-tier environment al document could be any of the following: negative declaration, mitigated negative declaration, supplemental EIR, or subsequent EIR, which is consistent with State CEQA Guidelines Section 15168(c)(1).

Development within the PVCCSP planning area is subject to the mitigation measures identified in the PVCCSP EIR, whether or not the project-specific impacts of the individual project are significant, as well as the development regulations in the PVCCSP, and the City's Municipal Code. The PVCCSP EIR identified significant and unavoidable environmental effects related to: air quality, noise, and traffic. The PVCCSP EIR also identified six environmental impact areas for which mitigation measures were required to reduce potential environmental impacts to a less than significant level: (1) air quality; (2) biological resources; (3) cultural resources; (4) geology and soils; (5) hazards and hazardous materials; and (6) noise.

This IS/MND incorporates by reference the PVCCSP EIR and the technical documents that relate to the proposed Project or provide additional information concerning the environmental setting of the proposed Project. The information within in this IS/MND is based on the following technical studies and/or planning documents:

- City of Perris General Plan (https://www.cityofperris.org/departments/development-services/general-plan)
- City of Perris Municipal Code (https://library.municode.com/ca/perris/codes/code_of_ordinances)
- Perris Valley Commerce Center Specific Plan (https://www.cityofperris.org/Home/ShowDocument?id=2647)
- PVCCSP Final EIR and certifying resolutions and findings (https://www.cityofperris.org/Home/ShowDocument?id=2645)
- Technical studies, personal communications, and web sites listed in Section 6, *References*

In addition to the websites listed above, all documents are available for review at the Development Services Department, located at the City of Perris Planning Division counter at 135 N. D Street, Perris, CA 92570.

The proposed Project evaluated herein involves a parcel merger and development plan review for construction and operation of an approximately 99,990-square-foot, non-refrigerated light industrial warehouse building on an approximately 4.5-acre site located at the northeast corner of Ramona

Expressway and Brennan Avenue. The site is designated for light industrial uses by the PVCCSP and, as such, is consistent with the with light industrial uses evaluated for the site in the PVCCSP EIR. The PVCCSP EIR identified potential impacts from implementation of the PVCCSP and included mitigation measures for implementation by individual development projects.

This IS/MND serves as the environmental review for the proposed Westport Perris Industrial Project (proposed Project). The Project Applicant proposes development of a site within the boundaries of the PVCCSP for uses that are included in the approved Specific Plan, and evaluated in the previously adopted PVCCSP EIR, and which would fulfill the purpose of the City's General Plan and PVCCSP's land use designation for the site.

2 ENVIRONMENTAL SETTING

2.1 PROJECT SITE LOCATION

The proposed Project site is located within the northcentral portion of the City of Perris at the northeast corner of Ramona Expressway and Brennan Avenue, within the PVCCSP planning area. Regional access to the Project site is provided by Interstate 215 (I-215) located 0.61 mile west and State Route 60 (SR-60) located roughly 6.65 miles north. Local access to the site is via Ramona Expressway, an expressway, and Brennan Avenue, a local street. The Project site and surrounding area is shown in Figure 2-1, *Regional Location*.

2.2 EXISTING PROJECT SITE DESCRIPTION

The Project site comprises four parcels encompassing approximately 4.5 gross acres. The parcels are identified by Riverside County Assessor's Parcel Numbers (APNs) 302-260-078 through -081. The parcels are vacant and undeveloped, though the two southern parcels are disturbed from vehicle activity. The site is relatively flat and the central and northern portions of the site are vegetated with unplanned grasses. Unplanned vegetation is also located along the western perimeter of the site along with a concrete barrier along the upper western perimeter to deter access to the site. The land on the south of the site along Ramona Expressway contains a meandering pedestrian sidewalk and associated landscaping. The Project site's existing conditions are shown in Figure 2-2, *Local Vicinity*, Figure 2-3, *Aerial*, and Figure 2-4, *Site Photos*.

2.3 EXISTING LAND USES AND ZONING DESIGNATION OF THE PROJECT SITE

The Project site has a General Plan land use designation of Perris Valley Commerce Center Specific Plan (PVCCSP) and a corresponding zoning designation of PVCCSP. The PVCCSP designates the site for Light Industrial (LI) uses. See Figure 2-5, *Perris Valley Commerce Center Specific Plan Land Use Designations*. Section 2.1.1 of the PVCCSP states that the LI zoning district is intended for light industrial uses and related activities including manufacturing, research, warehousing and distribution, assembly of non-hazardous materials, and retail related manufacturing. In addition, the Project site is located in a Residential Buffer area.

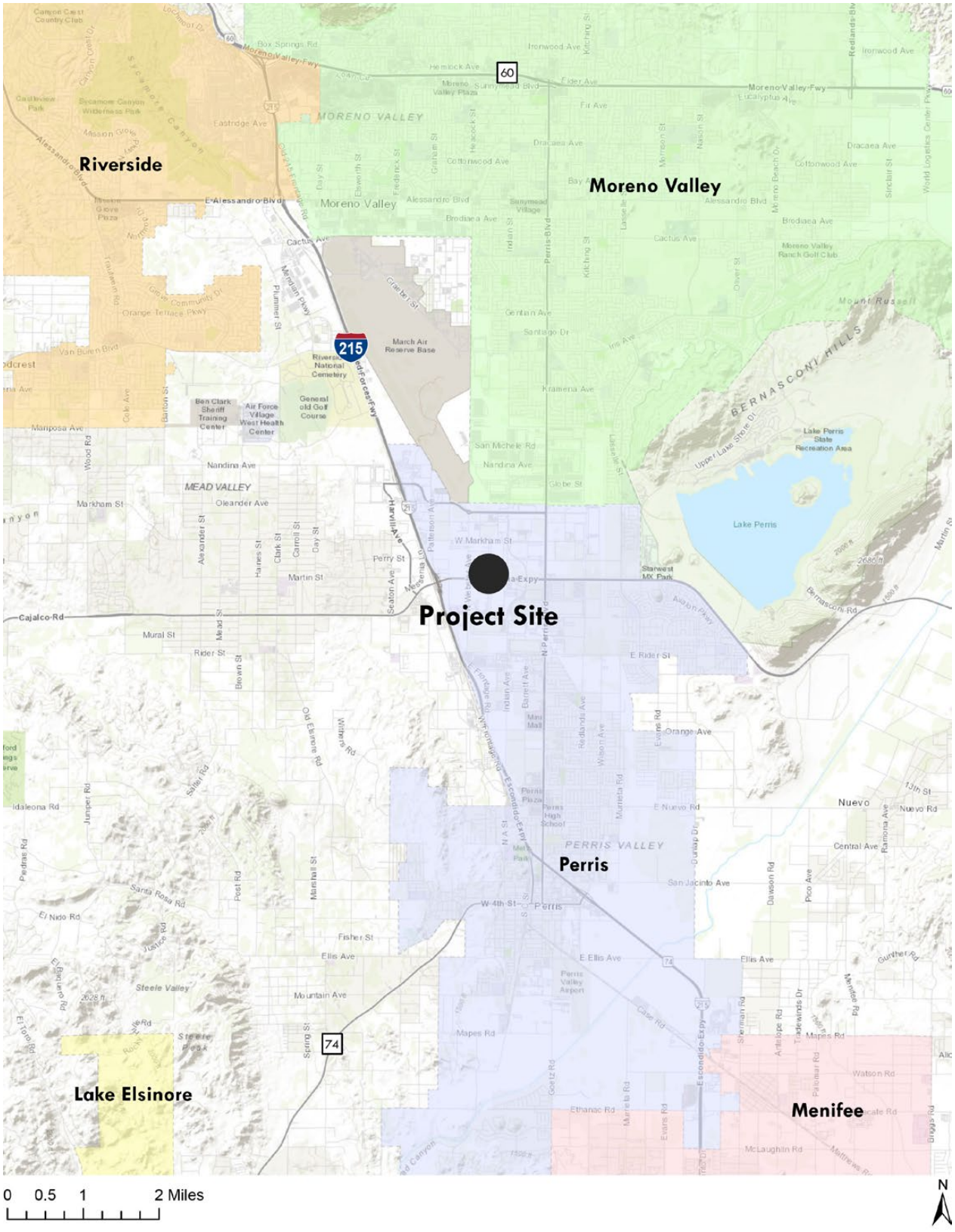
2.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

The Project site is located within a partially developed area. The surrounding land uses are described in Table 1.

Table 1: Surrounding Existing Land Use and Zoning Designations

	Existing Land Use	General Plan Designation	Zoning Designation
North	Trailer storage operated by General Mills.	PVCCSP	PVCCSP - Light Industrial (LI)
West	Brennan Avenue followed by a drive through restaurant to the south and residential to the north.	PVCCSP	PVCCSP – Commercial (C) PVCCSP – Residential (R)
South	Ramona Expressway followed by industrial uses.	PVCCSP	PVCCSP – Light Industrial (LI)
East	General Mills warehouse development.	PVCCSP	PVCCSP - Light Industrial (LI)

Regional Location



Westport Perris Industrial
City of Perris

Figure 2-1

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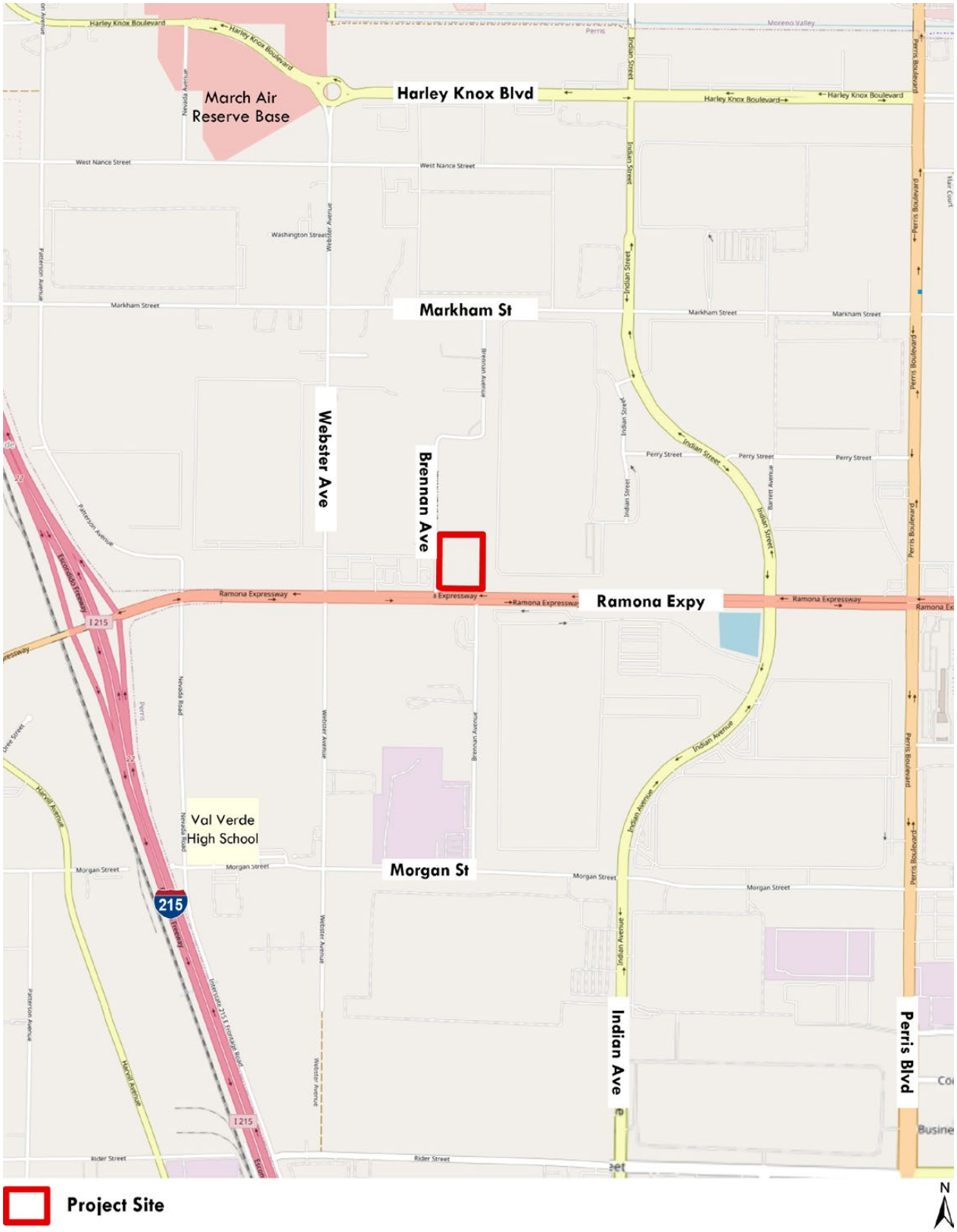
Local Vicinity



Westport Perris Industrial
City of Perris

Figure 2-2

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Aerial View

Westport Perris Industrial
City of Perris

Figure 2-3

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Existing Site Photos

Looking to the east from the west side of site on Brennan Ave.

Southeast corner of site from Ramona Expy.

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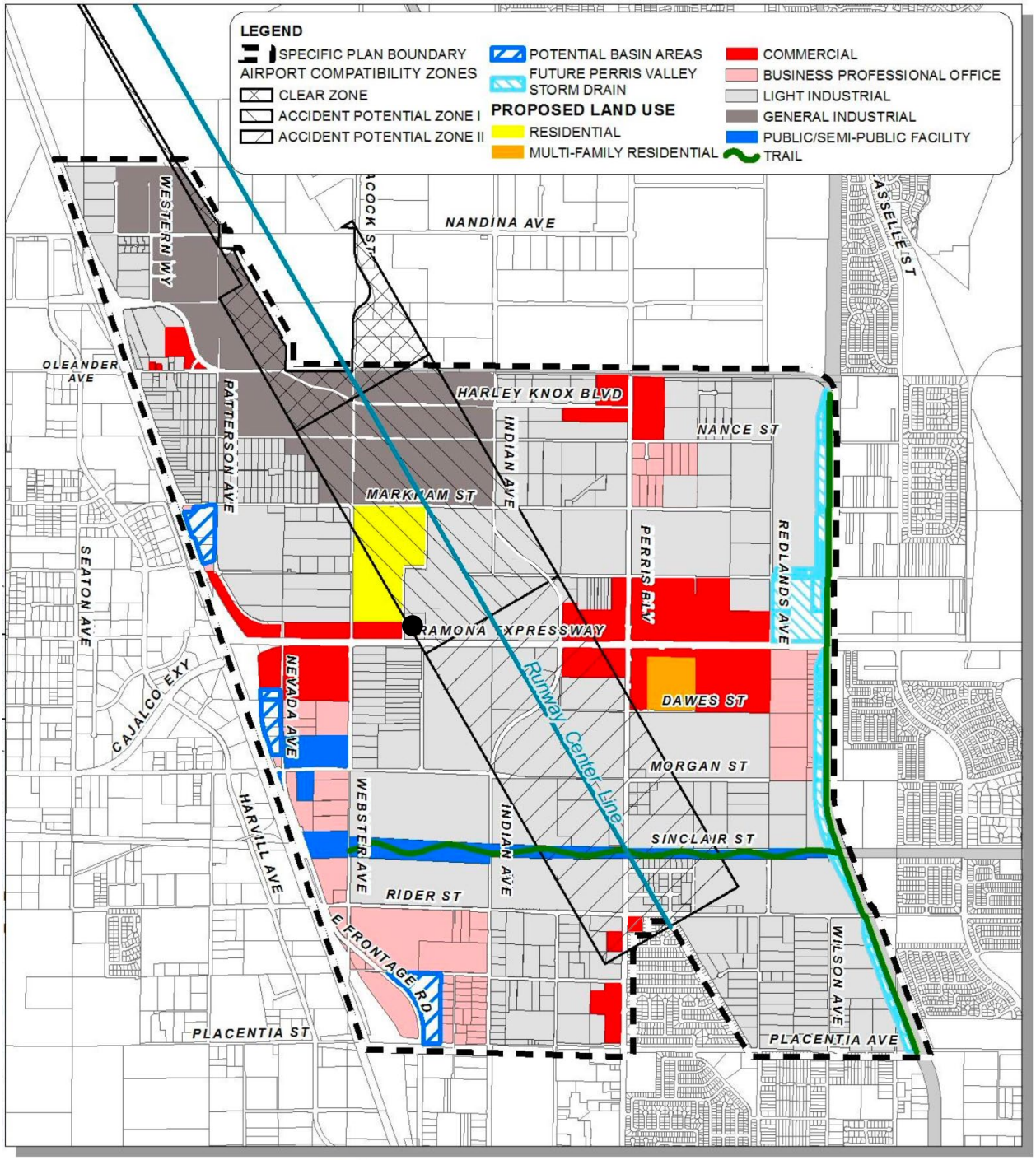
Perris Valley Commerce Center Specific Plan Land Use Designation



● **Project Site**

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3 PROJECT DESCRIPTION

3.1 PROJECT SITE PLANNING AND CEQA BACKGROUND

As previously discussed, the City adopted the PVCCSP and certified the PVCCSP EIR in 2012. The PVCCSP planning area covers approximately 5.23 square miles in the northern portion of the City. The Project site is located within the PVCCSP planning area.

The PVCCSP was implemented to provide high quality light and general industrial, commercial, business parks, professional offices, residential, public facilities, and open space land uses to serve residents and businesses in the City. The PVCCSP slightly modified the City's General Plan land use designations and set forth a list of permitted uses, guidelines for landscape and architectural design, infrastructure plans, and administrative procedures to guide development within the PVCCSP area.

The PVCCSP EIR evaluated the potential environmental effects of the proposed land use changes from development and operation of the PVCCSP at buildout. This included buildout of the Project site with Light Industrial (LI) uses per the General Plan and PVCCSP land use designations and the LI zoning designation.

3.2 PROPOSED PROJECT

3.2.1 Project Overview

The applicant for the proposed Project is requesting approval from the City of Perris to construct and operate an approximately 99,990-square-foot, non-refrigerated warehouse building measuring a maximum of 45 feet in height and a FAR of 0.51. The Project would include a parking lot, ornamental landscaping, employee patio area, and associated infrastructure. A fire water pump would be included in the southern portion of the Project site. The Project Applicant is requesting the approval of a Development Plan Review for consideration of the architectural design, conceptual landscaping, and overall compliance with the City's zoning regulations and the PVCCSP. The Project Applicant is also requesting the approval of a Parcel Merger. Figure 3-1, C*onceptual Site Plan,* illustrates the proposed site plan.

3.2.2 Project Features

Building Summary and Architecture

The proposed single-story, non-refrigerated light industrial warehouse building would total 99,990 square feet including 3,000 square feet of ground floor office space and 2,574 square feet of mezzanine office space. The Project would be constructed with the proposed building fronting Brennan Avenue to screen loading activities from the public right-of-way. The warehouse would not be a refrigerated facility.

The Project would include a street front building setback of 35 feet, 2 inches along Ramona Expressway and 61 feet along Brennan Avenue. The setback along Brennan Avenue would exceed the 50-foot setback requirement for the residential buffer. Additionally, the Project is not required to have interior setbacks when adjacent to non-residential properties; however, the Project includes a setback of 40 feet, 5 inches from the northern property line and a setback of 63 feet, 4 inches. The Project would also include two covered patios for employees to the west of the warehouse.

As shown in Figure 3-2, *Building Elevations*, the proposed Project is proposed to establish an architectural presence through emphasis on building finish materials and consistent material usage and color scheme. The 45-foot-high building would also be set back from both street frontages and landscaping would be provided along Ramona Expressway and Brennan Avenue. Building colors would include shades of white and grey with blue reflective glazing on the windows.

Parking and Loading Dock Summary

Truck loading docks would be located along the eastern side of the building and oriented away from the residential uses to the west. The Project would include 11 dock high doors and no trailer parking would be present on the site. The truck court would be secured by 8-foot-high sliding gates to the north and south of the court. The proposed Project would also provide 61 auto parking spaces including 6 ADA spaces. Pursuant to Section 5.106.5.2 of the 2022 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), 10 of the parking spaces would be designated for low-emitting, fuel efficient, and carpool/vanpool vehicles. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, 4 parking spaces will provide equipment for the charging of electric vehicles. Additionally, two bicycle racks would be provided near the entrances for each office.

Landscaping and Fencing

The Project would include an 8-foot-high concrete tilt-up screen wall along the southern, northern, and western boundaries of the truck court. In addition, an 8-foot-high wrought iron fence would be installed along the western property line north of the northern driveway. The truck court would be secured by 8-foot-high sliding tube steel gates. The proposed Project includes approximately 26,035 square feet of landscaping that would cover 13.3 percent of the site, as shown in Figure 3-4, *Proposed Landscape Plan*. The proposed landscaping would include 24-inch and 36-inch box trees, 15-gallon trees, various shrubs, and ground covers to screen the proposed building and parking and loading areas from off-site viewpoints.

Lighting

The proposed Project would include lighting along the perimeter of the building at entrance points as well as along the Ramona Expressway and Brennan Avenue frontage. Additional security lighting, walkway lighting, and interior lighting would be included. Lighting would be oriented directly downward in order to limit the spill of light to surrounding properties.

Access and Circulation

The proposed Project would be accessible via three new points of entry. Two 26-foot driveways would be located along Brennan Avenue for passenger vehicle access only. A 56-foot, 4-inch driveway would also be located along Ramona Expressway for truck access. The Project would include signage at the truck driveway to state that trucks must go straight and are not allowed on Ramona Expressway. Internal circulation would be via 26-foot drive aisles.

Trucks would utilize City/PVCCSP designated truck routes including Brennan Avenue to Morgan Street to get to Indian Avenue, Placentia Avenue, and I-215.

Infrastructure Improvements

Water and Sewer Improvements

The Project Applicant would install onsite water lines that would connect to the existing 12-inch diameter water line in Ramona Expressway. Onsite sewer infrastructure would connect to the existing 16-inch sewer line in Ramona Expressway.

Drainage Improvements

The proposed Project would include an onsite storm drainage system that would direct onsite stormwater runoff into a modular wetland system located near the southeasterly corner of the Project site. Overflow

from the basin would be discharged to the 42-inch storm drain in Ramona Expressway, which leads into the Perris Valley Storm Drain. Stormwater in the proposed landscape area at the south of the Project site would be directed to a vegetated swale.

Sidewalk Improvements

The proposed Project would include construction of sidewalks along Brennan Avenue and construction of a multi-use trail along Ramona Expressway.

3.2.3 Specific Plan Land Use Designation

The Project site is located within the PVCCSP planning area and has a land use designation of Light Industrial (LI). The proposed Project is consistent with the existing PVCCSP land use designation for the Project site.

3.2.4 Construction and Phasing

Construction activities for the Project are expected to begin in the third quarter of 2023 and would occur over one phase and include site preparation, grading, building construction, paving, and architectural coatings. Grading work of soils is expected to balance onsite. Construction is expected to occur over 13 months, as shown in Table 2. All construction activities would occur within the hours allowable by the City of Perris Municipal Code Section 7.34.060, which states that construction shall occur only between the hours of 7:00 AM and 7:00 PM. The Project would not include nighttime concrete pour activities.

Table 2: Construction Schedule

Construction Phase	Working Days
Site Preparation	5
Grading	8
Building Construction	230
Paving	18
Architectural Coatings	18

3.2.5 Operational Characteristics

The Project would be operated as a non-refrigerated light industrial warehouse. Typical operational characteristics include employees and customers traveling to and from the site, delivery of materials and supplies to the site, and truck loading and unloading. The Project is anticipated to operate 7 days a week 24 hours a day.

3.2.6 Discretionary Approvals, Permits, and Studies

The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

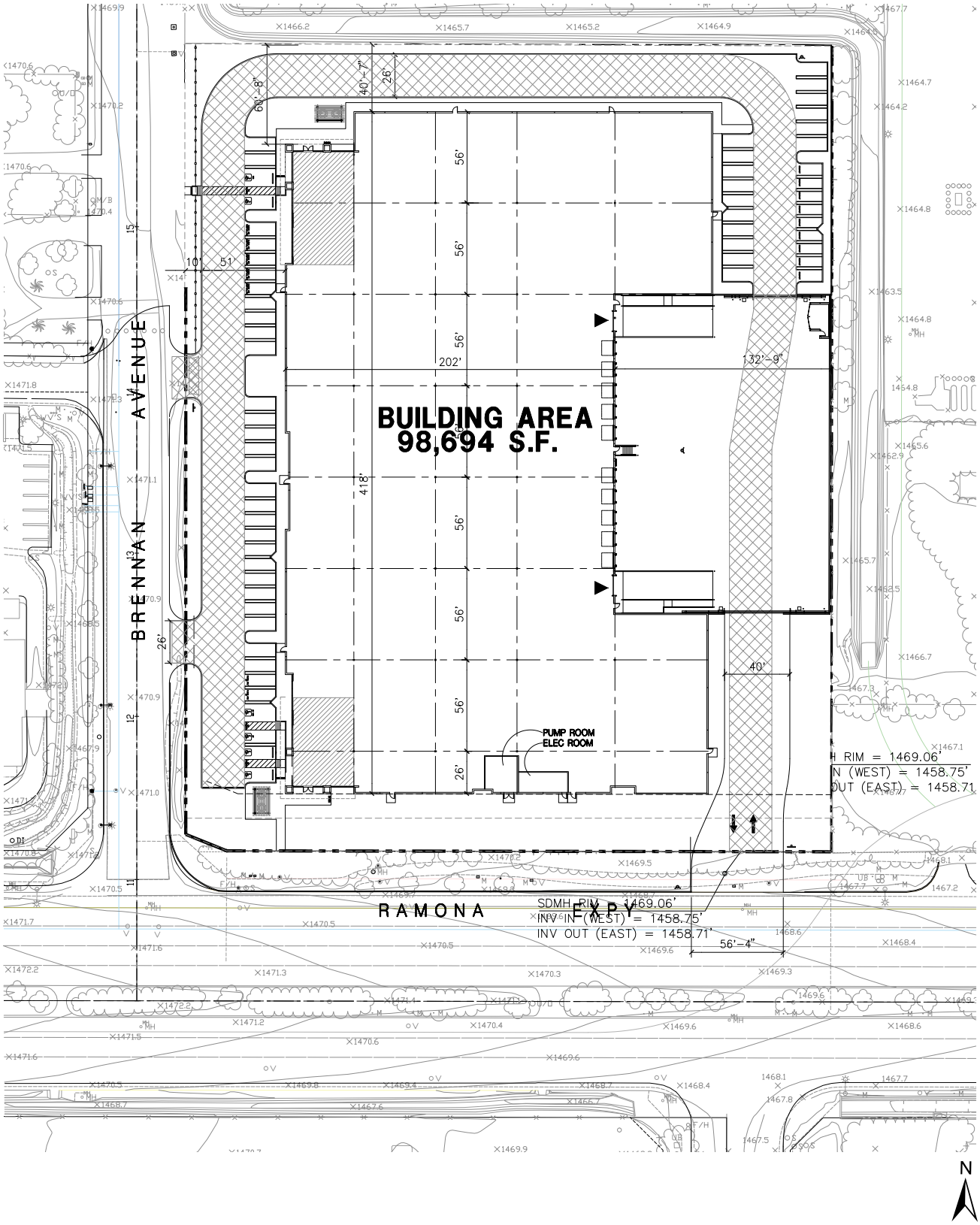
City of Perris

- Development Plan Review DPR22-00021 to allow the development of the 4.5-acre Project site with an approximate 99,990-square-foot light industrial warehouse building, parking lot, ornamental landscaping, and associated infrastructure.
- Parcel Merger to combine APNs 302-260-078 through -081and develop the 4.5-acre site with an approximate 99,990-square-foot light industrial warehouse and associated infrastructure.
- Adoption of this Mitigated Negative Declaration with the determination that the MND has been prepared in compliance with the requirements of CEQA.
- Approvals and permits necessary to execute the proposed Project, including but not limited to, demolition permit, grading permit, building permit, etc.

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

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

Conceptual Site Plan



Westport Perris Industrial
City of Perris

Figure 3-1

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Building Elevations

Westport Perris Industrial
City of Perris

Figure 3-2

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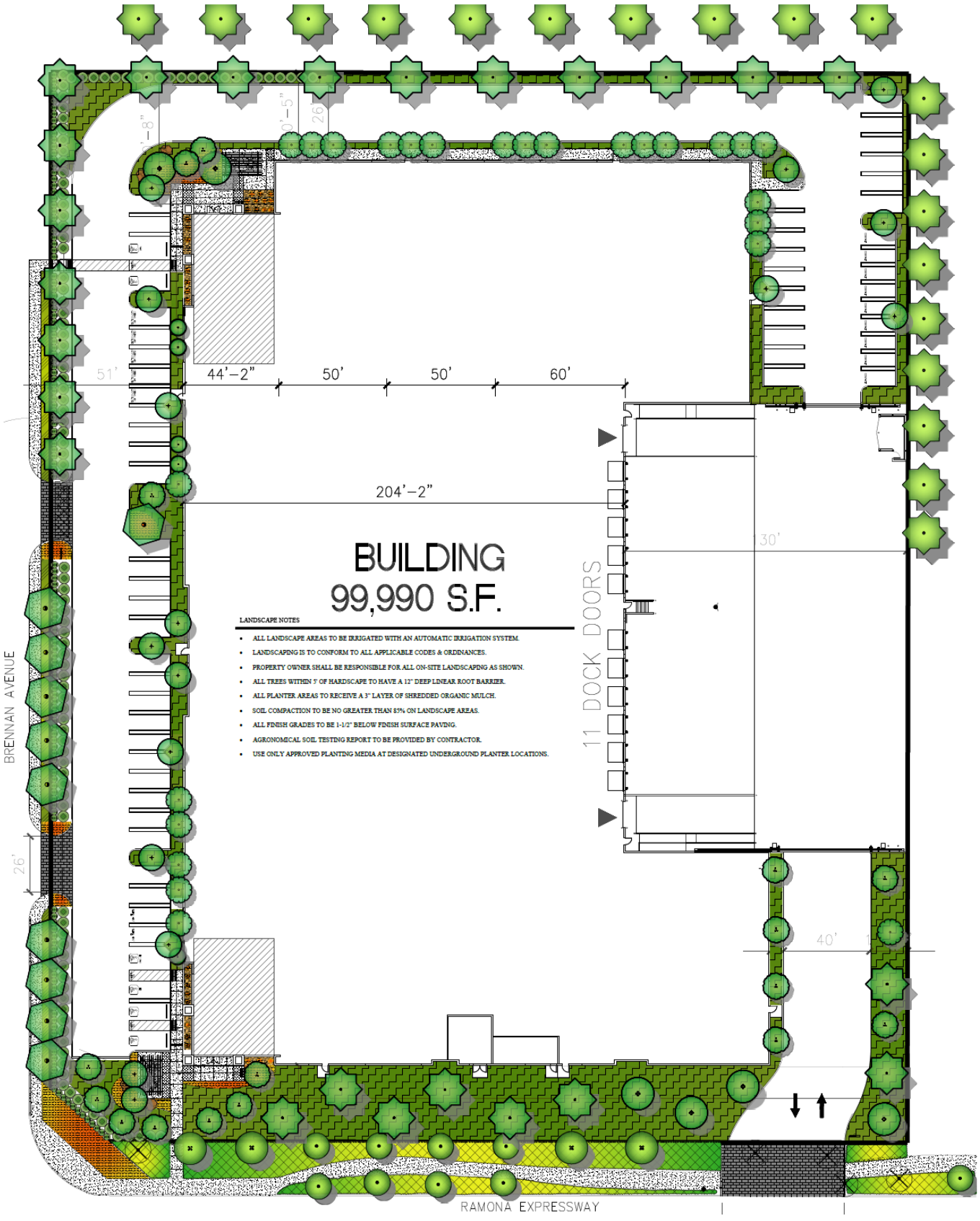
Landscape Plan



Westport Perris Industrial
City of Perris

Figure 3-3

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4 ENVIRONMENTAL CHECKLIST

4.1 BACKGROUND

Date: April 2023
Project Title: Westport Perris Industrial Project
Lead Agency: City of Perris 101 N. D Street Perris, CA 92570
Lead Agency Contact: Nathan Perez City of Perris Planning Division 135 N. D Street Perris, CA 92570 (951) 943-5003 ext. 279 nperez@cityofperris.org
Project Location: 4.5-gross-acre site comprised of four parcels (APNs 302-260-078 through -081) at the northeast corner of Ramona Expressway and Brennan Avenue within the Perris Valley Commerce Center Specific Plan planning area of the City of Perris.
Project Sponsor's Name and Address: Westport Properties, Inc. 2201 Dupont Drive, Suite 700 Irvine, CA 92612
General Plan and Zoning Designation: The General Plan designation and zoning for the site is Perris Valley Commerce Center Specific Plan (PVCCSP). The PVCCSP designates the site for Light Industrial (LI) uses.
Project Description: The proposed Project consist of the construction and operation of an approximately 99,990-square-foot non-refrigerated light industrial warehouse building, vehicle parking lot, onsite landscaping, and associated infrastructure. A more detailed description of the proposed Project is provided in Section 3, *Project Description*.
Surrounding Land Uses and Setting: The Project site is bound to the north and east by a warehousing facility, to the south by Ramona Expressway followed by an industrial use, and to the west by Brennan Avenue followed by restaurants and residential homes. Like the Project site, the surrounding areas are included within the PVCCSP and the land to the north, east, and west surrounding have the same PVCCSP – LI zoning designation as the Project site. The land to the west has zoning designations of PVCCSP – C and R.
Other Public Agencies Whose Approval is Required: A National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board may be required as well as approval of water and sewer improvement plans by the Eastern Municipal Water District and approval of permits to install and operate a diesel fire water pump from the South Coast Air Quality Management District.
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. See Section 5.18, Tribal Cultural Resources of this IS/MND.

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

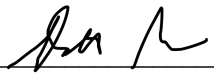
The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist and discussion on the following pages.

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

4.3 DETERMINATION:

(To be completed by the Lead Agency) on the basis of this initial evaluation

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR and (b) 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 earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

April 6 2023

Date

Nathan Perez

Printed Name

EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with

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

4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) "Reviewed Under Previous Document" applies where the impact has been evaluated and discussed in a previous document. Discussion will include reference to the previous documents. If the project site has been zoned to accommodate a particular density of development and an EIR was certified for that zoning or planning action (in this case the PVCCSP Final EIR), consideration of a project consistent with that zoning shall be limited to effects upon the environment which are peculiar to the parcel or project and those that were not addressed as significant effects in the prior EIR or those impacts that were previously identified and would be more severe with implementation of the proposed project. As such, the following analysis can include a "potentially significant impact" without requiring the preparation of an EIR – providing the significant impact was described in the previous EIR and that impact would not be more severe with implementation of the proposed project, pursuant to Public Resources Code Section 21083.3. Such impacts will be identified as "Potentially Significant" and "Reviewed Under Previous Document."

6) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:

   (a) Earlier Analysis Used. Identify and state where they are available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

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

7) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

8) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

9) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

10) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

5 ENVIRONMENTAL ANALYSIS

This section provides evidence to substantiate the conclusions in the environmental checklist. The section briefly summarizes the conclusions of the PVCCSP EIR, and then discusses whether or not the proposed Project is consistent with the findings contained in the PVCCSP EIR, or if further analysis is required in a supplemental or subsequent EIR. Mitigation measures referenced herein are from the PVCCSP EIR.

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

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated by the PVCCSP EIR, found that development according to the PVCCSP would not have a substantial adverse effect on a scenic vista. The Initial Study describes that the City is located within the Perris Valley, and the terrain is generally flat. Views surroundings the City included the Lake Perris Dam to the northeast, the Bernasconi Hills to the east, Gavilan Hills and the Motte-Rimrock Reserve to the west and March Air Reserve Base to the north. The PVCCSP planning area itself was surrounded by existing development and not located within a scenic vista, nor would buildout under the PVCCSP, including the change in land uses, have an adverse effect on a scenic vista. Additionally, the PVCCSP restricts building heights and provides required setbacks that further reduce the potential for impacts to scenic vistas. Therefore, the Initial Study concluded that impacts to scenic vistas would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The Project site is vacant and undeveloped. The land to the north and the east is developed with a warehousing facility, the land to the south is occupied with an industrial use, and the land to the west is developed with restaurants and residential homes. The General Plan does not designate any scenic vistas or protected viewsheds within the City. Views of the surrounding foothills are available from public vantage points on Ramona Expressway and Brennan Avenue.

The proposed Project would result in the development of an approximately 45-foot-tall light industrial warehouse building which would be below the 50-foot maximum height. The Project Applicant would develop a new industrial warehouse building that would be set back from the adjacent streets and would not encroach into the existing public long-distance views. The proposed Project includes setbacks of approximately 35 feet, 2 inches along Ramona Expressway, which exceeds the 20-foot setback requirement and a minimum of 61 feet along Brennan Avenue, which exceeds the 10-foot setback requirement. The surrounding area along Ramona Expressway is developed, including with industrial uses. Although there are limited views of the surrounding foothills from public roadways, these views are obstructed by existing buildings and infrastructure. Long range views of the surrounding foothills would continue to be available to motorists and from public vantage points on Ramona Expressway and Brennan Avenue and the Project would not impact any scenic vistas or protected viewsheds. Impacts would be less than significant.

Furthermore, the potential impacts related to scenic vistas from the proposed Project are consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated by the PVCCSP EIR, found that no specific scenic resources such as trees, rock outcroppings or unique features exist within the PVCCCSP planning area boundaries. Development under the PVCCSP would not affect views from a state scenic highway. The PVCCSP planning area is not located within a scenic highway corridor. The nearest "Officially Designated" State Scenic highway is Highway 243, located approximately 21 miles east of the PVCCSP planning area. Therefore, the Initial Study concluded that impacts would be less than significant.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The Project site is not located near a state scenic highway. The closest designated scenic highway is a portion of Highway 243 from Mountain Center to Banning, which is located approximately 23.1 miles east of the Project site. The nearest eligible scenic highway is a portion of Route 74 that travels through the City and is located approximately 4.3 miles south of the Project site. Therefore, due to the distance of the Project site from either a designated or eligible state scenic highway, the proposed Project would not damage scenic resources within a state scenic highway and there would be no impacts.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated by the PVCCSP EIR, found that buildout under the PVCCSP would change the visual character of the PVCCSP planning area from its current scattered residential, commercial, industrial and agricultural uses to an urban modern commerce and industrial center. The PVCCSP includes architectural design and landscape guidelines that would meet the City's development standards and enhance the visual

character of the area. Therefore, the Initial Study concluded that the PVCCSP would not degrade the existing visual character or quality of the area or the surrounding properties and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The following regulatory standards are applicable to development of the Project site, and would ensure the preservation of visual character and quality through architecture, landscaping, and site planning:

City of Perris Municipal Code
The following provisions from the Municipal Code are intended to minimize adverse aesthetic impacts associated with new development projects and are relevant to the proposed Project.

- **Lighting (Section 19.02.110).** Section 19.02.110 provides lighting standards for industrial parking areas. The Section also requires that lighting shall be in scale with the height and use of the structure on site and requires that all lighting be directed away from adjoining properties and the public right-of-way.
- **Landscaping (Chapter 19.70).** Chapter 19.70 provides landscaping standards to promote the values and benefits of landscapes while recognizing the need to use water as efficiently as possible; establish criteria for designing, installing, and maintaining water-efficient landscapes in new projects; and establish landscape design criteria for development projects. The Chapter also provides requirements for planting plans to be incorporated by new developments.

Perris Valley Commerce Center Specific Plan
The PVCCSP serves as a guide for development in the PVCCSP area and provides for a transition toward an economic area with industrial, commercial, and office uses. The PVCCSP contains Design Standards and Guidelines for circulation, lighting, parking, and screening.

Perris Valley Commerce Center Specific Plan Visual Overlay Zone
The PVCCSP includes a Visual Overlay Zone along major corridors, including Ramona Expressway, with additional development standards to promote aesthetic enhancements along major roadways. The standards of the Visual Overlay Zone Include:

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

Analysis
The proposed Project would change the scenic quality of the site from an undeveloped site and would result in the construction and operation of an approximately 99,990-square-foot light industrial warehouse building, parking lot, ornamental landscaping, and associated infrastructure. The proposed building would result in a floor area ratio (FAR) of 0.51 and be approximately 45 feet tall at maximum. The proposed Project includes setbacks of approximately 35 feet, 2 inches along Ramona Expressway, which exceeds the

20-foot setback requirement and a minimum of 61 feet along Brennan Avenue, which exceeds the 10-foot setback requirement.

The Project site is within a developing area that has industrial and warehousing uses to the north, east, and south, and commercial and residential uses to the west. The Project applicant would develop a new 40-foot-high industrial warehouse building that would be set back from the adjacent streets and would not encroach into the existing public long-distance views. The proposed structure would be painted concrete and have accented glass windows. The overall color scheme of the building would include white, off-white, grays, with blue glass accents. To vary the visual height of the 45-foot-high building, the building's roof would have architectural projections and range from 43 feet to 45 feet. In addition, to visually reduce the size and bulk of the structure, the Ramona Expressway frontage would be articulated with windows and different setbacks, heights, and architectural projections to provide separation between different portions of the building. Parking and landscaping areas would be located in the setback space between roadways and the building, which would minimize the visual scale of the structure. The proposed Project would provide landscaping onsite and along adjacent streets. Areas adjacent to the building would be landscaped with trees and a variety of shrubs and ground covers. The size and height of these proposed trees (that include vertical growing species) would reduce the visual perception of the 45-foot-high building and provide uniform landscaping onsite. Trees would be installed pursuant to the City's standard requirements for landscape screening (as verified during the permitting process). Additionally, the layering of landscaping between the proposed building and the surrounding roadways would provide visual depth and distance between the roadways and proposed structure. As a result, the Project would not result in the creation of an aesthetically offensive site open to public view.

In addition, the proposed Project would be consistent with the PVCCSP standards for Light Industrial land uses that are applicable to the proposed Project, as demonstrated below in Table AES-1.

Table AES-1: Light Industrial Development Standards

PVCC Standard		Project Consistency
Minimum Lot Size	15,000 square feet	196,270 square feet
Maximum Structure Size/Floor Area Ration (FAR)	0.75 FAR	0.51 FAR
Maximum Lot Coverage by Structure	50% of Lot	49.9% of lot
Maximum Structure Height	50 feet[1]	45 feet
Front Yard and Street Side Yard Setback	20 feet along Expressways[2] 10 feet along Local/Collector Streets	35 feet, 2 inches on Ramona Expressway 61 feet on Brennan Avenue
Minimum Landscape Coverage	12%	13.3%

[1] Structure heights may be increased to a maximum of 100-feet above grade, provided that the front and street side yards are increased at least (1) one foot for every (1) one foot of height increase beyond the standard set forth in Section 19.44.030 and provided that side and rear yard setbacks are increased by (1) one foot for every (2) two-foot increase beyond the standard set forth in Section 19.44.030.

[2] Front yards for structures shall be increased (1) one foot for each (2) two feet of structure height greater than 25-feet in height at setback from property line/right-of-way to maximum structure height.

As described previously, Ramona Expressway is identified as an expressway and Brennan Avenue is identified as a local street. Projects along major corridors are within the Visual Overlay Zone and Ramona Expressway is considered to be in the Major Roadway Visual Corridor. Thus, Table AES-2 describes the proposed Project's compliance with the standards set forth by the PVCC Specific Plan Visual Overlay Zone for Major Roadway Visual Zones.

Table AES-2: Consistency PVCC Specific Plan Visual Overlay Zone Standards

Visual Overlay Zone Standard	Project Consistency
Quality Architectural Presence. A quality architectural presence should be established with an emphasis on layout, finish materials, site accenting elements, and landscaping.	**Consistent.** As shown in Figure 3-2, *Building Elevations*, the proposed Project would establish an architectural presence through emphasis on building finish materials and consistent material usage and color scheme. The building would also be set back from both street frontages and landscaping would be provided along Brennan Avenue and Ramona Expressway. The use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along both Ramona Expressway and Brennan Avenue, and create a visually appealing building. Thus, the proposed Project is consistent with this standard.
Full Building Articulation and Enhancement. Full building articulation and enhancement is required on any facades visible from the street as shown in Figure 4.0-19.	**Consistent.** As shown above, in Figure 3-2, *Building Elevations*, the southern and western elevations would feature façade enhancement that include varying building and roofline heights, use of windows, exterior building colors, and consistent materials to provide enhanced building articulation. Thus, the proposed Project is consistent with this standard.
Integrated Screenwall Designs. Screenwall designs shall be integrated with accent landscaping.	**Consistent.** Screenwalls located on the eastern side of the Project site surrounding the truck court would be integrated with accent landscaping including trees, shrubs, and groundcovers as shown on Figure 3-4 *Landscape Plan*. Thus, the proposed Project is consistent with this standard.
Enhanced Landscape Setback Areas. Landscaped setback areas must incorporate enhancements that include accent accessories such as boulders, trellises, or garden walls, beyond basic plant material.	**Consistent.** As shown on Figure 3-3, *Landscape Plan*, landscaped areas would include accent accessories such as boulders and decorative rock rubble. Therefore, the proposed Project would incorporate more than basic plant material in landscaped areas. Thus, the proposed Project is consistent with this standard.
Enhanced Entry Treatment. Primary entry drives shall have a distinct landscape statement, landscaped median and enhanced paving.	**Consistent.** Primary entry drives along Ramona Expressway and Brennan Avenue would feature a distinct landscaping through use of an increased variety of shrubs. In addition, driveways would include enhanced decorative paving. Thus, the proposed Project is consistent with this standard.
Entry Point. Entry plazas and/or significant architectural features or public art shall be used as a focal point.	**Consistent.** The entry plaza along Brennan Avenue would feature distinct architectural features such as aluminum storefront framing with glazing to create

Visual Overlay Zone Standard	Project Consistency
	a visually appealing focal point. Thus, the proposed Project is consistent with this standard.
Screening, Loading and Service Areas. Screening or offset views into loading/service area or locate service areas away from street frontages to the rear of the property, next to truck loading.	**Consistent.** The truck loading area would be located on the interior of the Project site at the eastern side of the warehouse. The Project would include an 8-foot-high concrete tilt up screen wall with decorative pilasters surrounding the truck court to screen onsite trailers from public view. In addition, new landscaping would provide screening to offset views into this area. Thus, the proposed Project is consistent with this standard.
Limit or Eliminate Landscaping Along Side or Rear Setbacks. To achieve greater front yard landscaping, landscaping along side or rear setbacks may be limited unless necessary to screen and buffer loading activity areas from adjacent non-industrial use or public view. Overall percent of landscaping required must be provided but may be consolidated towards the Visual Zone areas.	**Consistent.** As demonstrated in Figure 3-4, *Landscape Plan,* the majority of landscaping would be located along street frontages near Ramona Expressway and Brennan Avenue and would be limited along the side and rear of the property. Overall, the proposed Project would include landscaping covering 13.3 percent of the site, exceeding the 12 percent minimum which would screen onsite uses. Thus, the proposed Project is consistent with this standard.
Uplight Trees and Other Landscape. Trees and other landscape features shall be illuminated by concealed "uplight" fixtures along major collector roads. All fixtures shall be located, shielded and aimed so that light is not cast toward adjacent properties, streets or transmitted into the sky.	**Consistent.** The proposed Project would include uplighting that adheres to all PVCCSP standards in addition to the requirements set forth in the City of Perris Municipal Code Section 19.02.110. Thus, the proposed Project is consistent with this standard.
Landscaped Accent Along Building Foundation. Accent landscaping shall be used along building foundation.	**Consistent.** As demonstrated in Figure 3-4, *Landscape Plan,* the proposed Project would include shrubs, groundcover, and trees along the building foundation. Thus, the proposed Project is consistent with this standard.
Heavily Landscape Parking Lot. If adjacent to major roadway street frontage, parking lots shall be heavily landscaped.	**Consistent.** As demonstrated in Figure 3-4, *Landscape Plan,* the proposed Project would include heavily landscaped parking lots located along the western portion of the building. Landscaping in parking lots would include trees, shrubs, and groundcover. Thus, the proposed Project is consistent with this standard.
Limited Parking Fields. Parking fields shall be limited between street frontage and building to the greatest extent possible as shown in Figure 4.0-20	**Consistent.** The proposed Project would include a parking lot along the western end of the site and would only be visible at the entrance to the site along Brennan Avenue. Additionally, the entrance to the truck court on the eastern side of the site would be screened from public right-of-way. Thus, the proposed Project is consistent with this standard.

As discussed above, in Tables AES-1 and AES-2, the proposed Project would be consistent with the regulations regarding aesthetics and scenic quality in the PVCCSP. Therefore, while the proposed Project would change the visual character of the site, it would not substantially degrade the existing visual character or quality of its surroundings. Impacts would be less than significant.

Furthermore, the visual impacts of the proposed Project are consistent with those analyzed in the PVCCSP EIR. Also, consistent with the determination in the PVCCSP EIR, compliance with the PVCCSP and the City standards (identified above for the proposed Project), no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the PVCCSP EIR. The proposed Project is consistent with the impacts identified in PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, included as Appendix A in the PVCCSP EIR, found that buildout under the PVCCSP would introduce new sources of nighttime light and glare into the area from street lighting, as well as outdoor lighting from implementing Project-related uses. Spill of light onto surrounding properties, and "night glow" would be reduced by using shields and other design features on light fixtures. City of Perris Zoning Ordinance No. 1051 requires the use of specific types of light fixtures for non-residential uses. Inclusion of design features and compliance with Ordinance No. 1051 in the PVCCSP would reduce potential impacts from light and glare to a less than significant level.

Impacts Associated with the Proposed Project

Less Than Significant With Mitigation Incorporated/Reviewed Under Previous Document. The Project Applicant is proposing to develop the site with an approximately 99,990-square-foot light industrial warehouse building. As disclosed in the PVCCSP EIR, industrial development within the PVCCSP planning area would introduce new sources of nighttime light and glare into the area from street lighting, parking lot lighting, and outdoor lighting from commercial and other project-related uses. The Project site is located in a developing area near other industrial developments. The addition of industrial lighting similar to that proposed by the Project was anticipated for the Project site by the PVCCSP EIR. Spill of light onto surrounding properties and "night glow" would be reduced by using hoods and other design features on the light fixtures used within the proposed Project. Implementation of existing regulatory requirements per the City's Municipal Code Section 19.02.110 (General Provisions-Lighting), including regulations for outdoor lighting, would occur during the City's permitting process and would ensure that impacts related to light and glare are less than significant.

The proposed building materials do not consist of highly reflective materials, lights would be shielded consistent with the municipal code requirements, and the proposed landscaping along Project boundaries would screen sources of light and reduce the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urban environment. Thus, impacts would be less than significant.

It should be noted that, to prevent conflicts with aircraft operations at March Air Reserve Base/Inland Port Airport (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 residences and motorists on adjacent roadways, such security lights may result in glare to residents and motorists. However, this potential impact would be reduced to a less than significant level through the City's standard project review and approval process and with implementation of mitigation measure MM A 1.

Furthermore, the proposed Project is consistent with the impacts identified in PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

Project-Specific Mitigation Measures

MM A 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 by one foot candle to surrounding properties outside of the staging area or direct broadcast of security light into the sky.

Applicable PVCCSP EIR Mitigation Measures

MM Haz 3. (Described under checklist question 5.9(e), below)

MM Haz 5. (Described under checklist question 5.9(e), below)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
5.2 AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒	☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. At the time of PVCCSP approval, there were 691.5 acres of Prime Farmland, 244.3 acres of Farmland of Statewide Importance, 34.7 acres of Unique Farmland, and 1,465.0 acres of Farmland of Local Importance. Also, the Project site was designated as Farmland of Local Importance. The PVCCSP EIR found that although buildout under the PVCCSP would result in the conversion of state-designated Farmland, this conversion was previously addressed in the 1991 update to the Perris General Plan, in which the designation of agriculture land uses was eliminated. Therefore, the PVCCSP EIR found no impacts would occur related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The Project site is designated as Other Land by the California Department of Conservation. The Other Land classification includes land not included in any other mapping category such as low-density rural developments and vacant and nonagricultural land surrounded on all sides by urban development. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) by the California Department of Conservation. Therefore, the Project would not convert farmland to a non-agricultural use.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that future development in accordance with the PVCCSP would not result in the conversion of areas zoned for agriculture uses to nonagricultural use because no land within the City is designated for agricultural uses. However, approximately 204 acres within the PVCCSP planning area were located in active Williamson Act contracts at that time. Although buildout under the PVCCSP would result in the elimination of Williamson Act contract lands within the PVCCSP area, those changes were addressed in the City's General Plan and found to have no impact. Therefore, the PVCCSP EIR found that there would be no impact related to conflict with existing zoning for agricultural use or a Williamson Act contract.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The Project site is not designated or zoned for agricultural use, used for agriculture, or subject to a Williamson Act contract. Therefore, redevelopment of the site for light industrial uses would not have an impact on agricultural zoning or a Williamson Act contract.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

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))?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not evaluate impacts related to forestry resources as it was not a threshold of analysis within the State CEQA Guidelines at the time the PVCCSP EIR was prepared.

Impacts Associated with the Proposed Project

No Impact. There is no forest land or resources within the City of Perris. Development of the proposed Project would not have an impact on forest land or timberland resources.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not evaluate impacts related to forestry resources as it was not a threshold of analysis within the State CEQA Guidelines at the time the PVCCSP EIR was prepared.

Impacts Associated with the Proposed Project

No Impact. There is no forest land within the City of Perris. Therefore, development of the proposed Project would not cause loss of forest land or convert forest land to non-forest use. No impact would occur to forest land or timberlands.

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?

No Impact/Reviewed Under Previous Document.

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that implementation of the PVCCSP would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use because those changes were already addressed in the City of Perris General Plan EIR and found to be less than significant.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The proposed Project would result in the construction of a new light industrial building consistent with the PVCCSP Light Industrial designation for the Project site. Development of the Project site would not convert Farmland or forest land. Based on the site location and its surrounding urban and developed nature, the proposed Project would not, in and of itself, cause conversion of Farmland or forest land as the proposed Project would be developed consistent with the intended uses designated in the adopted PVCCSP and thus part of the PVCCSP buildout, and no impacts would occur.

Furthermore, the proposed Project would not require any changes to the certified PVCCSP EIR related to farmland or forest land. The level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No impacts to agriculture and forestry resources would result from the proposed Project; therefore, no new or revised mitigation measures are required for agriculture and forestry resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
5.3 AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district 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) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☒
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	☐	☐	☒	☐	☒

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

Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would generate similar growth when compared to the existing General Plan; and therefore, the PVCCSP would be consistent with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Pan (AQMP). The PVCCSP EIR found that impacts would be less than significant, and no mitigation was required.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The Project site is within the jurisdiction of the SCAQMD. The current AQMP is the 2022 AQMP, adopted in December 2022. Criteria for determining consistency with the AQMP are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). An Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis report, dated December 2022, was prepared for the proposed Project by Vista Environmental (Vista 2023a) (Appendix A to this IS/MND). The report determined that the proposed Project would be consistent with the AQMP because it would not result in or cause California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) violations. Additionally, as substantiated by the Air Quality, Energy, Greenhouse Gas Emissions and Health Risk Assessment Impact Analysis report, development of the proposed light industrial warehouse building that would be consistent with the land use and zoning designations of the site would not exceed the applicable SCAQMD regional or daily emissions thresholds. Impacts would be less than significant.

The proposed Project would also be consistent with land use and development assumptions reflected in the City of Perris General Plan and more specifically the PVCCSP. The PVCCSP assumed that the Project site would be developed with a light industrial use. Therefore, the site's square footage is within the maximum development assumptions for Project site in the PVCCSP and the land use designations of the General Plan are consistent with the 2022 AQMP. The proposed Project is therefore considered to be consistent with the current 2022 AQMP and impacts would be consistent with the determination of the PVCCSP EIR (less than significant).

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would result in emissions from short-term construction that were expected to exceed the daily regional thresholds for NO_x, ROG, CO, PM_{10}, and $PM_{2.5}$. It also concluded that impacts from long-term operational emissions would be potentially significant. The PVCCSP EIR found that even with incorporation of mitigation measures, impacts related to violation of air quality standards and substantial contributions to an existing or projected air quality violation would be significant and unavoidable. The PVCCSP EIR further required future implementing development projects to analyze emissions from the project through air quality analyses.

Mitigation Measures Adopted by the PVCCSP EIR

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

MM Air 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 the project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

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 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 gusts) exceed 25 miles per hour,
- Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation,
- Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials,
- Replacement of ground cover in disturbed areas as quickly as possible.

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 US EPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.

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 the mitigation measure prior to issuance of a building permit for that project.

MM Air 10. To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the SCAQMD. The results of the

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

MM Air 11. Signage shall be posted at all 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 of each implementing development project 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 effects of diesel particulates, benefits of reducing idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year will be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded.

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 will be required prior to the issuance of occupancy permits.

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

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.

MM Air 21. Each implementing development project shall implement, at a minimum, use of water conserving appliances and fixtures (low-flush toilets, and low-flow shower heads and faucets) within all new residential developments.

By preparing this analysis, the Project has complied with PVCCSP EIR mitigation measures MM Air 1, MM Air 10, and MM Air 15.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The South Coast Air Basin (Basin), where the proposed Project site is located and which is under SCAQMD jurisdiction, is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the Basin, including the proposed Project, could cumulatively contribute to these pollutant violations. Evaluation of cumulative air quality impacts of the proposed Project has been completed pursuant to the SCAQMD's cumulative air quality impact methodology, the SCAQMD states that if an individual project results in air emissions of criteria pollutants (VOC, CO, NOx, SOx, PM_{10}, and $PM_{2.5}$) that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating Project impacts. The SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

	Pollutant Emissions (pounds/day)						
	VOC	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**	**Lead**
Construction	*75*	100	*550*	150	150	*55*	3
Operation	*55*	*55*	*550*	150	150	*55*	3

Source: Air Quality, Energy, GHG, and HRA Report (Appendix A)

Construction
Construction activities associated with the proposed Project would generate pollutant emissions from the following: (1) site preparation, (2) grading, (3) building construction, (4) paving, and (5) architectural coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to: applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas.

Compliance with SCAQMD Rule 403 and PVCCSP EIR mitigation measure MM Air 3 was accounted for in the construction emissions modeling. In addition, implementation of SCAQMD Rule 1113, which governs the VOC content in architectural coating, paint, thinners, and solvents was accounted for in construction emissions modeling. By preparing this analysis, the Project has complied with PVCCSP EIR mitigation measure MM Air 1. PVCCSP EIR mitigation measures MM Air 1 and MM Air 10 require the use of the latest available URBEMIS model to estimate the construction-related and operational emissions of projects proposed within the PVCCSP planning area. Since the time that the PVCCSP EIR was certified by the City of Perris, the URBEMIS model has been replaced by the California Emissions Estimator Model (CalEEMod). CalEEMod is now recommended by the SCAQMD for all general development projects within the South Coast Air Basin.

As shown in Table AQ-2, the CalEEMod results indicate that construction emissions generated by the proposed Project would not exceed the SCAQMD regional thresholds. Additionally, with the required implementation of PVCCSP EIR mitigation measures MM Air 1, MM Air 2, MM Air 4, MM Air 5, MM Air 7, MM Air 8, and

MM Air 9, emissions would be further reduced. Therefore, construction activities would result in a less than significant impact.

Table AQ-2: Project Construction Emissions and Regional Thresholds

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Site Preparation[1]						
Onsite[2]	0.90	24.00	28.30	0.05	6.05	3.47
Offsite[3]	0.10	0.34	1.27	<0.01	0.02	0.01
Total	**1.00**	**24.34**	**29.57**	**0.05**	**6.07**	**3.48**
Grading[1]						
Onsite[2]	0.53	14.10	17.80	0.03	2.44	1.43
Offsite[3]	0.09	0.32	1.10	<0.01	0.02	0.01
Total	**0.62**	**14.42**	**18.90**	**0.03**	**2.46**	**1.44**
Combined Building Construction, Paving, and Architectural Coatings						
Onsite	53.59	20.03	24.13	0.03	0.89	0.81
Offsite	0.37	1.00	5.48	<0.01	0.10	0.02
Total	**53.96**	**21.03**	**29.61**	**0.04**	**0.99**	**0.83**
Maximum Daily Construction Emissions	**53.96**	**24.34**	**29.61**	**0.05**	**6.07**	**3.48**
SCQAMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] Onsite emissions from equipment not operated on public roads.
[3] Offsite emissions from vehicles operating on public roads.
Source: Air Quality, Energy, GHG, and HRA Report (Appendix A)

Operation
Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. Operational vehicular emissions would generate a majority of the emissions from implementation of the Project. Furthermore, the Project would implement Project Design Feature (PDF) AQ-1, which would ensure that all off-road equipment used onsite as part of warehouse operations would be powered by alternative fuels.

In addition, required implementation of PVCCSP EIR mitigation measures MM Air 11, MM Air 13, MM Air 14, MM Air 18, MM Air 19, and MM Air 20 would further reduce emissions from operation of the proposed Project. By preparing this analysis, the Project has complied with PVCCSP EIR mitigation measure MM Air 10. As required by PVCCSP EIR mitigation measure MM Air 18, the Riverside Transit Authority (RTA) has been contacted to discuss plans for future bus stop provisions. According to the RTA, there are no planned bus stops or routes along the roads adjacent to the Project site. RTA states that they are in the process of completing a study that will evaluate the service area and identify where service should be reinstated or improved. Thus, the Project would not impact the provision of an additional bus stop and PVCCSP EIR mitigation measure MM Air 18 has been complied with.

Operational emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed Project would result in long-term regional emissions of criteria pollutants, however, these emissions would be below the SCAQMD's applicable thresholds. Therefore, the Project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant, and impacts would be less than significant.

Table AQ-3: Project Operational Emissions and Regional Thresholds

	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Area Sources[1]	3.12	0.04	4.35	0.00	0.01	0.01
Energy Usage[2]	0.03	0.51	0.43	<0.01	0.04	0.04
Mobile Sources[3]	0.62	7.89	6.76	0.08	1.55	0.43
Off-Road Equipment[4]	<0.01	1.76	17.60	<0.01	<0.01	<0.01
Fire Water Pump[5]	0.19	0.54	0.49	<0.01	0.03	0.03
Total Emissions	**3.96**	**10.74**	**29.63**	**0.08**	**1.63**	**0.51**
SCQAMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from electricity and natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
[4] Off-road equipment consists of emissions from forklifts utilized onsite (PDF AQ-1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered).
[5] Fire Water Pump analyzed based on a 236-horsepower diesel-powered fire water pump operational up to 30 minutes a day.
Source: Air Quality, Energy, GHG, and HRA Report (Appendix A)

Furthermore, the proposed Project would not create greater impacts compared to the level of impact (significant and unavoidable) cited in the PVCCSP EIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout of the PVCCSP would generate emissions of criteria pollutants during construction and operation activities. It required future implementing development projects to analyze impacts to sensitive receptors and included mitigation measure to ensure compliance. The PVCCSP EIR found impacts to be less than significant prior to mitigation incorporated, however included mitigation that applies to implementing projects in the PVCCP planning area.

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

MM Air 16. .New sensitive land uses such as a hospital, medical offices, day care facilities, and fire stations to be located within the PVCC shall not be located closer than 500 feet to the I-215 freeway, pursuant to the recommendations set forth in the CARB Air Quality and Land Use handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall be required.

MM Air 17. New sensitive land uses such as a hospital, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with TRUs per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB Air Quality

and Land Use Handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall be required.

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

PVCCSP EIR mitigation measures MM Air 16 and MM Air 17 are applicable to new sensitive land uses and are not applicable to the proposed light industrial project.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD's *Final Localized Significance Threshold Methodology*, "off-site mobile emissions from the Project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). The SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the Basin. The City of Perris is located within SRA 24 (Perris Valley).

Sensitive receptors can include residences, schools, playgrounds, childcare centers, athletic facilities. The nearest sensitive receptors are existing residences are located adjacent to the project site. The nearest sensitive receptors to the Project site are the single-family homes located on the west side of Brennan Avenue, west of the Project site. The distance to the nearest sensitive receptor is 130 feet from the Project site.

Construction

Construction of the proposed Project may expose nearby residential sensitive receptors to airborne particulates as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following the SCAQMD's standard construction practices. SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Furthermore, the proposed Project would be required to implement all applicable PVCCSP EIR mitigation measures. As shown in Table AQ-4, Project construction-source emissions would not exceed SCAQMD LSTs and impacts would be less than significant.

Table AQ-4: Localized Significance Summary of Construction Emissions

Construction Phase	Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Site Preparation[2]	24.04	28.46	6.05	3.47
Grading[2]	14.14	17.94	2.44	1.43
Combined Building Construction, Paving and Architectural Coatings	20.16	24.74	0.90	0.81
Maximum Daily Construction Emissions	**24.04**	**28.46**	**6.05**	**3.47**
SCAQMD Local Construction Thresholds[3]	**253**	**1,461**	**12**	**7**
Exceeds Threshold?	No	No	No	No

Notes:
[1] The Pollutant Emissions include 100% of the On-Site emissions (off-road equipment and fugitive dust) and 1/8 of the Off-Site emissions (on road trucks and worker vehicles), in order to account for the on-road emissions that occur within a ¼ mile of the project site.
[2] Site Preparation and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[3] The nearest sensitive receptors to the Project site are the single-family homes located as near as 130 feet (40 meters) west of the Project site. In order to provide a conservative analysis the 25-meter threshold has been utilized.
Source: Air Quality, Energy, GHG, and HRA Report (Appendix A)

Operation

Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. As demonstrated in Table AQ-5, emissions would not exceed the SCAQMD LSTs for operations, and impacts would be less than significant. In addition, emissions would be further reduced through incorporation of mitigation measures from the PVCCSP EIR, listed above in 5.3.b.

Table AQ-5: Localized Significance Summary of Operation Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources	0.04	4.35	0.01	0.01
Energy Usage	0.51	0.43	0.04	0.04
Mobile Sources[1]	0.99	0.85	0.19	0.05
Off-Road Equipment[2]	1.76	17.60	<0.01	<0.01
Fire Water Pump[3]	0.54	0.49	0.03	0.03
Total Emissions	**3.84**	**23.72**	**0.27**	**0.13**
SCAQMD Local Operational Thresholds[4]	**253**	**1,461**	**4**	**2**
Exceeds Threshold?	No	No	No	No

Notes:
[3] Mobile sources based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site.
[2] Off-road equipment consists of emissions from forklifts utilized onsite (PDF AQ-1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
[3] Fire Water Pump analyzed based on a 236-horsepower diesel-powered fire water pump operational up to 30 minutes a day.
[4] The nearest sensitive receptors to the Project site are the single-family homes located as near as 130 feet (40 meters) west of the Project site. In order to provide a conservative analysis, the 25-meter threshold has been utilized.
Source: Air Quality, Energy, GHG, and HRA Report (Appendix A)

Construction and Operational Diesel Mobile Source Health Risk Analysis. PVCCSP EIR mitigation measure MM Air-15 requires that a facility-specific Health Risk Assessment performed for projects that include in excess of 10 dock doors for a single building, generate a minimum of 100 truck trips per day, generate at least 40 truck trips with trailer refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per week. The Project has 11 dock doors. Therefore, a health risk assessment (HRA) (included in Appendix A to this IS/MND) was prepared to evaluate the potential health impacts to sensitive receptors from the operation of the Project's diesel mobile source traffic. The HRA focuses on the emissions of diesel particulate matter (DPM) from construction of the Project and the operation of the heavy-duty diesel truck vehicles that would serve the Project on a day-to-day basis. DPM has been identified by the California Air Resources Board (ARB) as a carcinogenic substance responsible for nearly 70 percent of the airborne cancer risk in

California. The estimated health risk impacts were compared to the health risk significance thresholds recommended by the SCAQMD for use in CEQA assessments.

To evaluate DPM emissions, TAC impacts to the nearby sensitive receptors have been analyzed through the use of the AERMOD model and the summary of the calculated diesel emissions concentrations at the nearby receptors are shown in Table AQ-6 below. Table AQ-6 provides a summary of the HRA modeling of cancer risks and chronic non-cancer hazards resulting from the Project's construction and operational DPM emissions along with the SCAQMD health risk significance thresholds. As shown, the estimated maximum cancer risk for a sensitive receptor is 3.9 in one million at the sensitive receptor located west of the Project site. These risk levels are substantially less than the 10 in one million significance threshold. Therefore, construction and operation of the Project would result in less than significant impacts.

Table AQ-6: Project DPM Emissions Cancer Risks at Nearby Sensitive Receptors

	Receptor Location		Annual DPM (PM10) Concentration (µg/m³)				Cancer Risk Per Million People[1]
Sensitive Receptor	X	Y	Construction 2023-2024	Operations 2024-2026	Operations 2027-2041	Operations 2042-2053	
1	477,715	3,745,082	0.0227	0.0008	0.0008	0.0008	3.9
2	477,718	3,745,125	0.0193	0.0008	0.0008	0.0008	3.4
3	477,723	3,745,201	0.0122	0.0007	0.0007	0.0007	2.3
4	477,725	3,745,307	0.0062	0.0005	0.0005	0.0005	1.2
5	477,732	3,745,389	0.0040	0.0004	0.0004	0.0004	0.9
6	477,830	3,745,421	0.0037	0.0004	0.0004	0.0004	0.8
7	477,833	3,744,606	0.0032	0.0007	0.0007	0.0007	0.9
8	477,833	3,744,542	0.0025	0.0006	0.0005	0.0005	0.7
					Threshold of Significance		**10**
					Exceed Threshold?		**No**

Notes:
[1] The residential cancer risk based on: C_{air} (2023-2024) * 150 + C_{air} (2023-2025) * 192 + C_{air} (2026-2040) * 362 + C_{air} (2041-2052) * 39.5.
Source: Calculated from ISC-AERMOD View Version 11.2.0.

Non-Cancer Risks. In addition to the cancer risk from exposure to TAC emissions there is also the potential TAC exposure may result in adverse health impacts from chronic illnesses, which is detailed below. According to the California Office of Environmental Health and Hazards Assessment (OEHHA), no acute risk had been found to be created from DPM, so there is no acute reference exposure level assigned to DPM. Thus, no further analysis is provided as no acute impact would be created from the proposed Project's DPM emissions. Chronic health effects are characterized by prolonged or repeated exposure to a TAC over many days, months, or years. Symptoms from chronic health impacts may not be immediately apparent and are often irreversible. The chronic hazard index is based on the most impacted sensitive receptor from the proposed Project and is calculated from the annual average concentrations of PM_{10}. The resulting chronic hazard index for the proposed Project is 0.00454, which is substantially less than the SCAQMD threshold of 1.0. Therefore, construction and operation of the proposed Project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Furthermore, the proposed Project would have similar impacts compared to the level of impact (less than significant) cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would result in temporary objectionable orders during individual implementing development project construction. The PVCCSP EIR found that with incorporation of regulatory requirements regarding diesel fuel odors, and within incorporation of PVCCSP EIR mitigation measures MM Air 4, MM Air 6, MM Air 11, and MM Air 12, impacts related to objectionable odors would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The proposed Project does not contain land uses typically associated with emitting 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. During operations, potential odor sources include odors from exhaust as well as the temporary storage of typical solid waste (refuse) associated with the proposed Project's long-term operational uses.

Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. Furthermore, the proposed Project would be required to implement mitigation measures from the PVCCSP EIR that limit idling, which would reduce odors from the smell of truck exhaust. The diesel-powered fire water pump would only operate for approximately 30 minutes per week for maintenance cycling and would include an exhaust stack with a diesel particulate filter that would limit the exhaust and associated odors to negligible levels. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances.

Therefore, odor impacts associated with the proposed Project's construction and operations would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

Project Design Features

PDF AQ-1. All off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuel (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, that are low or zero emission.[1]

Mitigation/Monitoring Required

PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented as intended by the PVCCSP and the PVCCSP EIR. After implementation of PVCCSP EIR mitigation measures, so new impacts nor substantially more severe air quality impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for air quality.

Applicable PVCCSP EIR Mitigation Measures

[1] This analysis was based on implementation of the following project design feature that the Project Applicant has committed to implementing. According to the *Forklift Market Analysis, 2016-2027*, prepared by Grand View Research, 2019, currently two-thirds of all new forklifts sold will be electric-powered and by 2027 three-quarter of all new forklifts will be electric-powered. As such PDF AQ-1 is based on current market trends, as it would not be cost-effective to install the diesel tanks onsite for the limited duration of use of diesel-powered equipment onsite.

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

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 the project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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 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 gusts) exceed 25 miles per hour,
- Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation,
- Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials,
- Replacement of ground cover in disturbed areas as quickly as possible *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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 the mitigation measure prior to issuance of a building permit for that project. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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

MM Air 11. Signage shall be posted at all loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Air 13. In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest of each implementing development project 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 effects of diesel particulates, benefits of reducing idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year will be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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 will be required prior to the issuance of occupancy permits. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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

MM Air 16. New sensitive land uses such as a hospital, medical offices, day care facilities, and fire stations to be located within the PVCC shall not be located closer than 500 feet to the I-215 freeway, pursuant to the recommendations set forth in the CARB Air Quality and Land Use handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall be required. *[Status: Not Applicable to the proposed Project]*

MM Air 17. New sensitive land uses such as a hospital, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with TRUs per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall be required. *[Status: Not Applicable to the proposed Project]*

MM Air 18. Prior to the approval of each implementing development project, the Riverside Transit Authority (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing

development project, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances of the project. *[Status: The RTA has been contacted about the Project, no changes to Site Plan are required.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP. Satisfied through compliance with the 2019 Title 24]*

MM Air 21. Each implementing development project shall implement, at a minimum, use of water conserving appliances and fixtures (low-flush toilets, and low-flow shower heads and faucets) within all new residential developments. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would result in potentially significant impacts to candidate, sensitive, or special-status plant and wildlife species. Therefore, the PVCCSP EIR included project-specific mitigation measures requiring biological surveys prior to the construction of implementing

development projects. The PVCCSP EIR found that impacts would be less than significant with implementation of the below mitigation measures.

Mitigation Measures Adopted by the PVCCSP EIR

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

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

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

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

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

MM Bio 6. Within areas of suitable habitat associated with the Narrow Endemic Plant Species Survey Area (NEPSSA) and Criteria Area Plant Species Survey Area (CAPSSA), focused plants surveys will be required for implementing projects. The MSHCP requires at least 90 percent avoidance of areas providing long-term conservation value for the NEPSSA and CAPSSA target species. If avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation.

Impacts Associated with the Proposed Project

Less Than Significant with Mitigation Incorporated/Reviewed Under Previous Document. As required by PVCCSP EIR mitigation measures MM Bio 2 and MM Bio 6 from the PVCCSP EIR, a General Biological Assessment was prepared for the proposed Project, which included a field survey conducted on March 21, 2022 (Appendix B to this IS/MND). The General Biological Assessment describes that the Project site contains ruderal habitat. According to the California Natural Diversity Database (CNDDB), a total of 37 sensitive species of plants and 56 sensitive species of animals have the potential to occur on or within the vicinity of the Project area. These include those species listed or candidates for listing by the U. S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS). All habitats with the potential to be used by sensitive species were evaluated during the field survey for their presence or potential presence.

Sensitive Plant Species

A total of 15 plant species with a potential to occur onsite are listed as state and/or federal Threatened, Endangered, or Candidate species; are required to be reviewed under the Narrow Endemic Plant section of the Western Riverside MSHCP; are 1B.1 listed plants on the CNPS Rare Plant Inventory; or have been found to have a potential to exist within the Project region. Table Bio-1 shows survey results for listed and potential plant species and demonstrates that no sensitive plant species are present at the Project site.

Table Bio-1: Potentially Occurring Plant Species

Plant Species	Presence
Chaparral Sand-Verbena	Not Present
Munz's Onion	Not Present
San Diego Ambrosia	Not Present
Marsh Sandwort	Not Present
Jaeger's Milk-Vetch	Not Present
San Jacinto Valley Crownscale	Not Present
Parish's Brittlescale	Not Present
Nevin's Barberry	Not Present
Thread-Leaved Brodiaea	Not Present
Smooth Tarplant	Not Present
Parry's Spineflower	Not Present
Slender-horned spineflower	Not Present
Coulter's Goldfields	Not Present
Spreading Navarretia	Not Present
California Orcutt Grass	Not Present

Source: Hernandez 2022 (Appendix B)

Sensitive Animal Species

Based on the CNDDB, a total of 13 animal species that are listed as state or federally Threatened, Endangered, or Candidate have the potential to occur within the Project region. However, Table Bio-2 shows survey results for listed and potential animal species, which demonstrates that no sensitive species are present at the Project site.

Table Bio-2: Potentially Occurring Animal Species

Animal Species	Presence
Tricolored Blackbird	Not Present
Burrowing Owl	Suitable habitat found during focused survey; species not present
Vernal Pool Fairy Shrimp	No suitable habitat; species not present
Western Snowy Plover	Not Present
Western Yellow-Billed Cuckoo	Not Present
San Bernardino Kangaroo Rat	Not Present
Stephen's Kangaroo Rat	Not Present
Southwestern Willow Flycatcher	Not Present
Quino Checkerspot Butterfly	Not Present
Bald Eagle	Not Present
California Black Rail	Not Present
Coastal California Gnatcatcher	Not Present
Riverside Fairy Shrimp	Not Present
Least Bell's Vireo	Not present

Source: Hernandez 2022 (Appendix B)

Due to the nature of the site and surrounding development, no sensitive plant species have the potential to occur and no impacts to sensitive plant species are expected. The sensitive animal species survey determined that no sensitive animals are present on the site, however, there is suitable habitat for burrowing owl (BUOW). A focused BUOW survey determined that no species were present on the site; however, a pre-construction burrowing owl survey would be required per mitigation measure MM BR 2[2], which replaces MM Bio 2 from the PVCCSP EIR. With implementation of a pre-construction BUOW survey to ensure that no BUOW are on the site, impacts would be less than significant.

Although the Project site does not have any trees or shrubs to support nesting birds, the areas directly north and east of the Project site contain trees that can support nesting songbirds during the nesting bird season (generally February 1 to September 15 although the nesting season may be extended due to weather and drought conditions). Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed. However, implementation of a pre-construction nesting bird survey as required by mitigation measure MM BR 1[3], which replaces PVCCSP EIR mitigation measure MM Bio 1, would ensure MBTA compliance and would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level.

Furthermore, the proposed Project is consistent with the impacts identified in PVCCSP EIR and the level of impact (less than significant with mitigation) remains unchanged from that determined in the PVCCSP EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

[2] Project-specific mitigation measure MM BR 2 replaces PVCCSP EIR mitigation measure MM Bio 2 as subsequently revised by the City of Perris.

[3] Project-specific mitigation measure MM BR 1 replaces PVCCSP EIR mitigation measure MM Bio 1 as subsequently revised by the City of Perris.

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout of the PVCCSP had the potential to affect riparian habitat and other sensitive natural community identified by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The PVCCSP EIR required that future biological assessments would be needed for individual development projects. It concluded that with the implementation of the mitigation measures listed below, impacts would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

MM Bio 5. Project-specific mapping of vernal pools for implementing projects will be required pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of vernal pools. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP and covered species. Vernal pools and other seasonal ponding depressions will also need to be evaluated for listed fairy shrimp.

MM Bio 6. (Previously enumerated under checklist question 5.4 (a), above)

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

As described above, the Project site consists of ruderal habitat and is surrounded by industrial uses. As described in the General Biological Assessment (Appendix B to this IS/MND), there is no riparian habitat on the Project site and there are no sensitive natural communities on site. The Project site is not located within any designated critical habitat areas. Therefore, no impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from proposed Project implementation, and no mitigation is required.

The proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant with mitigation) would be less than that cited in the PVCCSP EIR while the proposed Project would not require the mitigation measures from the PVCCSP EIR for this issue.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout of the PVCCSP had the potential to impacts multiple riparian features, that could potentially be subject to state or federal jurisdiction. Therefore, it required that future individual development projects must perform specific biological assessments for state or federally protected wetlands. However, the PVCCSP EIR concluded that with compliance with the MSHCP and implementation of PVCCSP EIR mitigation measures MM Bio 3 and MM Bio 4, impacts to state or federally protected wetlands would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

MM Bio 3. Project-specific delineations will be required to determine the limits of ACOE, RWQCB, and CDFG jurisdiction for implementing projects that may contain jurisdictional features. Impacts to jurisdictional waters will require authorization by the corresponding regulatory agency. If impacts are indicated in an implementing project-specific delineation, prior to the issuance of a grading permit, such implementing

projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the ACOE, a Section 401 Water Quality Certification from the RWQCB, and a Section 1602 Streambed Alteration Agreement from CDFG.

MM Bio 4. Project-specific mapping of riparian and unvegetated riverine features will be required for implementing projects pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of riparian/riverine areas. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP covered species. Riparian vegetation will also need to be evaluated for the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. As discussed in the General Biological Assessment (Appendix B to this IS/MND), no natural hydrologic features or federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) or state wetlands occur onsite, and the Project site does not meet the Army Corps of Engineers (ACOE) criteria for wetlands and waters of the U.S. Therefore, no direct removal, filling, or hydrological interruption of a wetland area would occur with development of the Project site.

The proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant with mitigation) would be less than that cited in the PVCCSP EIR while the proposed Project would not require the mitigation measures from the PVCCSP EIR for this issue.

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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the PVCCSP area is not adjacent to any MSHCP-identified corridors or wildlife linkages. Surrounding existing and approved developments would limit the long-term suitability of the PVCCSP area for the movement of native resident or migratory wildlife species. Furthermore, the PVCCSP EIR found that there were no water features in the PVCCSP area that support fish species. Therefore, impacts related to the movement of wildlife would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant with Mitigation Incorporated/Reviewed Under Previous Document. The Project site does not contain mountain canyons or riparian corridors between major wildlife habitats. The proposed Project area is surrounded by development. No wildlife movement corridors were found to be present on the Project site. Therefore, no impacts to wildlife corridors would occur.

The existing trees on the site have the potential to provide habitat for nesting migratory birds. Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the MBTA (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA, could result in a potentially significant impact if requirements of the MBTA are not followed. Therefore, implementation of a pre-construction nesting bird survey as required by mitigation measure MM BR 1, which replaces PVCCSP EIR mitigation measure MM Bio 1, would ensure MBTA compliance and reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level.

With required adherence to existing regulations, no new impact would occur compared to what was analyzed and determined in the PVCCSP EIR, and no new mitigation is required. Compared to the PVCCSP EIR, the proposed Project is consistent with the impacts previously identified (less than significant) and no new impacts would occur.

e) Conflict with any local policies or ordinances protecting biological resources?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that implementing projects within the PVCCSP planning area will be required to pay applicable MSHCP fees pursuant to City of Perris Ordinance No. 1123. It concluded that through compliance with the MSHCP and Ordinance No. 1123, the PVCCSP and its implementing projects would not conflict with any local policies or ordinances protecting biological resources and impacts were considered less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. As stated in the PVCCSP EIR, the proposed Project would be required to pay applicable MSHCP fees pursuant to the City of Perris Ordinance No. 1123. The City does, however, require a tree removal permit for development activities on City-owned properties (Chapter 19.71 [Urban Forestry Establishment and Care] of the City's Municipal Code). As the Project would include frontage improvements to City-owned land and would remove existing trees, Chapter 19.71 would be applicable to the proposed Project and the proposed Project would require a tree removal permit prior to demolition. With adherence to the requirements of Municipal Code Chapter 19.71, which would be ensured through Project conditions of approval, the Project would not result in conflicts with the City's local policies.

The proposed Project would pay fees pursuant to Ordinance No. 1123, which would be ensured through the City development review and building plan check process. Consistent with the conclusions of the PVCCSP EIR, the proposed Project would not conflict with any local policies protecting biological resources, including trees. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the PVCCSP EIR. Thus, the proposed Project is consistent with the impacts (less than significant) identified in the PVCCSP EIR.

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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR discussed that the PVCCSP was within the MSHCP area, however that it was not in a Criteria Cell of the MSHCP. The PVCCSP EIR further analyzed the PVCCSP's consistency with the MSHCP and included requirements for future development projects to analyze individual project consistency with the MSHCP and to perform the required surveys. The PVCCSP EIR concluded that with implementation of mitigation measures MM Bio 1 through MM Bio 6 (listed above), the PVCCSP and its subsequent implementing development projects would be consistent with the MSHCP and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document. The Project area is located within the Mead Valley Area Plan of the MSHCP. The Project site is not located within a Criteria Cell or Cell Group. Table Bio-3, below, demonstrates Project consistency with the requirements of the MSHCP.

Table Bio-3: MSHCP Consistency Analysis

MSHCP Requirement	Project Consistency
Section 6.1.2 Species Associated with Riparian/Riverine Habitat and Vernal Pools	**Consistent.** The Project area does not contain any drainage, riparian, or riverine features. In addition, none of the riparian/riverine bird species listed in Section 6.1.2 of the MSHCP were found within the Project area. Due to the lack of suitable riparian habitat on the Project site, focused surveys for riparian/riverine bird species listed in Section 6.1.2 of the MSHCP are not warranted and were not conducted. None of the conditions associated with vernal pools (i.e., depressions, ponded water, hydric soils, etc.) were observed on site. No features are present that would support fairy shrimp. No standing water or other sign of areas that pond water (e.g., mud cracks, tire ruts, drainages) were recorded.
Section 6.1.3 Sensitive Plant Species	**Consistent**. The Project site is not located within the Western Riverside County MSHCP Narrow Endemic Plan Species Survey Area (NEPSSA) pursuant to Section 6.1.3 of the MSHCP. Therefore, the NEPSSA requirements are not applicable to the Project.
Section 6.1.4 Urban/Wildlands Interface Guidelines	**Consistent.** The Project site is not located adjacent to a Western Riverside County MSHCP Conservation Area. Therefore, the Urban/Wildlands Interface Guidelines are not applicable to the Project.
Section 6.3.2 Additional Surveys and Procedures	**Consistent.** The Project site is located within the Western Riverside County MSHCP additional survey areas for amphibians, mammals, or any special linkage areas. The Project site is not located within the Western Riverside County MSHCP Criteria Area Plan Species Survey Area (CAPSSA) pursuant to Section 6.3.2 of the Western Riverside County MSHCP. The Project site is located within the Western Riverside County MSHCP survey area for burrowing owl. A site assessment for potential BUOW habitat was conducted and found that suitable habitat occurs within the site. Focused BUOW protocol surveys were conducted from April 6 to May 5, 2022 that determined that BUOW were not present on the site or within a 500-foot buffer. A 30-day MSHCP pre-construction survey for BUOW would be conducted pursuant to project-specific mitigation measure MM BR 2 to ensure that no impacts to occur.
Source: General Biological Assessment and Western Riverside County MSHCP Consistency Analysis, Hernandez Environmental Services (July 2022). Appendix B.	

As shown in the preceding table, the proposed Project would be consistent with the MSHCP with incorporation of a pre-construction survey for burrowing owl as required by mitigation measure MM BR 2[4], which replaces PVCCSP EIR mitigation measure MM Bio 2, and therefore, would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Impacts would be less than significant with the mitigation.

Furthermore, the proposed Project is consistent with the impacts (less than significant with mitigation) identified in the PVCCSP EIR.

[4] Project-specific mitigation measure MM BR 2 replaces PVCCSP EIR mitigation measure MM Bio 2 as subsequently revised by the City of Perris. Project-specific mitigation measure MM BR 1 would mitigate the impact to the same degree as PVCCSP EIR mitigation measure MM Bio 2.

Mitigation/Monitoring Required

The PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP EIR. In addition, Project-specific mitigation measures MM BR 1 and MM BR 2 have been included to revise PVCCSP EIR mitigation measures MM Bio 1 and MM Bio 2.

Applicable PVCCSP EIR Mitigation Measures

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

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

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

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

If burrowing owls occupy any implementing project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Department and the CDFG. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The implementing project area shall be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The CDFG shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term

relocation. If avoidance is infeasible, then a DBESP will be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation will still be required following accepted protocols. Take of active nests will be avoided, so it is strongly recommended that any relocation occur outside of the nesting season. *[Status: Replaced with Project-specific mitigation measure MM BR 2 per CDFW direction.]*

MM Bio 3. Project-specific delineations will be required to determine the limits of ACOE, RWQCB, and CDFG jurisdiction for implementing projects that may contain jurisdictional features. Impacts to jurisdictional waters will require authorization by the corresponding regulatory agency. If impacts are indicated in an implementing project-specific delineation, prior to the issuance of a grading permit, such implementing projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the ACOE, a Section 401 Water Quality Certification from the RWQCB, and a Section 1602 Streambed Alteration Agreement from CDFG. *[Status: Implemented through preparation of the General Biological Assessment (Appendix B)]*

MM Bio 4. Project-specific mapping of riparian and unvegetated riverine features will be required for implementing projects pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of riparian/riverine areas. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP covered species. Riparian vegetation will also need to be evaluated for the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. *[Status: Implemented through preparation of the General Biological Assessment (Appendix B)]*

MM Bio 5. Project-specific mapping of vernal pools for implementing projects will be required pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of vernal pools. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP and covered species. Vernal pools and other seasonal ponding depressions will also need to be evaluated for listed fairy shrimp. *[Status: Implemented through preparation of the General Biological Assessment (Appendix B)]*

MM Bio 6. Within areas of suitable habitat associated with the Narrow Endemic Plant Species Survey Area (NEPSSA) and Criteria Area Plant Species Survey Area (CAPSSA), focused plants surveys will be required for implementing projects. The MSHCP requires at least 90 percent avoidance of areas providing long-term conservation value for the NEPSSA and CAPSSA target species. If avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation. *[Status: Implemented through preparation of the General Biological Assessment (Appendix B)]*

Project-Specific Mitigation Measures

MM BR 1. In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species (generally February 1 to September 15 although the nesting season may be extended due to weather and drought conditions).

If site-preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone.

If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such Project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Perris Planning Division for mitigation monitoring compliance record keeping.

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

If burrowing owl are detected, the CDFW shall be sent written notification by the City within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and Project proponent shall coordinate with the City of Perris Planning Division, the USFWS, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and the 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 Project proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of Project activities. When 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 activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the City of Perris Planning Division and the City shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
5.5 CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 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) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that sensitivity for historical resources ranged from low to high within the PVCCSP area, depending on location and found that implementation of the PVCCSP had the potential to result in substantial adverse changes to historical resources. It concluded that with the incorporation of mitigation measures MM Cultural 1, MM Cultural 3 and MM Cultural 4, impacts would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

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

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

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

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

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

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

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

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the Project's Lead Agency. Implementation of the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines, as there are no eligible historical resources on the Project site.

The California Register of Historical Resources defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The Project site is currently vacant and undeveloped. In compliance with the PVCCSP EIR Mitigation Measure Cultural 1, a Phase I Cultural Resources Survey (see Appendix C to this MND) was prepared for the Project site (BFSA 2022A). Through a records search and field survey conducted on March 28, 2022, it was determined that no historic-aged structures or historic resources were discovered on the site.

Therefore, there would be no impacts related to historic resources. Furthermore, the proposed Project is consistent with the impacts (less than significant with mitigation) identified in the PVCCSP EIR. No mitigation is necessary beyond the Phase I Cultural Resources Assessment that was previously conducted.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that implementation of the PVCCSP has the potential to cause changes in the significance of unknown archaeological resources. The PVCCSP EIR concluded that with implementation of mitigation measures MM Cultural 1 through MM Cultural 4, impacts related to changes in the significance of archaeological resources would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

MM Cultural 2. If the Phase I Cultural Resources Study required under MM Cultural 1 determines that monitoring during construction by a professional archaeologist is needed for the implementing development project; the project proponent shall retain a professional archaeologist prior to the issuance of grading permits. The task of the archaeologist shall be to verify implementation of the mitigation measures identified in the approved Phase I Cultural Resources Study and to monitor the initial ground-altering activities at the subject site for the unearthing of previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the archaeologist has been approved by the City.

The archaeological monitor shall be responsible for maintaining daily field notes, a photographic record, and reporting all finds in a timely manner. The archaeologist shall also be equipped to record and salvage cultural resources that may be unearthed during initial ground-altering activities. The archaeologist shall be empowered to temporarily halt or divert construction equipment to allow recording and removal of the unearthed resources.

In the event that cultural resources are discovered at the development site, the handling of the discovered resources will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find shall stop, the project developer and project archaeologist shall notify the City of Perris Planning Division, the Pechanga Band of Luiseño Indians and the Soboba Band of Mission Indians, and a Native American observer of Luiseño descent shall be retained to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of Luiseño tribes. All items found in association with Native American human remains will be considered grave goods or sacred in origin and subject to special handling (see MM Cultural 6, below). Native American artifacts that cannot be avoided or relocated at the project site will be prepared in a manner for curation and the archaeological consultant will deliver the materials to an accredited curation facility approved by the City of Perris within a reasonable amount of time.

Non-Native American artifacts will 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 or returned to the property owner, as deemed appropriate.

Once ground-altering activities have ceased or the professional archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to archaeological and/or cultural resources. A copy of the report shall also be filed with the Eastern Information Center (EIC).

MM Cultural 3. If the Phase I Cultural Resources Study required under **MM Cultural 1** determines that monitoring during construction by both a professional archaeologist and a Native American representative is needed for the implementing development project, the project proponent shall retain a professional archaeologist and a Native American representative of Luiseño descent prior to the issuance of grading permits. The professional archaeologist and Native American observer shall be required on site during all initial ground-altering activities. The Native American observer shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow the evaluation of cultural resources with the project archaeologist. The evaluation and treatment provisions of **MM Cultural 2** shall apply to this measure.

MM Cultural 4. In the event that cultural resources are discovered at a development site that is not monitored by a professional archaeologist, all activities in the immediate vicinity of the find shall stop, the project developer shall notify the City of Perris Planning Division, and the project developer shall retain a professional archaeologist to analyze the find for identification as prehistoric and historical archaeological resources. The evaluation and treatment provisions of **MM Cultural 2** shall apply to this measure.

Impacts Associated with the Proposed Project

Less Than Significant with Mitigation Incorporated/Reviewed Under Previous Document. The Project site is flat vacant land which has not yet been developed (BFSA 2023a). The Phase I Cultural Resources Assessment prepared for the Project includes an archaeological records search that was completed at the University of California, Riverside, Eastern Information Center (UCR-EIC). The UCR-EIC is the countywide clearing house/repository for all archaeological and cultural studies completed within the Riverside County. All pertinent data was researched, including previous studies for a one-mile radius surrounding the Project area and the identification of recorded resources within one mile. In addition, the research included review of the current listings (federal, state, and local) for evaluated resources and reviewed historic maps. The records search determined that no prehistoric sites were identified within one mile of the property. As such, the potential for historic resources is low. Furthermore, the cultural resources surveys conducted on March 28, 2022 found no existing archaeological resources at the site. Given that no archaeological site, features, or artifacts have been recorded within the property of were identified during the survey, no potential impacts to cultural resources are associated with the proposed development and as a result of previous ground-disturbing activities. Therefore, as a result of previous ground-disturbing activities associated with the former agricultural use and clearing coupled with the negative results of the survey, there is minimal potential for archaeological resources to be present or disturbed by the proposed Project and no further archaeological study is recommended. However, it is possible that intact archaeological deposits could be present at subsurface levels. For this reason, the Project site should be treated as potentially sensitive for archaeological resources. Therefore, mitigation measure MM CR 1 is required to reduce potential impacts to unanticipated archaeological resources to less than significant levels. Mitigation measure MM CR 1[5] implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 as subsequently revised by the City of Perris.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant with mitigation incorporated) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, included in the PVCCSP EIR, found that the PVCCSP area has historically been used for agricultural uses, and therefore, was not expected to contain human remains, including those interred outside of formal cemeteries. In the unlikely event that suspected human remains are uncovered during construction,

[5] Project-specific mitigation measure MM CR 1 replaces PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 as subsequently revised by the City of Perris. Project-specific mitigation measure MM CR 1 would mitigate the impact to the same degree as PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4.

all activities in the vicinity of the remains shall cease and the contractor shall notify the County Coroner immediately pursuant to California Health & Safety Code Section 7050.5 and CA Public Resources Code Section 5097.98. Therefore, impacts to disturbing human remains were found to be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

Though this threshold was screened out in the Initial Study, the EIR included mitigation measure MM Cultural 6, which is applicable to the discovery of human remains.

MM Cultural 6. In the event that human remains (or remains that may be human) are discovered at the implementing development project site during grading or earthmoving, the construction contractors shall immediately stop all activities in the immediate area of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division and the coroner will be permitted to examine the remains.

If the coroner determines that the remains are of Native American origin, the coroner will notify the NAHC and the Commission will identify the "Most Likely Descendent" (MLD). Despite the affiliation of any Native American representatives at the site, the Commission's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of the 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 their 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 with the City of Perris, the project proponent, and the MLD. The City of Perris will be responsible for the final decision, based upon input from the various stakeholders.

If the human remains are determined to be other than Native American in origin, but still of archaeological value, the remains will be recovered for analysis and subject to curation or reburial at the expense of the project proponent. If deemed appropriate, the remains will be recovered by the coroner and handled through the Coroner's Office.

Coordination with the Coroner's Office will be through the City of Perris and in consultation with the various stakeholders.

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 shall be filed with the Eastern Information Center (EIC).

Impacts Associated with the Proposed Project

Less Than Significant with Mitigation Incorporated/Reviewed Under Previous Document. The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the proposed Project would result in the disturbance of human remains. Although no site-specific measures are recommended and the potential for archaeological resources in low, as a result of the concerns from local Native American groups on projects in the vicinity, and in accordance with the PVCCSP EIR, should human remains be discovered during grading, treatment of the remains shall follow California Public Resources Code 5097.9 as outlined within Project-specific mitigation measure MM CR 2[6], which replaces PVCCSP EIR mitigation measure MM Cultural 6 as subsequently revised by the City of Perris. With the implementation of the described mitigation measures, impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level

[6] Project-specific mitigation measure MM CR 2 replaces PVCCSP EIR mitigation measure MM Cultural 6 as subsequently revised by the City of Perris. Project-specific mitigation measure MM CR 2 would mitigate the impact to the same degree as PVCCSP EIR mitigation measure MM Cultural 6.

of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

Project-Specific Mitigation Measures
No Project-Specific Mitigation Measures related to human remains are required.

Mitigation/Monitoring Required

The PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP EIR. In addition, Project-specific mitigation measures MM CR 1 has been included to revise PVCCSP mitigation measures MM Cultural 2 through MM Cultural 4 and MM CR 2 has been included to revise PVCCSP EIR mitigation measures MM Cultural 6.

Applicable PVCCSP EIR Mitigation Measures

MM Cultural 1. Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Phase I Cultural Resources Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional archeologist1 shall be submitted to the City of Perris Planning Division for review and approval. The Phase I Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Phase I Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following:

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

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

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

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

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

The Phase I Cultural Resources Study submitted for each implementing development or infrastructure project shall have been completed no more than three (3) years prior to the submittal of the application for the subject implementing development project or the start of construction of an implementing infrastructure project. *[Status: Implemented through preparation of the Phase I Cultural Resources Survey (Appendix C)]*

MM Cultural 2. If the Phase I Cultural Resources Study required under MM Cultural 1 determines that monitoring during construction by a professional archaeologist is needed for the implementing development project; the project proponent shall retain a professional archaeologist prior to the issuance of grading permits. The task of the archaeologist shall be to verify implementation of the mitigation measures identified in the approved Phase I Cultural Resources Study and to monitor the initial ground-altering activities at the subject site for the unearthing of previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the archaeologist has been approved by the City.

The archaeological monitor shall be responsible for maintaining daily field notes, a photographic record, and reporting all finds in a timely manner. The archaeologist shall also be equipped to record and salvage cultural resources that may be unearthed during initial ground-altering activities. The archaeologist shall be empowered to temporarily halt or divert construction equipment to allow recording and removal of the unearthed resources.

In the event that cultural resources are discovered at the development site, the handling of the discovered resources will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find shall stop, the project developer and project archaeologist shall notify the City of Perris Planning Division, the Pechanga Band of Luiseño Indians and the Soboba Band of Mission Indians, and a Native American observer of Luiseño descent shall be retained to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of Luiseño tribes. All items found in association with Native American human remains will be considered grave goods or sacred in origin and subject to special handling (see MM Cultural 6, below). Native American artifacts that cannot be avoided or relocated at the project site will be prepared in a manner for curation and the archaeological consultant will deliver the materials to an accredited curation facility approved by the City of Perris within a reasonable amount of time.

Non-Native American artifacts will 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 or returned to the property owner, as deemed appropriate.

Once ground-altering activities have ceased or the professional archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to archaeological and/or cultural resources. A copy of the report shall also be filed with the Eastern Information Center (EIC). *[Status: Replaced by Project-specific mitigation measure MM CR 1.]*

MM Cultural 3. If the Phase I Cultural Resources Study required under **MM Cultural 1** determines that monitoring during construction by both a professional archaeologist and a Native American representative is needed for the implementing development project, the project proponent shall retain a professional archaeologist and a Native American representative of Luiseño descent prior to the issuance of grading permits. The professional archaeologist and Native American observer shall be required on site during all initial ground-altering activities. The Native American observer shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow the evaluation of cultural resources with the project archaeologist. The evaluation and treatment provisions of mitigation measure **MM Cultural 2** shall apply to this measure. *[Status: Replaced by Project-specific mitigation measure MM CR 1.]*

MM Cultural 4. In the event that cultural resources are discovered at a development site that is not monitored by a professional archaeologist, all activities in the immediate vicinity of the find shall stop, the project developer shall notify the City of Perris Planning Division, and the project developer shall retain a professional archaeologist to analyze the find for identification as prehistoric and historical archaeological resources. The evaluation and treatment provisions of mitigation measure **MM Cultural 2** shall apply to this measure. *[Status: Replaced by Project-specific mitigation measure MM CR 1.]*

MM Cultural 6. In the event that human remains (or remains that may be human) are discovered at the implementing development project site during grading or earthmoving, the construction contractors shall immediately stop all activities in the immediate area of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division and the coroner will be permitted to examine the remains.

If the coroner determines that the remains are of Native American origin, the coroner will notify the NAHC and the Commission will identify the "Most Likely Descendent" (MLD).3 Despite the affiliation of any Native American representatives at the site, the Commission's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of the 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 their 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 with the City of Perris, the project proponent, and the MLD. The City of Perris will be responsible for the final decision, based upon input from the various stakeholders.

If the human remains are determined to be other than Native American in origin, but still of archaeological value, the remains will be recovered for analysis and subject to curation or reburial at the expense of the project proponent. If deemed appropriate, the remains will be recovered by the coroner and handled through the Coroner's Office.

Coordination with the Coroner's Office will be through the City of Perris and in consultation with the various stakeholders.

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 shall be filed with the Eastern Information Center (EIC). *[Status: Replaced by Project-specific mitigation measure MM CR 2.]*

Project-Specific Mitigation Measures

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

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

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

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

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

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

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

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

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

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

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

If the coroner determines that the remains are of Native American origin, the coroner will notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

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

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

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to wasteful, inefficient, or unnecessary consumption of energy resources as it was not a threshold in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written and certified. However, the PVCCSP EIR did discuss energy efficiency in other threshold sections, including Air Quality, and included mitigation measures such as MM Air 19 that requires the use of energy efficient products and MM Air 20 that encourages, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24.

Impacts Associated with the Proposed Project

Less than Significant Impact.

Construction
During construction of the proposed Project would consume energy in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed industrial development and the associated infrastructure is not expected to result in demand for fuel greater on a per-development basis than other development projects in Southern California. Table E-1 details the off-road equipment construction fuel usage over the Project's construction period. In addition, Table E-2 shows the fuel usage from on-road construction-related vehicle trips.

Table E-1: Off-Road Construction Equipment Fuel Consumption Estimates

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours[1]	Fuel Used (gallons)
Site Preparation						
Rubber Tired Dozers	3	367	0.4	8	120	909
Tractors/Loaders/Backhoes	4	84	0.37	8	160	285
Grading						
Excavator	1	36	0.38	8	64	50
Grader	1	148	0.41	8	64	200
Rubber Tired Dozer	1	367	0.4	8	64	485
Tractors/Loaders/Backhoes	3	84	0.37	8	192	342
Building Construction						
Cranes	1	367	0.29	7	1,610	8,846
Forklifts	3	82	0.2	8	5,520	5,196
Generator Sets	1	14	0.74	8	1,840	1,094
Tractors/Loaders/Backhoes	3	84	0.37	7	4,830	8,615
Welders	1	46	0.45	8	1,840	2,186
Paving						
Cement and Mortar Mixers	2	10	0.56	6	216	69
Pavers	1	81	0.42	8	144	281
Paving Equipment	2	132	0.36	6	216	397
Rollers	2	36	0.38	8	288	226
Tractors/Loaders/Backhoes	1	84	0.37	8	144	257
Architectural Coating						
Air Compressor	1	37	0.48	6	108	110
Total Off-Road Equipment Diesel Fuel Used during Construction (gallons)						**29,551**

Notes:
[1] Based on: 5 days for Site Preparation, 8 days for Grading; 230 days for Building Construction; 18 days for Paving; and 18 days for Architectural Coating.
Source: Air Quality, Energy, GHG, and HRA Report (Appendix A)

Table E-2 shows that the on-road construction-related vehicle trips would consume 7,171 gallons of gasoline and 4,406 gallons of diesel fuel. As detailed above, E-1 shows that the off-road construction equipment would consume 29,551 gallons of diesel fuel. This would result in the total consumption of 7,171 gallons of gasoline and 33,957 gallons of diesel fuel from construction of the proposed Project. This equates to 0.0007 percent of the gasoline and 0.023 percent of the diesel used annually in Riverside County. As such, the construction-related petroleum use would be nominal, when compared to current countywide petroleum usage rates.

Construction of the Project would result in fuel consumption from the use of construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. There are no unusual project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the State. Therefore, construction-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

Table E-2: On-Road Construction Vehicle Fuel Consumption Estimates

Vehicle Trip Types / Fuel Type	Daily Trips	Trip Length (miles)	Total Miles per Day	Total Miles per Phase[1]	Fleet Average Miles per Gallon[2]	Fuel Used (gallons)
Site Preparation						
Worker (Gasoline)	18	18.5	333	1,665	26.8	62
Vendor (Diesel)	6	10.2	61	306	8.7	35
Grading						
Worker (Gasoline)	15	18.5	278	2,220	26.8	83
Vendor Truck (Diesel)	6	10.2	61	490	8.7	56
Building Construction						
Worker (Gasoline)	42	18.5	777	178,710	26.8	6,677
Vendor Truck (Diesel)	16	10.2	163	37,536	8.7	4,315
Paving						
Worker (Gasoline)	20	18.5	370	6,600	26.8	249
Architectural Coating						
Worker (Gasoline)	8	18.5	148	2,664	26.8	100
	Total Gasoline Fuel Used from On-Road Construction Vehicles (gallons)					**7,171**
	Total Diesel Fuel Used from On-Road Construction Vehicles (gallons)					**4,406**

Notes:
[1] Based on: 5 days for Site Preparation, 8 days for Grading; 230 days for Building Construction; 18 days for Paving; and 18 days for Architectural Coating.
[2] From EMFAC 2017 model. Worker Trips based on entire fleet of gasoline vehicles and Vendor Trips based on only truck portion fleet of diesel vehicles.
Source: Air Quality, Energy, GHG, and HRA Report (Appendix A)

Operation

Once operational, the Project would generate demand for electricity, natural gas, as well as gasoline for fuel tanks. Operational use of energy includes the heating, cooling, and lighting of the building, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. PVCCSP EIR mitigation measure MM Air 20 encourages, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24; the Title 24 in effect at the time of the PVCCSP EIR was the 2010 version. The current Title 24 standards are much more stringent than the Title 24 standards at the time of PVCCSP EIR approval and require many of the measures for energy efficiency that were voluntary under previous iterations of Title 24. The California Energy Commission estimates that the 2019 standards will reduce residential building energy use by over 50 percent and nonresidential energy use by 30 percent compared to 2016 standards.[7] The proposed Project would be subject to the even more efficient 2022 Title 24 requirements, which became effective as of January 1, 2023.

[7] https://www.law.berkeley.edu/wp-content/uploads/2019/12/Fact-Sheet-Building-Energy-Efficiency.pdf

The proposed Project would also abide to the 2022 CALGreen standards that will aid in reducing energy usage related to operations of the Project. CALGreen standards that would be incorporated by the Project include, but are not limited to, short-term bicycle parking, EV charging stations, outdoor light pollution reduction, recycling and/or salvage for reuse a minimum of 65% of nonhazardous construction and demolition waste, water conserving plumbing fixtures and fittings, and outdoor potable water uses in landscaped areas.

Through compliance with the 2022 Title 24 and 2022 CALGreen Code, the Project will include energy-efficient measures such as energy-efficient indoor and outdoor lighting and energy-efficient water usage that exceed 15 percent beyond the 2010 Title 24. In complying with the applicable Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. As detailed in Table E-3, operation of the proposed Project is estimated to result in the annual use of approximately 100,697 gallons of diesel fuel, which equates to approximately 0.068 percent of the diesel consumed annually in Riverside County; 18,595 gallons of gasoline, which equates to approximately 0.0017 percent of the gasoline consumed annually in Riverside County; approximately 1,909,027 thousand British thermal units (kBTU) of natural gas, which equates to approximately 0.004 percent of the natural gas consumed annually in Riverside County; and approximately 524,295 kilowatt-hours (kWh) of electricity, which equates to 0.003 percent of the electricity consumed annually in Riverside County.

Table E-3: Project Annual Operational Energy Demand Summary

Operational Source (value per year)		
	Annual VMT	**Gallons of Fuel**
Transportation & Fire Pump-Project	876,000 (trucks) 497,659 (autos)	101,002 (diesel) 18,595 (gasoline)

	Kilowatt-Hours
Electricity-Project	524,295

	Thousands British Thermal Units
Natural Gas-Project	1,909,027

Source: Air Quality, Energy, GHG, and HRA Report (Appendix A)

Further, the proposed Project would comply with all Federal, State, and City requirements related to the consumption of electricity, natural gas, and fuels, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards*. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed warehouse, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into the proposed structure. In addition, the proposed Project would include a 15 percent solar-ready roof, which would allow for future installation of solar arrays. Therefore, it is anticipated the proposed Project will be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed Project's electricity demand. Therefore, construction and operation of the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other sites in the region, and impacts would be less than significant.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to conflicts with a state or local plan for renewable energy or energy efficiency as it was not a threshold in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the PVCCSP EIR did discuss energy efficiency in other

threshold sections, including Air Quality, and included mitigation measures such as MM Air 19 that required the use of energy efficient products and MM Air 20 that encourages, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24.

Less than Significant Impact. The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. These measures (Title 24, Part 6) are listed in the California Code of Regulations. The California Energy Commission is responsible for adopting, implementing and updating building energy efficiency. Local city and county enforcement agencies have the authority to verify compliance with applicable building codes, including energy efficiency.

With PVCCSP EIR mitigation measure MM Air 20, the Project is encouraged to exceed the 2010 California Title 24 Building Energy Efficiency Standards by a minimum of 15 percent. As mentioned previously, the newest iteration of Title 24 is much more stringent in its requirements for energy efficiency. As such, by incorporating the required measures of the 2022 Title 24, the Project would increase energy efficiency through methods such as conserving water, using low flush toilets, using energy efficient lighting, and installing electric vehicle charging infrastructure. As required by Municipal Code Section 16.08.050, Adoption of the California Building Code, prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project would be in compliance with all applicable 2022 Title 24 requirements.

Additionally, in 2002 SB 1389 required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels for the Integrated Energy Report. The CEC's 2021 Integrated Energy Policy Report and 2022 Integrated Energy Policy Report Update provide the results of the CEC's assessments on a variety of energy issues in California. As indicated above, energy use on the Project site during construction would be temporary and would be relatively small in comparison to the overall use in the County. In addition, energy usage associated with operation of the proposed Project would be relatively small in comparison to the overall use in Riverside County and the State's available energy resources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed Project's total impact on regional energy supplies would be minor, the Project would not conflict with or obstruct California's energy conservation plans. Additionally, as demonstrated above, the Project would not result in the inefficient, wasteful, and unnecessary consumption of energy.

Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur. As such, the Project would have less than significant impacts related to energy.

Mitigation/Monitoring Required

No significant energy impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for energy. PVCCSP EIR mitigation measures MM Air 19 and MM Air 20 are applicable to the proposed Project and will be and will be incorporated in its MMRP.

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

a) Expose people or structures to 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?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, included in the PVCCSP EIR, found that the PVCCSP planning area is not located in an Alquist-Priolo Special Studies Zone or other area of known faults, which would be subject to surface rupture. The PVCCSP planning area is located approximately 8 miles southwest of the San Jacinto Fault Zone and approximately 14 miles northeast of a County Fault Zone. Proposed structures on the development sites are expected to perform satisfactorily when designed in accordance with the Building Code and local building codes. Grading of the site in accordance with standard soil engineering practice and current code specifications shall provide additional risk reduction with respect to ground shaking. Individual projects will be required to prepare site-specific geotechnical studies to mitigate potential impacts. Therefore, the Initial Study concluded that impacts from fault rupture would be less than significant.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. As stated in the PVCCSP EIR, the planning area is not located within an Alquist-Priolo Special studies zone and therefore, the Project site is not within a currently established Alquist-Priolo Earthquake Fault Zone. Additionally, per the Geotechnical Investigation prepared by Southern California Geotechnical for the Project, no known faults are mapped on the site and no signs of active surface faulting were observed in photos or during the field investigation (SoCalGeo, 2022). The closest active fault is the San Jacinto – San Jacinto Valley fault located approximately 9.81 miles east of the site. Therefore, no impacts related to rupture of a known fault would occur.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

ii. Strong seismic ground shaking?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, included in the PVCCSP EIR, found that the PVCCSP planning area is not located within an Alquist-Priolo Fault Zone or a County Fault Zone. However, since the PVCCSP planning area is located in Southern California, it is subject to strong ground shaking by nearby or distant strong earthquakes. Currently, the performance of structural engineer designed structures, built in compliance with current building codes and founded into properly prepared earth materials, are generally proven to be satisfactory under conditions of earthquake induced strong ground shaking away from "near-field" fault rupture areas. Therefore, the Initial Study concluded that impacts related to strong seismic ground shaking would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The Project site is located within a seismically active region of Southern California and has been subjected to past ground shaking by faults that traverse through the region. As mentioned previously, the closest active fault is the San Jacinto – San Jacinto Valley fault located approximately 9.81 miles east of the Project site. Thus, moderate to strong ground shaking can be expected at the site. The amount of motion can vary depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

Structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), included in the Municipal Code as Chapter 16.08. Compliance with the CBC would ensure earthquake safety based on factors including occupancy type, the

types of soils onsite, and the probable strength of the ground motion. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Therefore, with CBC compliance, the proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking more than other developments in Southern California. Impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

iii. Seismic-related ground failure, including liquefaction?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the PVCCSP planning area is located in an area with shallow groundwater and a low to high potential for liquefaction. Therefore, the PVCCSP EIR requires site-specific geotechnical studies to evaluate potential hazards, including liquefaction, for specific implementing development projects. The PVCCSP EIR concluded that with implementation of mitigation measures MM Geo 1, buildout under the PVCCSP would not expose people or structures do adverse impacts related to seismic-related ground failure, including liquefaction, and impacts would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

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., overexcavated, backfilled, compaction) being used to implement the project's design.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. Pursuant to PVCCSP EIR mitigation measure MM Geo 1, a Geotechnical Investigation was performed for the Project and is included as Appendix D to this IS/MND. As discussed in the Geotechnical Investigation, the Project site is located in an area that is within a zone of low liquefaction susceptibility. In addition, the subsurface conditions encountered at the boring locations are not considered to be conductive to liquefaction. The onsite soils consist of moderate to high strength alluvial soils and no evidence of a long-term groundwater table within 26 feet of the ground surface. In addition, research of available well data indicates that the groundwater depths in the area of the site are more than 56 feet below grade. Based on these considerations, liquefaction is not considered to be a design concern for this Project. Additionally, the Project would adhere to CBC regulations, as included as recommendations for the Project within the Geotechnical Investigation, that would reduce the potential for liquefaction-induced settlement, which would be verified by the City through the development permitting process. Due to the site conditions and compliance with the CBC, the Project would have less than significant impacts related to ground failure and liquefaction.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant with mitigation) remains unchanged from that cited in the PVCCSP EIR.

iv. Landslides?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR as Appendix A, found that the PVCCSP planning area and is relatively flat and not located near any areas that possess potential landslide characteristics. Therefore, it determined that no impacts related to landslides would occur.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The Project site is situated on relatively level ground and is not immediately adjacent to any slopes or hillsides that could be potentially susceptible to slope instability. No signs of slope instability in the form of landslides, rock falls, earthflows or slumps were observed at or near the site during the Geologist's investigation. Furthermore, according to the City of Perris General Plan Safety Element Exhibit S-4: Slope Instability, the Project site is not located in an area mapped for high susceptibility to seismic-induced landslides. Therefore, no impact would occur.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR as Appendix A, found that buildout under the PVCCSP would result in the development of the site with paving, landscaping and structures. Therefore, no soil erosion was anticipated from long-term operation of the PVCCSP. Short-term impacts associated with construction were determined to be addressed by standard conditions for erosion control methods, which are part of required erosion control plans and National Pollutant Discharge Elimination System (NPDES) permit requirements for projects. Therefore, the Initial Study concluded that impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The proposed Project would involve excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. As such, the proposed Project would be required to comply with the City's grading standards and erosion control measures, included in Chapter 14.22 (Stormwater/Urban Runoff Management and Discharge Control) of the City's Municipal Code. Additionally, the Construction General Permit (CGP; Order No. R8-2002-0011) issued by the State Water Resources Control Board (SWRCB), regulates construction activities to minimize water pollution, including sediment. The proposed Project would be subject to the National Pollution Discharge Elimination System (NPDES) permitting regulations, including implementation of a Stormwater Pollution Prevention Plan (SWPPP) and associated BMPs during grading and construction, which would be required during construction permitting of the Project.

Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related grading and construction activities. After completion, the Project site would be developed with a light industrial warehouse building, new paved parking lot, and landscape improvements, and would not contain exposed soil. Thus, the potential for soil erosion or the loss of topsoil would be expected to be extremely low. Construction of the proposed Project would have a less than significant impact related to potential soil erosion.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP has the potential to result in impacts due to unstable geologic units or soils. According to the PVCCSP EIR, at the time the EIR was written, groundwater within the PVCCSP area ranged from 2.4 to 226.7 feet below ground surface. Based on existing groundwater conditions, the PVCCSP EIR concluded that liquefaction, lateral spreading, and collapse had the potential to occur. Therefore, the PVCCSP EIR included mitigation measure MM Geo 1 to decrease impacts to a less than significant level.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. Landsliding and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. As described in Response a) iv, the Project site is located in a relatively flat area that does not contain nor adjacent to large slopes, and the Project would not generate large slopes. Therefore, impacts related to landslides would not occur from implementation of the Project.

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movements typically damages pipelines, utilities, bridges, and structures. According to the Geotechnical Investigation (included as Appendix D to this IS/MND), no signs of lateral spreading were observed onsite during the field investigation and the potential for lateral spreading is considered low (SoCalGeo, 2022). Thus, impacts related to lateral spreading would likely not occur.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of an earthquake motion in an area where groundwater in a basin is lowered. Differential settlement or subsidence could occur if buildings or other improvements are built on low-strength foundation materials (including imported fill) or if improvements straddle the boundary between different types of subsurface materials (e.g., a boundary between native material and fill). Although differential settlement generally occurs slowly enough that its effects are not dangerous to inhabitants, it can cause building damage over time. As described previously, no groundwater was encountered during borings and groundwater is expected to be more than 56 feet below grade (SoCalGeo, 2022). The Project would not pump water from the Project area, thus impacts related to subsidence would not occur from implementation of the Project.

As described previously, compliance with the requirements of the CBC related to compaction of soils and development of foundations is required as part of the building plan check and development permitting process, and would further reduce potential impacts related to liquefaction, settlement, and ground collapse.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant with mitigation) remains unchanged from that cited in the PVCCSP EIR.

d) Be located on expansive soil, as defined in in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR as Appendix A, found that the PVCCSP planning area is characterized by sandy soils which do not present substantial risk to life or property as a result of expansion. The United States Department of Agriculture has identified various soil types within the PVCCSP planning area. However, five soil types make up the majority of the Project site. These soil types are: Domino silt loam, 0 to 2 percent slopes, Exeter sandy loam, 0 to 2 percent slopes, Greenfield sandy loam, 0 to 2 percent

slopes, Pachappa fine sandy loam, 0 to 2 percent slopes, and Ramona sandy loam, 0 to 2 percent slopes. The expansive potentials of the soils found on site are low, based upon these classifications. They are not expected to pose a significant constraint to development within the PVCCSP planning area. Therefore, the Initial Study concluded that impacts related to expansion would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. Expansive soils contain certain types of clay minerals that shrink or well as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Investigation performed an evaluation of the potential for expansive soils at the site and it was determined that the testing performed on the near-surface soils indicate that onsite soils possess a low expansion potential (SoCalGeo 2022). In addition, as described previously, compliance with the CBC would require specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that Project structures would withstand the effects of related to ground movement, including expansive soils. Therefore, impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR as Appendix A, found that development within the PVCCSP planning area would connect to existing sewer facilities, and would not require an alternative wastewater disposal system. Therefore, no impacts would occur related to septic tanks or alternative wastewater disposal systems.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The proposed Project would connect existing Eastern Municipal Water District (EMWD) sewer lines in Ramona Expressway. No septic tanks are proposed and no impacts would occur with implementation of the proposed Project.

The proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP has the potential to impact paleontological resources due to high sensitivity of the PVCC area for paleontological resources within deeper, undisturbed soils. Therefore, the EIR found that future implementation development projects have the potential to impact paleontological resources or unique geologic features during ground-disturbing activities. The PVCCSP EIR concluded that with implementation of mitigation measure MM Cultural 5, listed below, impacts to paleontological resources or unique geologic features would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

MM Cultural 5. Prior to grading for projects requiring subsurface excavation that exceeds five (5) feet in depth, proponents of the subject implementing development projects shall retain a professional paleontologist to verify implementation of the mitigation measures identified in the approved Phase I Cultural Resources Study and to monitor the subsurface excavation that exceed five (5) feet in depth. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the paleontologist has been approved by the City.

Monitoring should be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The 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.

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document. The Paleontological Assessment completed for the Project (Appendix E to this IS/MND) confirmed the existence of potentially fossiliferous Pleistocene alluvial fan deposits underlying the site (BFSA, 2023b). Additionally, the occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene old alluvial fan sediments across the Inland Empire of western Riverside County is well documented. Therefore, earthmoving activities, including grading and trenching activities, would have the potential to disturb previously unknown paleontological resources if earthmoving activities occur at substantial depths. According to the Geotechnical Investigation, earthmoving activities would occur to depths of 6 feet below the existing ground surface or to a minimum depth of 4 feet below the proposed pad grade, whichever is greater (SoCalGeo, 2022). Trenching for utilities may occur at depths greater than 5 feet.

Because of the high paleontological sensitivity assigned to the Project site and in conformance with General Plan implementation measure IV.A.4, which requires paleontological monitoring of all projects once subsurface excavation reach five feet in depth, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP) shall be prepared and approved, as set forth in Project-specific mitigation measure MM GS 1[8]. Compliance with Project-specific mitigation measure MM GS 1 would reduce impacts to paleontological resources or unique geologic features to a less than significant level.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the PVCCSP EIR. The proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant with mitigation) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

[8] Project-specific mitigation measure MM GS 1 replaces PVCCSP EIR mitigation measure MM Cultural 5 as subsequently revised by the City of Perris. Project-specific mitigation measure MM GS 1 would mitigate the impact to the same degree as PVCCSP EIR mitigation measure MM Cultural 5.

The PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP EIR. In addition, Project-specific mitigation measure MM GS 1 has been included to revise PVCCSP EIR mitigation measure MM Cultural 5.

Applicable PVCCSP EIR Mitigation Measures

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., overexcavated, backfilled, compaction) being used to implement the project's design. *[Status: Implemented through preparation of the Geotechnical Investigation (Appendix D)]*

MM Cultural 5. Prior to grading for projects requiring subsurface excavation that exceeds five (5) feet in depth, proponents of the subject implementing development projects shall retain a professional paleontologist to verify implementation of the mitigation measures identified in the approved Phase I Cultural Resources Study and to monitor the subsurface excavation that exceed five (5) feet in depth. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the paleontologist has been approved by the City.

Monitoring should be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The 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. *[Status: Replaced by Project-specific mitigation measure MM GS 1.]*

Project-Specific Mitigation Measures

MM GS 1: Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City of Perris Planning Division, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during onsite and offsite subsurface excavation that exceeds five (5) feet in depth 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 offsite Project improvement areas until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The 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.

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

GHG Thresholds

Currently, there is no statewide GHG emissions threshold that has been used to determine the potential GHG emissions impacts of a project. While the CARB published some 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. Threshold methodology and thresholds are still being developed and revised by air districts in California.

The City of Perris has not adopted numerical significance thresholds for evaluating greenhouse gas (GHG) emissions for new development projects. In accordance with CEQA guidance, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to assess the significance of a project's GHG emissions.

The City of Perris is located within the jurisdiction of the SCAQMD. To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, the SCAQMD convened a GHG CEQA Significance Threshold Working Group (Working Group) in 2008. In December 2008, the SCAQMD Governing Board adopted an interim 10,000 metric tons of carbon dioxide (CO_2) equivalents ($MTCO_2e$) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The Working Group also considered a range of thresholds for evaluating GHG emissions for development projects where SCAQMD is not the lead agency. The most recent proposal was issued in September 2010 (SCAQMD 201011) and uses a tiered approach to evaluate potential GHG impacts from various uses. This assessment applies the Tier 3 approach that provides as follows:

- Tier 3 consists of screening values, which the lead agency can choose but must be consistent with all its jurisdiction projects. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
  - All industrial projects: 10,000 $MTCO_2e$ per year
  - Option 1: Based on land use type: residential projects: 3,500 $MTCO_2e$ per year; commercial projects: 1,400 $MTCO_2e$ per year; or mixed use projects: 3,000 $MTCO_2e$ per year
  - Option 2: All non-industrial land use types: 3,000 $MTCO_2e$ per year

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. If the CARB adopts

statewide significance thresholds, SCAQMD staff plan to report back to the SCAQMD Governing Board regarding any recommended changes or additions to the SCAQMD's interim threshold.

In the absence of other thresholds of significance promulgated by the SCAQMD, the City of Perris has been using the SCAQMD's 10,000 $MTCO_2e$ threshold for industrial projects and the draft thresholds for non-industrial projects the purpose of evaluating the GHG impacts associated with proposed general development projects. Other lead agencies through the Basin have also been using these adopted and draft thresholds. The City's evaluation of impacts under the 10,000 $MTCO_2e$/year threshold is also considered to be conservative since it is being applied to all of the GHG emissions generated by the project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the SCAQMD's 10,000 $MTCO_2e$/year threshold applies only to the new stationary sources generated at industrial facilities.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to greenhouse gas (GHG) emissions under its own threshold as it was not a threshold in State CEQA Guidelines Appendix G at the time the NOP for the PVCCSP EIR was released. However, the PVCCSP EIR did discuss emissions of GHGs within air quality thresholds and found that mitigation measures MM Air 2 through MM Air 6, MM Air 11 through MM Air 14, and MM Air 19 through MM Air 21 would reduce GHG emissions related to buildout under PVCCSP.

Impacts Associated with the Proposed Project

Less Than Significant Impact. GHG emissions associated with Project construction would occur over the short term and would consist primarily of emissions from equipment exhaust. Long-term regional emissions would also be associated with new vehicular trips and stationery-source emissions (i.e., natural gas used for heating and electricity usage for lighting). The calculations presented below include construction emissions in terms of annual CO_2e GHG emissions from increased energy consumption, water usage, and solid waste disposal, as well as estimated GHG emissions from vehicular traffic that would result from implementation of the proposed Project.

During construction of the proposed Project, GHGs would be emitted through the operation of construction equipment, as well as emissions from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. As shown on Table GHG-1 construction of the Project would result in 13.57 $MTCO_2e$ per year.

During operations, the Project would generate long-term GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Mobile-source emissions of GHGs would include project generated vehicle trips associated with employee and truck trips to and from the Project site. Area-source emissions would be associated with activities such as landscaping and maintenance of proposed land uses, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed use.

Table GHG-1: Project GHG Emissions

	Greenhouse Gas Emissions (Metric Tons per Year)			
Category	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area Sources[1]	2.03	<0.01	0.00	2.04
Energy Usage[2]	184.00	0.02	<0.01	185.00
Mobile Sources[3]	1,317.00	0.02	0.18	1,373.00
Off-Road Equipment[4]	46.00	0.01	0.00	46.10
Fire Water Pump[5]	4.49	0.00	0.00	4.51
Solid Waste[6]	8.30	0.83	0.00	29.10
Water and Wastewater[7]	29.50	0.69	0.02	51.60
Refrigeration	--	--	--	441.00
Construction[8]	13.42	<0.01	<0.01	13.57
Total Emissions	1,604.74	1.57	0.20	**2,145.92**
SCAQMD Draft Threshold of Significance				**10,000**
Exceed Thresholds?				**No**

Notes:
[1] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consists of GHG emissions from electricity and natural gas usage.
[3] Mobile sources consist of GHG emissions from vehicles.
[4] Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered.
[5] Fire Water Pump analyzed based on a 236-horsepower diesel-powered fire water pump operational up to 50 hours per year.
[6] Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[7] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[8] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: Air Quality, Energy, GHG, and HRA Report (Appendix A)

As shown on Table GHG-1, the Project would result in approximately 2,145.92 $MTCO_2e$ per year, which would be below the SCAQMD screening threshold of 10,000 $MTCO_2e$ per year for industrial projects. Therefore, construction and operation impacts related to greenhouse gas emissions would be less than significant and no new substantial environmental impacts would occur in comparison to the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to GHG emissions under its own threshold as it was not a threshold in State CEQA Guidelines Appendix G at the time the NOP for the PVCCSP EIR was released. However, the PVCCSP EIR did discuss emissions of greenhouse gases within air quality thresholds and found that mitigation measures MM Air 2 through MM Air 6, MM Air 11 through MM Air 14, and MM Air 19 through MM Air 21 would reduce GHG emissions related to buildout of the PVCCSP. The PVCCSP EIR further found that the PVCCSP was consistent with General Plan policies aimed at reducing GHGs.

Impacts Associated with the Proposed Project

Less Than Significant Impact. In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires the CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap, which was phased in starting in 2012. Therefore, as the proposed Project meets the current interim emissions targets/thresholds established by the SCAQMD, it would not obstruct attainment of the reduction target of 40 percent below 1990 levels by 2030 and 45 percent below 1990 levels by 2045, as mandated by the State. Furthermore, all of the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the State level, and the proposed Project would be required to comply with these regulations as they come into effect. The Project would not impede the State's progress towards carbon

neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements discussed throughout the 2022 Scoping Plan. Some of the current transportation sector policies the Project will comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. As such, the Project would not be inconsistent with the 2022 Scoping Plan.

The City of Perris Climate Action Plan (CAP) was adopted by the City Council (Resolution Number 4966) on February 23, 2016. The CAP was developed to address global climate change through the reduction of harmful GHG emissions at the community level, and as part of California's mandated statewide GHG emissions reduction goals under AB 32. The CAP included emissions from the following sectors: residential energy, commercial/industrial energy, transportation, waste, and wastewater. The proposed Project would be consistent with the transportation goals of the CAP by providing additional parking options for bicycles, electric vehicles, and carpool/vanpool vehicles. The tenant is unknown at this time, however the proposed Project would consist of a job-generating use located within close proximity to existing residences which would reduce VMT and promote alternative modes of transportation for employees. The Project would be consistent with the CAP goal by helping improve the job-housing balance and reduce VMT by increasing household and employment densities. The proposed Project would also be consistent with the CAP goal of increasing energy efficiency in new buildings by complying with the latest CBC, including the latest CALGreen Code standards. Construction of the Project would include a diversion of construction waste from landfills to recycling consistent with current local and State standards and CAP goals to increase diversion and reduction of waste. As such, the proposed Project would be consistent with applicable GAP goals Therefore, implementation of the proposed Project would not conflict with the City's CAP or other existing plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gas.

Mitigation/Monitoring Required

No significant greenhouse gas emissions impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures with respect to greenhouse gas emissions impacts are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
5.9 HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise 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) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout of the PVCCSP could result in the transport, use, or disposal of hazardous materials by future commercial and industrial developments and uses within the PVCCSP. However, developments within the PVCCSP would be required to comply with all local, state, and federal regulations

regarding the use and handling of hazardous materials. Therefore, the PVCCSP EIR concluded that impacts related to significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. In 2022, a Phase I Environmental Site Assessment (ESA) was conducted for the Project site by Bureau Veritas (See Appendix F of this IS/MND). The site is currently vacant and undeveloped but was previously utilized as agricultural land from about 1938 to the 2010s.

The Phase I ESA did not identify any recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), or historical recognized environmental conditions (HRECs) on the site. However, the following environmental issue related to regional groundwater contamination, which does not qualify as REC, was found and described below:

- Groundwater beneath the vicinity of the Project site appears to be impacted from releases associated with March Air Force Base, which is identified as a National Priority List (NPL) facility located approximately 5,000 feet to the north. Groundwater flow is to the southeast, toward the Project site. A total of 44 areas of concern were identified associated with the operations at the airbase with 31 of the areas reported as completely clean or recommending no further action. All contamination is reported as contained within the base boundaries except for a plume of chlorinated volatile organic compounds (CVOCs) extending east of the base. The CVOC plume does not appear to extend onto the Project site. However, per- and poly-fluoroalkyl substances (PFAS) have been identified in the groundwater in the vicinity of the base associated with a former fire training area due to the use of aqueous film-forming foam (AFFF). Investigation of the use of PFAS at the base began in 2016. Groundwater sampling in 2018 identified total PFAS concentrations at 0.147 µg/L (exceeding the EPA recommended action level of 0.07 µg/L) at a groundwater monitoring well located near the southwestern corner of the parking lot on the northern adjoining property. Based on this information, the PFAS groundwater contamination associated with March Air Force Base has likely impacted the Project site. The groundwater contamination does not currently represent a recognized environmental condition as PFAS is not currently designated a hazardous substance under CERCLA. In addition, exposure pathways to the contamination are not likely to be complete at the Project site. The drinking water exposure pathway is not complete since the Project site is serviced by public water. The direct contact exposure pathway is not complete due to the depth of the identified contamination (greater than 100 feet below grade) and that the Project would be covered by relatively impermeable surfaces (buildings, sidewalks, drive/parking areas) and landscaped areas. The vapor intrusion exposure pathway is not likely to be significant based on the relatively low volatility of the contaminants of concern, the relatively low concentrations of the contaminants of concern, and the significant depth to groundwater (greater than 100 feet below grade). Furthermore, the Project site is not considered a responsible party to the groundwater contamination, and no current or historical uses of the Project are likely to have used significant quantities of PFAS. Therefore, the Phase I ESA concluded that no further action or investigation is recommended.

Construction of the proposed warehouse would require the use and disposal of construction materials and substances such as cleaning products, fertilizers, pesticides, standard office supplies, etc. Once operational, the proposed Project's building is to be used for industrial uses under the existing Light Industrial (LI) zoning designation. This zoning classification allows certain uses which might use hazardous materials. Such uses would be subject to standard Riverside County Department of Environmental Health, California Department of Toxic Substances Control, Regional Water Quality Control Board, and the Perris Fire Department policies and permitting procedures. Both federal and state governments require all businesses that handle more than specified amounts of hazardous materials to submit a business plan to regulating agencies. With adherence of existing regulations, impacts related to hazards resulting from the routine transport, use, or disposal of hazardous materials would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

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?

Summary of Impacts Identified in the PVCCSP EIR

Future construction and/or operational activities accommodated by the PVCCSP could involve the transport, use, and/or disposal of hazardous materials; however, existing federal, state, and local regulations would ensure risk are minimized. Pursuant to the analysis summarized in 5.9(a) above, this was considered to have a less than significant impact on the public or environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and no mitigation measures were required.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.

Construction
Accidental Releases. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of an SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit. Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict onsite handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Also, the Project would not expose or disturb PFAS groundwater because excavation would be far less than the depth of identified contamination (100 feet or greater).

Operation
Operation of the proposed light industrial warehouse and associated areas involve use and storage of common hazardous materials such as paints, solvents, cleaning products, fuels, lubricants, adhesives, sealers, and pesticides/herbicides. Normal routine use of these typical commercially used products pursuant to existing regulations would not result in a significant hazard to the environment or workers in the vicinity of the Project. Should future uses of the industrial warehouse utilize or store substantial amounts or acute types of hazardous materials, both federal and state governments require all businesses that handle more than specified amounts of hazardous materials to submit a business plan to regulating agencies. With adherence of existing regulations, impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout of the PVCCSP could result in the use of hazardous materials near Val Verde High School, as the PVCCSP proposed Light Industrial uses to the east of the school. Therefore, the PVCCSP EIR included mitigation measure MM Haz 1 to require project-level CEQA review for any development within one-quarter mile of Val Verde High School in order to ensure that any potential for the use of hazardous materials within the vicinity of the school is identified and properly addressed.

Additionally, the PVCCSP EIR stated that all implementing developments and future businesses that handle hazardous materials are required to comply with the City's adopted Fire Code and any additional requirements of the California Health and Safety Code Article 1 Chapter 6.95 for the Business Emergency Plan. Both federal and state governments require all businesses that handle more than specified amounts of hazardous materials to submit a business plan to regulating agencies. With implementation of mitigation measure MM Haz 1 and MM Haz 7 and adherence to federal and state regulations, impacts associated with the exposure of schools to hazardous materials were considered less than significant with mitigation incorporated.

Mitigation Measures Adopted by the PVCCSP EIR

MM Haz 1. Any proposed industrial uses located within one-quarter mile of Val Verde High School (located at 972 Morgan Street, between Nevada Road and Webster Avenue, Perris, CA) or any other existing or proposed school shall perform project-level CEQA review to determine the potential for project-specific impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste.

MM Haz 7. Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. Val Verde High School is located approximately 0.44 mile from the Project site. There are no schools located within 0.25 mile of the Project site and the next closest school is Val Verde Elementary School located 1.67 miles south. Furthermore, as noted in Sections 5.9(a) and 5.9(b), the proposed Project is not anticipated to release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes in significant quantities. Therefore, the proposed Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the PVCCSP EIR. The proposed Project has fewer impacts than the impacts identified in the PVCCSP EIR and the level of impact would be less than that cited in the PVCCSP EIR (less than significant with mitigation).

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?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR as Appendix A, found that there are no sites within the PVCCSP planning area listed on the state's list of hazardous materials (compiled pursuant to Government Code Section 65962.5); thus, the Initial Study determined that no impacts would occur.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The proposed Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, nor are any of the adjacent properties. Government Code Section 65962.5 specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

The Phase I ESA conducted for the Project site included a review of federal, state, and local regulatory databases to evaluate the Project site and known or suspected sites of environmental contamination pursuant to ASTM Standard E 1527-21. As concluded in the Phase I ESA, the Project site is not listed on any federal, state, or local regulatory databases (BV, 2022); and therefore, no impact would occur.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

In 1986, airport-influenced areas were established around March Air Reserve Base (MARB). In 1998 and 2005 MARB Air Installation Compatibility Use Zone studies were completed. The Air Installation Compatibility Use Zone studies lay out a Clear Zone, where most land uses are incompatible with aircraft hazards, and two Accident Potential Zones, where a variety of land uses are compatible, but people-intensive uses are restricted because of the greater hazard potential in these areas. As discussed in the PVCCSP EIR, the Airport Land Use Commission found the PVCCSP land uses to be compatible with applicable land use compatibility plans with the incorporation of mitigation measures MM Haz 2 through MM Haz 6.

The PVCCSP EIR found that implementation of the PVCCSP had the potential to impact pilots utilizing MARB at night, due to use of outdoor light. Therefore, it incorporated Mitigation Measures MM Haz 3 and MM Haz 5 to limit impacts from the development to pilots at MARB. Overall, the PVCCSP EIR found that with the incorporation of mitigation measures, impacts would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

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

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

MM Haz 4. The following notice shall be provided to all potential purchasers and tenants:
"This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)"

MM Haz 5. The following uses shall be prohibited:
a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

MM Haz 6. A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment 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.

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document. The proposed Project site is located approximately 1.2 miles southeast of March Air Reserve Base/Inland Port Airport (MARB/IPA) and is within the boundaries of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP). The MARB/IPA ALUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The MARB/IPA ALUCP indicates the allowable uses, potential noise impacts, potential safety impacts, and density/intensity restrictions for each zone. The proposed Project site is within Zones B1 and C1and is not required to go through Airport Land Use Commission (ALUC) review and consistency determination because: 1) the City created an Airport Overlay Zone component to the City's land use planning to accommodate development within the City consistent with the land use designations of the MARB/IPA ALUCP, and 2) there is no legislative action (i.e., general plan amendment, specific plan amendment, or change of zone) required or proposed. Additionally, industrial land uses in the B1 and C1 Zones are prohibited from having a maximum single-acre intensity of 100 and 250 people per acre respectively. Based on the County of Riverside General Plan employee generation factor of 1 employee for every 1,030 square feet of Light Industrial space, the Project would result in the generation of approximately 97 employees. These employees would work within the 99,990-square-foot light industrial building, which would cover an area of 2.3 acres and equate to an average of 42.2 people per acre. As such, the Project would not violate the MARB/IPA ALUCP regulation of a maximum of 250 people per acre.

Therefore, the proposed Project would be a consistent use outlined in the MARB/IPA ALUCP, and the Project would not pose a safety hazard to people working in the area. In addition, the proposed Project would implement PVCCSP EIR mitigation measures MM Haz 3 through MM Haz 6. With implementation of the PVCCSP EIR mitigation measures related to MARB/IPA compatibility, impacts from the proposed Project would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact remains unchanged from that cited in the PVCCSP EIR.

f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that development of the PVCCSP would improve emergency access by widening and improving roads within the area and that emergency access would be maintained and provided in accordance with the Multi-Hazard Functional Plan (MHFP). The PVCCSP EIR determined that development of the PVCCSP would not interfere with adopted emergency response plans or evacuation plans. Therefore, the Initial Study concluded impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

Construction
The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of new driveways and connections to existing infrastructure systems that would be implemented during construction of the proposed Project would not require closure of Ramona Expressway or Brennan Avenue. Additionally, the Project would include the installation of a signalized intersection at the point of the driveway along Ramona Expressway. Any temporary lane closures needed for utility connections, driveway, or intersection construction would be required to implement appropriate measures to facilitate vehicle circulation, as included within construction permits. Thus, implementation of the Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access or evacuation impacts to a less than significant level.

Operation
The City of Perris participates in the *County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan* (LHMP) which outlines requirements for emergency access and standards for emergency responses.

Direct access to the Project site would be provided from one driveway on Ramona Expressway and two driveways on Brennan Avenue. The Project driveways and internal access would be required through the City's permitting procedures to meet the City's design standards to ensure adequate emergency access and evacuation. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Fire Department and/or Public Works Department would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), included as Municipal Code Chapter 16.08. As such, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the PVCCSP planning area is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. The General Plan does not designate this area to be at risk from wildland fires. Therefore, the PVCCSP EIR determined that no impacts related to wildland fires would occur from buildout of the PVCCSP.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The Project site is within a developed area in the City of Perris. The Project site is bound by a warehousing facility to the north and west, Ramona Expressway abuts the Project to the south followed by an industrial use, and Brennan Avenue borders the site to the west followed by restaurants and residential homes. The Project site is not adjacent to any wildland areas. According to the CAL FIRE Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE, 2022). As a result, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

As detailed previously, the PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP and the PVCCSP EIR. Upon implementation of applicable PVCCSP EIR mitigation measures, no new impacts nor substantially more severe hazards and hazardous materials impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures with respect to hazards and hazardous materials impacts are required.

Applicable PVCCSP EIR Mitigation Measures

MM Haz 1. Any proposed industrial uses located within one-quarter mile of Val Verde High School (located at 972 Morgan Street, between Nevada Road and Webster Avenue, Perris, CA) or any other existing or proposed school shall perform project-level CEQA review to determine the potential for project-specific impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste. *[Status: Not Applicable to the proposed Project]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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)" *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Haz 5. The following uses shall be prohibited:
a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Haz 7. Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination. *[Status: Not applicable to the Project site as demonstrated in Phase I Environmental Site Assessment (Appendix F)]*

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

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that future development consistent with the proposed PVCCSP would increase the amount of impervious surface area in the PVCCSP planning area. This impervious

area includes paved parking areas, sidewalks, roadways, and building rooftops. All sources of runoff may carry pollutants and therefore have the potential to degrade water quality and not meet standards. Stormwater runoff and non-stormwater runoff from the Specific Plan would discharge into the Perris Valley Storm Drain which is tributary to the San Jacinto River and Canyon Lake. At the time the Initial Study was written, Canyon Lake was listed as an impaired water body on the Clean Water Act Section 303 (d) list. Canyon Lake exceeded water quality objectives for sediments, siltation, pathogens, and nutrients.

The City requires that each individual development project comply with existing State Water Quality Control Board and City stormwater regulations, including compliance with NPDES requirements related to construction and operation measures to prevent erosion, siltation and transport of urban pollutants. All new developments would implement project-specific Water Quality Management Plans (WQMP) that include BMPs designed to address the pollutants and reduce potential impacts on water quality from development.

The Initial Study also describes that before construction, projects would be required to obtain coverage under the State's General Permit for Construction Activities that is administered by the State Water Resource Control Board. Storm water management measures would be required to be identified and implemented that would effectively control erosion and sedimentation and other construction-related pollutants during construction. Therefore, the Initial Study concluded that impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.

Construction
Construction of the Project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Pollutants of concern during Project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants, such as chemicals, liquid and petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste, could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and into downstream receiving waters.

These types of water quality impacts during construction of the Project would be prevented through implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would include construction BMPs such as:

- Maximizing the permeable area,
- Incorporating landscaped buffer areas,
- Maximizing canopy interception with drought tolerant landscaping
- Installation of Low flow infiltration within sand filter zones
- Landscape design to capture and infiltrate runoff
- Conveying roof run-off into treatment control facilities

Adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the City's construction permitting process, which would ensure that the Project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operation
The proposed Project would operate as an industrial warehouse, which would introduce the potential for pollutants such as, chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and

oil and grease from vehicles and trucks. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, the proposed Project would be required to incorporate a Project-specific WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. Runoff from the proposed Project would be directed to a vegetated swale and a proposed proprietary modular wetland system located near the southeastern corner of the Project for storm water quality treatment. This system would remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides). Overflows would discharge to Ramona Expressway through an existing reinforced concrete pipe which leads to the Perris Valley Storm Drain, then to the San Jacinto River, then to Canyon Lake, and ultimately to Lake Elsinore.

With implementation of the operational source and treatment control BMPs that are outlined in the Project-specific WQMP prepared by SDH & Associates (Appendix G to this IS/MND) that would be reviewed and approved by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. Therefore, impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the PVCCSP planning area is located in the Eastern Municipal Water District's (EWMD) Perris North groundwater basin and that development within the PVCCSP would introduce new impervious surfaces to the area. However, implementing projects would be required to prepare project-specific WQMPs and would be required to use drought-tolerant landscaping to limit water use and promote groundwater recharge. The PVCCSP EIR concluded that due to the small size of the PVCCSP area in relation to the groundwater basin and through implementation of BMPs by individual projects, there would not be a substantial effect on groundwater supplies and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The proposed Project is located within the EMWD's Perris North groundwater basin. Development of the proposed Project would introduce large areas of impervious surfaces to the site. However, the proposed Project would include a proprietary modular wetland system located near the southeastern corner of the Project for storm water quality treatment and a vegetated swale. The modular wetland system would have a design capture volume of approximately 4,565.4 cubic feet and the vegetated swale would have a design capture volume of 3,461.8 cubic feet, consistent with existing flows. In addition, the Project includes approximately 26,035 square feet of landscaping, inclusive of the vegetated swale, which would cover approximately 13.3 percent of the site and infiltrate stormwater onsite. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge; and the Project would not impede sustainable groundwater management of the basin. Thus, the proposed Project would have a less than significant impact.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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 substantially increase the rate or amount of surface runoff in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the PVCCSP planning area has been heavily disturbed by activities associated with agricultural, residential, commercial, and industrial uses. The PVCCSP includes implementation of detention basins to attenuate peak flows and conveyance features such as improved streets and trapezoidal channels to convey stormwater. The PVCCSP EIR concluded that through implementation of WQMPs by individual projects and the construction of on- and off-site storm drain facilities, impacts to the natural drainage pattern would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.

Construction
As described previously, existing City regulations require the Project to implement a SWPPP during construction activities, that would implement erosion control BMPs, such as silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. to reduce the potential for siltation or erosion.

Operation
The proposed Project would introduce impervious surfaces to the majority of the site. The pervious surfaces remaining on the site would be landscaped. There would be no substantial areas of bare or disturbed soil onsite subject to erosion. In addition, the Project is required to implement a WQMP that would provide operational BMPs to ensure that operation of the industrial warehouse would not result in erosion or siltation. With implementation of these regulations, impacts related to erosion or siltation onsite or off-site would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in an increase of surface runoff due to the increase in impervious surfaces over previously existing conditions. In order to reduce surface runoff, implementing development projects are required to include Site Design BMPs to: 1) minimize urban runoff; 2) minimize impervious footprint; 3) conserve natural areas; and 4) minimize directly connected impervious areas. Furthermore, on-site surface runoff would be collected in proposed storm drain facilities and conveyed to the Perris Valley Storm Drain. The PVCCSP EIR determined that with the proposed storm drain modifications and implementation of site-specific BMPS, impacts related to an increase in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. As discussed in Section 5.10(a) above, during construction, an SWPPP would be implemented to control drainage and maintain drainage patterns across the proposed Project. Also, as discussed in the Preliminary Drainage Study prepared for the proposed Project (see Appendix H to this IS/MND), drainage runoff from the Project site would be adequately handled and maintained similar as compared to the pre-development conditions by the proposed Project's drainage system. In order to meet onsite flows, the modular wetland system would be required to have a minimum

capacity of 4,565.4 cubic feet and the vegetated swale would be required to have a minimum capacity of 3,461.8 cubic feet. The vegetated swale has been designed for a volume of 3,572 cubic feet which surpasses the required volume. Overflows would discharge to Ramona Expressway via a parkway drain located at the southeast corner of the site, which leads to the Perris Valley Storm Drain, then to the San Jacinto River, then to Canyon Lake, and ultimately to Lake Elsinore. The Project would not result in flooding on- or off-site. Therefore, impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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?**

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in an increase of runoff water. However, on-site storm drain facilities would be constructed and connect to the Perris Valley Storm Drain. The PVCCSP EIR concluded that stormwater from the PVCCSP planning area would not exceed the capacity of existing or planned stormwater drainage systems. Furthermore, to reduce the discharge of expected pollutants during construction, individual implementing development projects are required to prepare a site-specific SWPPP in accordance with the State Water Resources Control Board's General Permit for Construction Activities. In order to reduce the discharge of expected pollutants during operation, individual implementing development projects are required to prepare a site-specific WQMP. By complying with WQMP and NPDES requirements, buildout of the PVCCSP was not expected to 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, and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. See response to Section 5.10(c)(ii), above. Development of the proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

iv. **Impede or redirect flood flows?**

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that development under the PVCCSP within any floodplain would be required to be in compliance with Title 15, "Floodplain Regulations," of the City of Perris Municipal Code, which regulates, restricts, or prohibits development in flood hazard areas as necessary to minimize increases in erosion, floodwater elevations, and floodwater velocities. With compliance with Title 15, development within the PVCCSP would not impede or redirect flood flows and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. According to FEMA's FIRM Flood Map, the Project site is not located within a flood zone as the Project site is located in Zone X, which was a 0.2 percent chance of flood hazard. Therefore, the Project would be located in an area of minimal flood hazard and impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that portions of the PVCCSP planning area are located within a mapped 100-year flood plain or flood hazard area. The western portion of the PVCCSP area is located within Zone A- 100-year flood zone. The eastern portion of the PVCCSP planning area is located in a Zone X (areas outside the 500-year flood and levee protected from the 100-year flood) 100-year flood zone. The PVCCSP EIR describes that although existing homes in the PVCCSP area are located within the 100-year flood zone, the PVCCSP does not plan for new residential uses, nor would it place new housing within a 100-year flood zone.

A tsunami is a very large ocean wave caused by an underwater earthquake or volcanic eruption. The PVCCSP planning area is located approximately 45 miles from the ocean with mountain ranges in between. As such, the PVCCSP EIR determined that a tsunami is not expected to affect the PVCCSP area. A seiche occurs when a wave oscillates in lakes, bays, or gulfs as a result of seismic disturbances. As the PVCCSP planning area is located approximately 2.2 miles west of the Perris Dam, the PVCCSP EIR determined that a seiche is not expected to affect the PVCCSP area. Therefore, the Initial Study concluded that impacts related to flood hazards, tsunami, and seiche zones would be less than significant.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. As discussed in Response 5.10(c)(iv), the Project site is not within a flood hazard zone area and is in an area of minimal flood hazard. Specifically, according to the FEMA Flood Map Service Center, the Project is located in Zone X. The Project is not located within the Perris Dam Inundation Zone as shown in the City's Safety Element. Additionally, proper storage requirements for hazardous materials such as fuels and oils would still be followed in order to further limit the risk of release of pollutants due to Project inundation. Therefore, implementation of the Project would not risk the release of pollutants due to Project inundation in a flood hazard zone.

The Project site is located approximately 36.5 miles northeast of the Pacific Ocean and separated by the Santa Ana Mountains. Therefore, the Project is not located within a tsunami zone and no impacts would occur.

Similarly, a seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The Perris Dam, approximately 2.7 miles east of the Project site as stated above and the Project site is not within the Inundation Zone and therefore Perris Dam imposes no risk to the site. Additionally, risks would be further reduced with proper storage requirements for hazardous materials such as fuels and oils that would be followed to limit the risk of release of pollutants due inundation. Therefore, impacts related to seiche would not occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to conflicts with a water quality control plan or sustainable groundwater management plan under its own threshold as it was not a threshold in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, in the Related Regulations section of the Hydrology Section, the PVCCSP EIR discusses compliance with the Water Quality Control Plan of the Santa Ana River Regional Water Quality Control Board (SARWQCB). Furthermore, the PVCCSP EIR required the preparation of SWPPPs and WQMPs for individual implementing development projects, which would ensure compliance with the Water Quality Control Plan and also ensure sustainable groundwater recharge.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. As described previously, the Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed Project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan.

Also as described previously, the Project site is within the Perris North groundwater basin. Because pumping in the groundwater basin is managed, which limits the allowable withdrawal of water from the basin by water purveyors, and the Project does not involve groundwater pumping (as water supplies would be provided by the City), the proposed Project would not conflict with or obstruct a groundwater management plan, and no impacts would occur.

Therefore, the proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and no new substantial environmental impacts would occur in comparison to the PVCCSP EIR.

Mitigation/Monitoring Required

No hydrology and water quality impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for hydrology and water quality.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
5.11 LAND USE AND PLANNING. 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) Physically divide an established community?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the PVCCSP area includes some vacant and agricultural land, but is otherwise developed with light industrial, industrial, commercial, and business park uses consistent with the City of Perris General Plan Land Use Map. The PVCCSP EIR determined that buildout under the PVCCSP would not divide or disrupt travel between different parts of the City. The intent of the PVCCSP is to bring the area together as a unified neighborhood for higher quality. Therefore, the PVCCSP EIR determined that no established community would be physically divided through buildout of the PVCCSP, and no impacts were anticipated.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. Surrounding land uses consist of a warehousing facility to the north and east, Ramona Expressway followed by an industrial use to the south, and Brennan Avenue followed by restaurants and residential to the west. Furthermore, several warehouses are located in the greater vicinity of the site. Consistent with the determination of the PVCCSP EIR, development of the proposed Project would not physically divide an established community. The proposed Project would be consistent with the General Plan and PVCCSP zoning designations and would not introduce roadways or other infrastructure improvements that would bisect or transect the Project site or surrounding area. The proposed industrial use would be compatible with the surrounding land uses, as it would introduce new industrial warehouse uses in an area developing with similar uses (the PVCCSP).

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that implementation and buildout of the PVCCSP would be consistent with the City of Perris General Plan, SCAG's Regional Transportation Plan, and other applicable regional plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the PVCCSP EIR concluded that the PVCCSP would not 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, and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The documents regulating land use for the Project site and immediate vicinity are the PVCCSP and the City's General Plan. The proposed Project's relationship to these planning documents is described below.

PVCCSP. The Project site is currently designated as Light Industrial (LI) in the PVCCSP. According to the PVCCSP, "This zone provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the 'Light Industrial' General Plan Land Use designation." As the proposed Project would result in the development and operation of a light industrial warehouse, it would be consistent with the existing land use designation. The Project would also be subject to all applicable mitigation measures from the PVCCSP EIR.

General Plan. The Perris General Plan is a 30-year guide for local government decision on growth, capital investment, and physical development in the City. The Project site is designated as Light Industrial (LI) by the City's General Plan. According to the General Plan, the maximum permissible density for Light Industrial developments is 0.75 FAR. The proposed Project would have a FAR of 0.52, and therefore, would be within the density allowed under the General Plan. Table LU-1 lists applicable policies from the General Plan that were adopted to avoid or mitigate environmental effects of new development projects and includes a discussion of whether the Project is consistent with those policies. As shown, the Project would be consistent with the applicable General Plan policies. Therefore, impacts associated with General Plan policy consistency would be less than significant.

Table LU-1: General Plan Consistency

General Plan Policy	Project Consistency
Land Use Element	
Policy IIA. Require new development to pay its full, fair-share of infrastructure costs.	The Project Applicant would pay applicable development impact fees pursuant to City Ordinance No. 1182 to mitigate the cost of public facilities and infrastructure to support new development. Thus, the Project would be consistent with General Plan Land Use Element Policy IIA.
Policy IIB. Require new development to include school facilities or pay school impact fees, where appropriate	The Project Applicant would pay all applicable school impact fees to Val Verde Unified School District. Thus, the Project would be consistent with General Plan Land Use Element Policy IIB.
Policy IIIA. Accommodate diversity in the local economy.	The Project is consistent with the LI land use designation for the site within the PVCCSP, which was previously adopted by the City to ensure quality, organized development within the Specific Plan Area. As such, the Project would be consistent with General plan Land Use Element Policy IIIA.
Policy VA. Restrict development in areas at risk of damage due to disasters.	As discussed in Section 5.7, Geology and Soils, and Section 5.9, Hazards and Hazardous Materials, the proposed Project site is not located within an area of significant risk due to human or natural disasters. Therefore, although it would be the responsibility of the City to determine whether the development restrictions should be in place, the Project would be consistent with General Plan Land Use Element policy VA.

Circulation Element	
Policy IIB. Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	The Project would not significantly impact the existing transportation network, as outlined in the Trip Generation and VMT Screening Memo included as Appendix J to this IS/MND. The proposed Project would include construction of sidewalks along Brennan Avenue and Ramona Expressway and bike racks at the Project site would support development of alternative travel modes. As such, the Project would be consistent with General Plan Circulation Element Policy IIB.
Policy IIIA. Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	The proposed Project is consistent with the land use designation in the Perris General Plan and PVCCSP, and traffic associated with development of the site as a warehouse can be accommodated by the City's planned transportation system. Additionally, the Project Applicant would also pay applicable development impact fees, which may be used by the City to support development of transportation options. As such, the Project would be consistent with General Plan Circulation Element Policy IIIB.
Policy VA. Provide for safe movement of goods along the street and highway system.	The proposed Project has been designed to ensure that adequate sight distance is provided at each Project access point. All Project trucks will be restricted to access City/PVVCSP designated truck routes to access I-215. Because the Project is consistent with the on-site and surrounding land use and zoning designations, and implementation of the Project would not introduce incompatible uses to the Project Area. As such, the Project would be consistent with General Plan Circulation Element Policy VA.
Conservation Element	
Policy IIA. Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	As discussed in Section 5.4, *Biological Resources,* the Project is consistent with Western Riverside MSHCP policies and would pay applicable fees pursuant to City Ordinance No. 1123. Project-specific mitigation would ensure compliance with the MBTA and CDFW regulations. As such, the Project would be consistent with Conservation Element Policy IIA.
Policy IIIA. 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.	As discussed in Section 5.4, *Biological Resources,* the Project is consistent with Western Riverside MSHCP policies and includes mitigation to ensure impacts to MSHCP species would be less that significant. As such, the Project would be consistent with Conservation Element Policy IIIA.
Policy IVA. Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.	As discussed in Section 5.5, *Cultural Resources,* there are no historic structures onsite. Therefore, there are no historic properties identified within the Project area, and appropriate mitigation has been identified in the Cultural Resources, Geology and Soils, and Tribal Cultural Resources sections for the Project to ensure that impacts to archaeological and paleontological resources will be less than significant if any resources are found during ground

	disturbing activities. As such, the Project would be consistent with Conservation Element Policy IVA.
Policy VA. Coordinate land-planning efforts with local water purveyors.	As discussed in Section 5.19, *Utilities and Service Systems,* the Project would be served by the Eastern Municipal Water District (EMWD). The EMWD has sufficient water supplies to meet the water needs of the Project. As such, the Project would be consistent with Conservation Element Policy VA.
Policy VIA. Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	As discussed in Section 5.10, *Hydrology and Water Quality*, the Project developer is required to prepare a SWPPP pursuant to the statewide General Construction Permit issued by the State Water Resources Control Board that will reduce any potential construction-related water quality impacts to a less than significant impact. As such, the Project would be consistent with Conservation Element Policy VIA.
Policy VIIIA. Adopt and maintain development regulations that encourage water and resource conservation.	The Project would adhere to the 2022 Title 24 water conservation requirements through the use of low flush plumbing fixtures and efficient irrigation for Project landscaping. As such, the Project would be consistent with Conservation Element Policy VIIIA.
Policy VIIIB. Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	As discussed in Section 5.19, *Utilities and Service Systems,* the Project would comply with applicable City and state policies intended to encourage waste reduction. This includes Perris Municipal Code Section 7.44.050, which requires that project construction divert a minimum of 50 percent of construction and demolition debris; Section 7.44.060, which requires the submittal of a waste management plan; and the 2022 CalGreen Code, which requires that 65 percent of construction waste is diverted. As such, the Project would be consistent with Conservation Element Policy VIIIB.
Environmental Justice Element	
Goal 3.1 Policy: Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.	As discussed in Table 1, the surrounding land uses to the north, south, and east are zoned for light industrial uses. The Project would include an 8-foot-high concrete tilt-up screen wall on the southern, northern, and western boundaries of the truck court. In addition, an 8-foot-high wrought iron fence would be installed on the western property line north of the northern driveway. As such, the Project would be consistent with Goal 3.1 Policy.
Goal 3.1 Policy: Support identification, clean-up and remediation of local toxic sites through the development review process.	As discussed in Section 5.9, the Phase I ESA did not identify any RECs, CRECs, or HRECs on the site. In addition, developments within the PVCCSP would be required to comply with all local, state, and federal regulations regarding the use and handling of hazardous materials. As such, the Project would be consistent with this policy.
Goal 3.1 Policy: As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet.	The proposed Project application was submitted prior to the adoption of the Good Neighbor Polices and would not be required to include them as conditions. However, as discussed in Section 5.3, Air Quality, air quality and health risk impacts would not exceed thresholds. As discussed in

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."	As discussed in Section 5.13, *Noise*, impacts would be less than significant. As discussed in Section 5.17, Transportation, impacts would be less than significant. As such, the Project would be consistent with this policy.
Goal 3.1 Policy: Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.	The proposed Project would include the construction of new sidewalks along Ramona Expressway and Brennan Avenue. Additionally, the Project would provide bike parking onsite. As such, the Project would be consistent with this policy.
Goal 3.1 Policy: Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.	As discussed in Table 1, the surrounding land uses to the north, south, and east are zoned for light industrial uses. Additionally, 8-foot-high concrete tilt-up screen wall on the southern, northern, and western boundaries of the truck court. In addition, an 8-foot-high wrought iron fence would be installed on the western property line north of the northern driveway. As such, the Project would be consistent with this policy.
Goal 3.1 Policy: Support identification, clean-up and remediation of local toxic sites through the development review process.	As discussed in Section 5.9, the Phase I ESA did not identify any RECs, CRECs, or HRECs on the site. The property is not identified on any database which identifies hazardous substance use, hazardous waste generation, underground storage tanks (USTs), ASTs, releases, or violations. However, developments within the PVCCSP would be required to comply with all local, state, and federal regulations regarding the use and handling of hazardous materials. As such, the Project would be consistent with this policy.
Noise Element	
Policy IA. The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.	Noise levels of up to 70 dBA CNEL are identified in the Perris GP as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. According to Figure 6-10 of the *Final Air Installations Compatible Use Zones Study March Air Reserve Base Riverside, California,* prepared by Air Force Reserve Command, 2018, the project site is located outside the 65 dBA CNEL noise contours of March Air Reserve Base. Therefore, the Project would be consistent with Noise Element Policy IA.
Policy VA. New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria	The nearest sensitive receptors to the Project site are the single-family homes located on the west side of Brennan Avenue, west of the Project site. The distance to the nearest sensitive receptor is 130 feet from the Project site. As discussed in Section 5.13, *Noise,* operational noise levels are not expected to exceed the City standard of 60 dBA Lmax at nearby sensitive receptors. As such, the Project would be consistent with Noise Element Policy VA.
Safety Element	
Policy S-2.1: Require road upgrades as part of new developments/major remodels	The proposed Project would include frontage improvements along Ramona Expressway and Brennan

to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	Avenue. Emergency access and adequate evacuation routes have been provided and reviewed by Riverside County Fire Department. Thus, the Project is consistent with Policy S-2.1.
Policy S-2.2: Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	The proposed Project includes the necessary infrastructure improvements, including roadway and utility improvements, to support the proposed use of the property. Vehicular access improvements have been designed to not conflict with future right-of-way acquisitions and future roadway improvements along Ramona Expressway and Brennan Avenue.
Policy S-2.5: Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	The proposed Project would be accessible via three new points of entry. The Project would include two 26-foot driveways along Brennan Avenue for passenger vehicle access only. A 56.5-foot driveway would also be located along Ramona Expressway for truck access. As such, the proposed Project would be consistent with Policy S-2.5.
Policy S-4.1: Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	As discussed in Section 5.10, the proposed Project is in Flood Zone X which does not have high flood hazard potential. Thus, the Project is consistent with Safety Element Policy S-4.4.
Policy S-4.3: Require new development projects and major remodels to control stormwater runoff on site.	As discussed in Section 5.10, the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs designed to address the pollutants and reduce potential impacts on water quality from development. Thus, the proposed Project is consistent with Policy S-4.3.
Policy S-4.4: Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	As discussed in Section 5.10, the proposed Project is in Flood Zone X which would not require a flood mitigation plan. Thus, the Project is consistent with Safety Element Policy S-4.4.
Policy S-5.3: Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	As discussed in Section 5.20, the proposed Project is not within a VHFHSZ. Thus, the proposed Project is consistent with Safety Element Policy S-5.3.
Policy S-5.6: All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	The proposed Project would be accessible via three new points of entry. The Project would include two 26-foot driveways along Brennan Avenue for passenger vehicle access only. A 56.5-foot driveway would also be located along Ramona Expressway for truck access. As such, the proposed Project would be consistent with Policy S-5.6.
Policy S-5.10: Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	As discussed in Section 5.19, Utilities, the proposed Project would receive water supplies through the existing water lines located within the Ramona Expressway right-of-way that have the capacity to provide the increased water supplies needed to serve the proposed Project, and no expansions of the water pipelines that convey water to

	the Project site would be required. As such, the Project would be consistent with Safety Element S-5.10.
Policy S-6.1: Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	The proposed Project would implement PVCCSP EIR mitigation measures MM HAZ-2 through MM HAZ-6 to comply with the development requirements of the AICUZ and ALUP. As such, the Project would be consistent with Safety Element S-6.1.
Policy S-6.2: Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	The proposed Project site is located approximately 1.2 miles south of March Air Reserve Base/Inland Port Airport (MARB/IPA) and is within the boundaries of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP). The MARB/IPA ALUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The MARB/IPA ALUCP indicates the allowable uses, potential noise impacts, potential safety impacts, and density/intensity restrictions for each zone. The proposed Project site is within Zone B1 and C1 and is not required to go through Airport Land Use Commission (ALUC) review and consistency determination because: 1) the City created an Airport Overlay Zone component to the City's land use planning to accommodate development within the City consistent with the land use designations of the MARB/IPA ALUCP, and 2) there is no legislative action (i.e., general plan amendment, specific plan amendment, or change of zone) required or proposed. As such, the Project would be consistent with Safety Element S-6.2 and S-6.3.
Policy S-6.3: Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	
Policy S-7.1: Require all development to provide adequate protection from damage associated with seismic incidents.	The proposed Project would be built in compliance with Title 24 standards. As such, the Project would be consistent with Safety Element S-7.1.
Policy S-7.2: Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.	A Geotechnical Investigation has been prepared for the proposed Project and is included as Appendix D to this IS/MND. As such, the Project would be consistent with Safety Element S-7.2.
Healthy Community Element	
Policy HC1.3. Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space	The proposed Project would be designed to include adequate lighting, including security lighting, and would be visible from the street. The Project would include all required emergency access points and would be reviewed by the Riverside County Fire Department to ensure all regulations of the California Fire Code are met. As such, the Project would be consistent with Healthy Community Element HC 1.3.
Policy HC 6.3. Promote measures that will be effective in reducing emissions during construction activities • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations	As discussed in Section 5.3, *Air Quality*, the Project would comply with existing SCAQMD rules and regulations and PVCCSP EIR mitigation measures that would reduce emissions of construction-related air pollutants. The Project would not exceed any SCAQMD daily emissions thresholds. As such, the Project would be consistent with Healthy Community Element HC 6.3.

• All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD • 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	

Perris Good Neighbor Guidelines. In September 2022, the City of Perris City Council adopted its Good Neighbor Guidelines (GNG). The purpose of the GNG is to protect residential areas while allowing for the planned development of new or modified industrial facilities. As applications for the proposed Project were submitted prior to the adoption of the GNG, the guidelines set forth in the GNG are not applicable to the proposed Project; however, the proposed Project would be consistent with multiple guidelines set forth in the GNG. The Project is designed so that truck loading bays and drive aisles are oriented away from nearby sensitive receptors and would include signs regarding the proposed Project's truck route at the truck exit along Ramona Expressway. In addition, onsite equipment, including forklifts would be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuel, as set forth in PDF AQ-1. In addition, the proposed dock doors are located approximately 319 feet from the property line of the nearest sensitive receptor and would be sufficiently screened from offsite view.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No land use and planning impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding land use and planning.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, describes that Figure OS-5 of the Riverside County General Plan shows that the PVCCSP planning area is located within Mineral Resource Zone three (MRZ-3), as classified by the State Mining and Geology Board (SMGB). MRZ-3 is classified as an area where the available geologic information indicates that mineral deposits exist or are likely to exist, however, the significance of the deposit is undetermined. Therefore, the Initial Study concluded that no impacts would occur from buildout under the PVCCSP.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The Project site is vacant and undeveloped and is not used for mineral extractions. Furthermore, the Project site has a classification of MRZ-3, indicating areas of undetermined mineral resource significance and is planned for light industrial uses. Therefore, development of the proposed Project would not result in impacts related to mineral resources.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that no sites within the City of Perris City limits have been designated as locally important mineral resource recovery sites in the Perris General Plan or County of Riverside General Plan. Accordingly, no impact to availability of a locally-important mineral resource recovery site would occur. Therefore, the Initial Study concluded that no impacts would occur from buildout of the PVCCSP.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. No sites have been designated as locally-important mineral resource recovery sites on any local plan within the City of Perris. Therefore, implementation of the

proposed Project would not result in the loss of availability of a locally-important mineral resource recovery site as delineated in a local plan. Thus, development of the proposed Project would not have a significant impact on mineral resources.

The proposed Project is consistent with the impacts identified in the PVCCSP EIR, and the level of impact (no impact) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No new impacts nor substantially more severe mineral resources impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding mineral resources.

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

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would contribute permanent noise to the existing environment through the addition of traffic on local streets. Therefore, the PVCCSP EIR included mitigation measures to limit noise exposure along road segments. Furthermore, the PVCCSP EIR found that construction noise had the potential to generate a substantial increase in ambient noise levels and implemented mitigation measures to require construction staging areas to be away from sensitive receptors. The PVCCSP EIR concluded that with implementation of the mitigation measures listed below and adherence to applicable noise standards, the project would not generate noise in excess of standards and impacts would be less than significant.

Mitigation Measures Adopted by 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, shall be equipped with properly operating and maintained mufflers consistent with manufacturer's standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

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

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.

MM Noise 5: New sensitive land uses, including residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries, to be located within the PVCC shall be protected from excessive noise, including existing and projected noise. Attenuation shall be provided to ensure that noise levels do not exceed an exterior standard of 60 dBA (65 dBA is conditionally acceptable) in outdoor living areas and an interior standard of 45 dBA in all habitable rooms. Specifically, special consideration shall be given to land uses abutting Ramona Expressway from Redlands Avenue to Evans Road and from Evans Road to Bradley Road; Rider Street from Evans Road to Bradley Road; Placentia Avenue from Perris Boulevard to Redlands Avenue, from Redlands Avenue to Wilson Avenue, from Wilson Avenue to Murrieta Road, and from Murrieta Road to Evans Road; Perris Boulevard from Orange Avenue to Placentia Avenue and from San Michele Road to Krameria Avenue; and Redlands Avenue from Nuevo Road to Citrus Avenue, from Citrus Avenue to Orange Avenue and from Orange Avenue to Placentia Avenue.

Impacts Associated with the Proposed Project

Less Than Significant Impact /Reviewed Under Previous Document.

City of Perris General Plan
The City of Perris General Plan Noise Element establishes standards for outdoor noise levels for various land uses. Noise levels of up to 60 dBA CNEL are "normally acceptable" and levels up to 65 dBA CNEL are "conditionally acceptable" for both single-family and multi-family residential uses and noise levels of up to 65 dBA CNEL are "normally acceptable" and levels up to 75 dBA CNEL are "conditionally acceptable" for business commercial uses. Additional City of Perris General Plan goals and policies which apply to the proposed Project include the following:

Goal-I: Land Use Siting: Future land uses compatible with projected noise environments.

Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.

Implementation Measures

I.A.1 All new development proposals will be evaluated with respect to the State Noise/ Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.

I.A.2 Site plans for new residential development near roadway and train noise sources shall incorporate increased building setbacks and/or provide for sufficient noise barriers for useable exterior yard areas so that noise exposure in those areas does not exceed the levels considered "Normally Acceptable" in the State of California Noise/Land Use Compatibility Criteria.

I.A.3 Acoustical studies shall be prepared for all new development proposals involving noise sensitive land uses, as defined in Section 16.22.020J of the Perris Municipal Code, where such projects are adjacent to roadways and within existing or projected roadway CNEL levels of 60 dBA or greater.

I.A.4 As part of any approvals of noise sensitive projects where reduction of exterior noise to 65 dBA is not reasonably feasible, the City will require the developer to issue disclosure statements to be identified on all real estate transfers associated with the affected property that identifies regular exposure to roadway noise.

I.A.5 No new residential dwellings shall be placed in areas with mitigated or unmitigated exterior noise levels that exceed 70 dBA CNEL.

Goal-V: Stationary Noise Sources: Future non-residential land uses compatible with noise sensitive land uses.

Policy V.A: New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.

Implementation Measures

V.A.1 An acoustical impact analysis shall be prepared for new industrial and large scale commercial facilities to be constructed within 160 feet of the property line of any existing noise sensitive land use. This analysis shall document the nature of the commercial or industrial facility as well as all interior or exterior facility operations that would generate exterior noise. The analysis shall document the placement of any existing or proposed noise-sensitive land uses situated within the 160-foot distance. The analysis shall determine the potential noise levels that could be received at these sensitive land uses and specify specific measures to be employed by the large scale commercial or industrial facility to ensure that these levels do not exceed 60 dBA CNEL at the property line of the adjoining sensitive land use. No development permits or approval of land use applications shall be issued until the acoustic analysis is received and approved by the City of Perris Staff.

City of Perris Municipal Code

Section 7.34.050 General Prohibition. It unlawful for any person to willfully make, cause or suffer, or permit to be made or caused, any loud excessive or offensive noises or sounds which unreasonably disturb the peace and quiet of any residential neighborhood or which are physically annoying to persons of ordinary sensitivity or which are so harsh, prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of the City of Perris, or any section thereof.

Section 7.34.060 Hours of Construction. It is unlawful for any person between the hours of 7:00 PM of any day and 7:00 AM of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA L_{max} in residential zones in the City of Perris.

Section 7.34.070 Refuse Vehicles and Parking Lot Sweepers. No person shall operate or permit to be operated a refuse compacting, processing or collection vehicle or parking lot sweeper between the hours of 7:00 PM to 7:00 AM in any residential area unless a permit has been applied for and granted by the City of Perris.

Table N-1: City of Perris Noise Compatibility Guidelines

Land Use Category	Exterior Noise Level (CNEL)							
	55	60	65	70	75	80	85	
Low Density Single Family, Duplex, Mobile Homes								
Multi-Family								
Hotels/Motels, Transient Lodging								
Schools, Libraries, Churches, Hospitals, Nursing Homes								
Auditoriums, Concert Halls, Amphitheaters, Meeting Halls								
Sports Arena, Outdoor Spectator Sports								
Playgrounds, Neighborhood Parks								
Golf Courses, Riding Stables, Water Recreation, Cemeteries								
Office Buildings, Business Commercial and Professional, and Mixed-Use Developments								
Industrial, Manufacturing Utilities, Agriculture								

Acceptable:	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal construction, without any special noise insulation requirements.
Conditionally Acceptable:	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable:	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise reduction features included in the design.
Unacceptable:	New construction or development should generally not be undertaken.

Source: City of Perris General Plan, 2005.

Existing Noise Levels

As detailed in the Noise Impact Analysis (Appendix I to this IS/MND), to identify the existing ambient noise level environment, long term noise level measurements were taken at three locations in the Project study area. The long-term noise level measurements were positioned as close to the nearest sensitive receiver

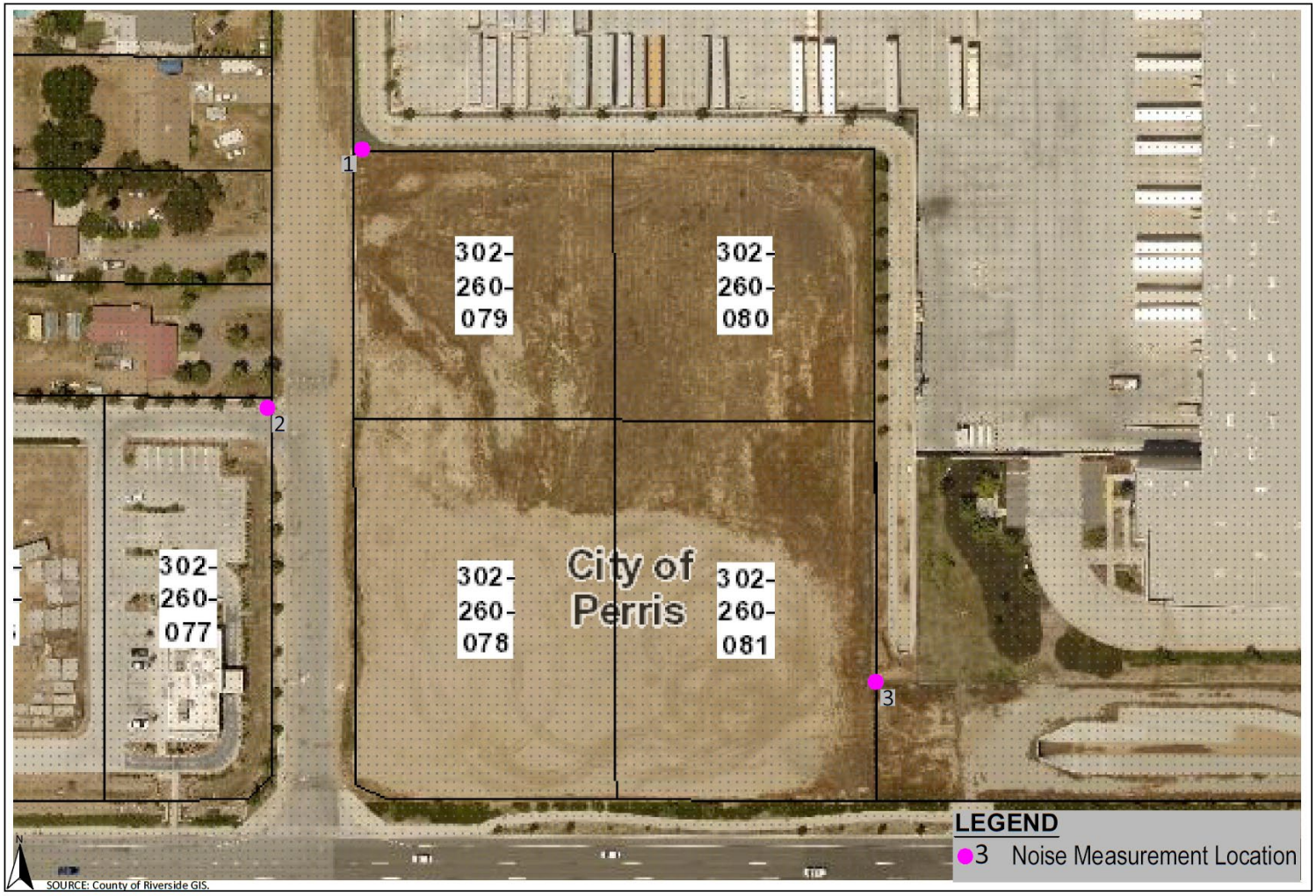
locations, as possible to assess the existing ambient noise levels surrounding the Project site. See Figure N-1, *Noise Measurement Locations*. The existing noise levels are provided in Table N-2.

Table N-2: Long Term Noise Measurement Summary

Site No.	Site Description	Average (dBA L_{eq})		1-hr Average (dBA L_{eq}/Time)		Average (dBA CNEL)
		Daytime[1]	Nighttime[2]	Minimum	Maximum	
1	Located on a cable fence near the northwest corner of the Project site, approximately 40 feet east of Brennan Avenue centerline.	55.4	51.5	44.8 2:16 a.m.	59.3 9:39 a.m.	59.3
2	Located west of Project site, on east end of cmu wall between home at 4062 Brennan Avenue and Carl's Jr property	62.1	56.1	49.1 2:16 a.m.	65.4 2:24 p.m.	64.5
3	Located on a cable fence on east side of Project site, at the south terminus of storm channel on east side of Project site, approximately 180 feet north of Ramona Expressway centerline.	61.4	60.2	55.3 1:46 a.m.	63.3 7:22 a.m.	67.2

Notes:
[1] Daytime is defined as 7:01 a.m. to 10:00 p.m. (Section 7.34.040 of the Municipal Code)
[2] Nighttime define as 10:01 p.m. to 7:00 a.m. (Section 7.34.040 of the Municipal Code)
Source: Noise Impact Analysis (Appendix I)

Figure N-1 Noise Measurement Locations



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Construction Noise

As described above, construction noise sources are regulated within the City of Perris under Section 7.34.060 of the City's Municipal Code which prohibits construction activities other than between the hours of 7:00 AM and 7:00 PM. Construction activities are not permitted on a legal holiday, with the exception of Columbus Day and Washington's Birthday, or on Sundays. Section 7.34.060 also prohibits construction activity from exceeding 80 dBA L_{max} in residential zones within the City. To evaluate whether the Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations the City of Perris construction-related noise level threshold of 80 dBA L_{max} is used (Vista, 2023b).

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction noise associated with the Project was calculated utilizing methodology presented in the FTA Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the Project site, which are listed in Table N-3 below.

For each phase of construction, the nearest piece of equipment was analyzed at the closest distance of the proposed activity to the nearest sensitive receivers. The nearest sensitive receptors to the Project site are the single-family residences located to the west of Brennan Avenue approximately 130 feet from the western boundary of the Project site. There are also single-family homes located north of the Project site and on the north side of Perry Street that are as near as 975 feet from the Project site. Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings.

Table N-3: Estimated Construction Noise Levels

Equipment Description	Number of Equipment	Acoustical Use Factor[1] (percent)	Spec 721.560 Lmax at 50 feet[2] (dBA, slow[3])	Actual Measured Lmax at 50 feet[4] (dBA, slow[3])
Site Preparation				
Rubber Tired Dozers	3	40	85	82
Tractors	2	40	84	N/A
Front End Loader	1	40	80	79
Backhoe	1	40	80	78
Grading				
Excavator	1	40	85	81
Grader	1	40	85	N/A
Rubber Tired Dozer	1	40	85	82
Tractor	1	40	84	N/A
Front End Loader	1	40	80	79
Backhoe	1	40	80	78
Building Construction				
Crane	1	16	85	81
Forklift (Gradall)	3	40	85	83
Generator	1	20	90	90
Tractor	1	40	84	N/A
Front End Loader	1	40	80	79
Backhoe	1	40	80	78
Welder	1	40	73	74
Paving				

Cement and Mortar Mixers	2	40	85	79
Paver	1	50	85	77
Paving Equipment	2	50	85	77
Rollers	2	20	85	80
Tractor	1	40	84	N/A
Architectural Coating				
Air Compressor	1	40	80	78

Notes:
[1] Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.
[2] Spec 721.560 is the equipment noise level utilized by the RCNM program.
[3] The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.
[4] Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.
Source: Noise Impact Analysis (Appendix I).

As shown in Table N-4 below, the unmitigated construction noise levels, when combined with existing ambient noise levels, are expected to range from 50 to 70 dBA L_{max}, which would be less than the 80 dBA L_{max} significance threshold. Therefore, the noise impacts due to Project construction noise would be less than significant.

Table N-4: Estimated Construction Noise Levels at Sensitive Receptors

Construction Phase	Construction Noise Level (dBA Lmax) at:	
	Nearest Homes to West[1]	**Nearest Homes to North[2]**
Site Preparation	69	58
Grading	69	58
Building Construction	70	59
Paving	68	57
Architectural Coatings	61	50
Construction Noise Threshold[3]	**80**	**80**
Exceed Thresholds?	**No**	**No**

Notes:
[1] The nearest homes to the west are located as near as 340 feet from the center of the Project site.
[2] The nearest homes to north are located as near as 1,200 feet from the center of the Project site.
[3] The construction noise threshold obtained from Section 7.34.060 of the Municipal Code.
Source: Noise Impact Analysis (Appendix I)

Operational Noise

Off-Site Vehicle Noise

Potential noise impacts associated with the operations of the proposed Project are a result of Project-generated vehicular traffic on the Project vicinity roadways. According to the PVCCSP EIR, a substantial permanent increase at a sensitive receptor location is defined as follows:

- An increase of 3 dBA or more from existing noise levels where the 60 dBA noise standard for sensitive receptors is exceeded; and/or
- An increase of 5 dBA or more from existing noise levels at all other sensitive receptor locations.

As discussed in the *Vehicle Miles Traveled (VMT) & Trip Generation Screening Analysis and Focused Traffic Analysis* (Appendix J), the proposed project would generate a total of 171 average daily trips (ADT). According to the PVCCSP EIR, Ramona Expressway between Webster Avenue and Indian Avenue will have 45,600 ADT under buildout conditions. If all Project trips were to travel on Ramona Expressway, the proposed Project would contribute up to 0.4 percent of the ADT on Ramona Expressway. In order for Project-generated vehicular traffic to increase the noise level on any of the nearby roadways by 3 dB, the ADT would have to double. As such, the proposed Project's roadway noise impacts would be well below a 3 dB increase. Therefore, operational roadway noise impacts would be less than significant.

On-Site Noise Sources

The operation of the proposed warehouse building may create an increase in onsite noise levels from the truck loading area, rooftop mechanical equipment, forklift activities, and automobile parking lot activities. The nearest sensitive receptors to the Project site are the single-family homes located on the west side of Brennan Avenue, west of the Project site where their property lines are as near as 130 feet from the Project site. There are also single-family homes located north of the Project site and on the north side of Perry Street where the property lines are as near as 975 feet from the Project site.

In order to determine the noise impacts from the operation of rooftop mechanical equipment, parking lots, and the truck loading area, reference noise measurements were taken of each noise source and are shown in Table N-5 below.

Table N-5: Operational Noise Levels at Sensitive Receptors

	Reference Measurements		Nearest Homes to West		Nearest Homes to North	
Noise Source	Distance - Source to Measurement (feet)	Noise Level[1] (dBA Lmax)	Distance - Source to Home (feet)	Noise Level[1] (dBA Lmax)	Distance - Source to Homes (feet)	Noise Level (dBA Lmax)
Rooftop Equipment	10	67.6	130	33.7	980	8.4
Auto Parking Lot	5	74.6	70	51.7	940	29.1
Truck Loading Area	10	76.4	320	26.9	1,090	35.7
Forklift	10	87.9	320	38.4	1,090	47.2
Combined Noise Levels				**52.0**		**47.5**
City Noise Standards (Day/Night)[2]				**80/60**		**80/60**
Exceed City Noise Standard?				**No/No**		**No/No**

Notes:
[1] The calculated noise levels account for the noise reduction provided by the proposed 50-foot high warehouse walls.
[2] City Noise Standards obtained from Section 7.34.040 of the Municipal Code.
Source: Noise Impact Analysis (Appendix I)

As shown in Table N-6, combined noise levels would not exceed the City day or night noise standard. Therefore, onsite noise associated with truck loading areas, parking lot activities, forklifts, and roofing equipment would not exceed City standards of 80 dBA L_{max} daytime or 60 dBA L_{max} nighttime maximum noise level standards. Therefore, impacts would be less than significant.

The proposed Project would result in noise impacts that are less than those identified in the PVCCSP EIR. In addition, impacts would be further reduced with incorporation of the identified PVCCSP EIR mitigation measures.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in groundborne vibration and groundborne noise; however, construction would be setback from sensitive receptors and would comply with Perris Municipal Code Section 7.34.060, which limits construction to daytime hours and prohibits construction on Sundays and holidays. The PVCCSP EIR concluded that impacts from generation of groundborne vibration and groundborne noise levels would be less than significant with setbacks from sensitive receptors and compliance with the City's Noise Ordinance.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.

Construction
The construction activities for the proposed Project are anticipated to include site preparation and grading of the 4.5-acre Project site, building construction of the warehouse, paving of the truck loading area, driveways, and parking lots, and application of architectural coatings. Vibration impacts from construction activities associated with the proposed Project would typically be created from the operation of heavy off-road equipment. The nearest sensitive receptors to the Project site are the single-family homes located on the west side of Brennan Avenue, west of the project site, that are as near as 130 feet from the Project site.

The PVCCSP EIR found that potential building damage may occur when vibration levels exceed 0.5 inch per second PPV and humans can be adversely affected by vibration when vibrations levels exceed 80 VdB. The primary source of vibration during construction would be from the operation of a bulldozer. No pile driving is expected to occur during Project construction. Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). As shown in Table N-6 below, a large bulldozer would create a vibration level of 0.089 inch per second PPV or 87 VdB at 25 feet. Based on typical propagation rates, the vibration level at the nearest homes (130 feet away) would be 0.015 inch per second PPV or 71 VdB. The vibration level would be within both the 0.5 inch per second PPV building damage threshold and human annoyance threshold of 80 VdB. Therefore, construction vibration impacts would be less than significant.

Table N-6: Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second)	Approximate Vibration Level (L_v)at 25 feet
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Noise Impact Analysis (Appendix I).

Operation
The proposed Project would receive as many as 60 trucks per day, which are a known source of vibration. However, trucks would be restricted from using the Project driveways along Brennan Avenue, which would result in a 340-foot distance from truck operations to the nearest residence to the east. Based on typical propagation rates obtained from the FTA, the vibration level at the nearest home would be 58 VdB. Therefore, vibration created from operation of the proposed Project would be well below the 80 VdB threshold. Therefore, truck vibration is not expected to be perceptible or exceed thresholds related to potential damage, and impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR discussed that certain portions of the PVCCSP planning area fall within the MARB CNEL noise contour ranging from 60 dBA to 80 dBA. The PVCCSP EIR found that while there is potential for noise events to occur from MARB, commercial, business park/professional office, light industrial, general industrial,

and public/semi-public facilities within the PVCCSP are not considered to be sensitive receivers. Furthermore, the PVCCSP includes project design features that would limit exposure to noise from MARB for all land use types within the PVCCSP. Therefore, the PVCCSP EIR found that the PVCCSP would not expose people residing or working in the Project area to excessive noise levels, and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. MARB/IPA is located approximately 1.2 miles north of the Project site. According to Figure 6-10 of the *Final Air Installations Compatible Use Zones Study* for MARB/IPA, the Project site is located outside of the 65 dBA CNEL noise contours of MARB/IPA. Additionally, there are no helipads or private airstrips within 2 miles of the Project. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels from airports. Impacts would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

As detailed previously, the PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP and the PVCCSP EIR. Upon implementation of applicable PVCCSP EIR mitigation measures, no new impacts nor substantially more severe noise impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures related to noise are required.

Applicable PVCCSP EIR Mitigation Measures

MM Noise 1: During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers consistent with manufacturer's standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Noise 2: During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closet sensitive receptor. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Noise 5: New sensitive land uses, including residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries, to be located within the PVCC shall be protected from excessive noise, including existing and projected noise. Attenuation shall be provided to ensure that noise levels do not exceed an exterior standard of 60 dBA (65 dBA is conditionally acceptable) in outdoor living areas and an interior standard of 45 dBA in all habitable rooms. Specifically, special consideration shall be given to land uses abutting Ramona Expressway from Redlands Avenue to Evans Road and from Evans Road to Bradley Road; Rider Street from Evans Road to Bradley Road; Placentia Avenue from Perris Boulevard to Redlands Avenue, from Redlands Avenue to Wilson Avenue, from Wilson Avenue to Murrieta Road, and

from Murrieta Road to Evans Road;. Perris Boulevard from Orange Avenue to Placentia Avenue and from San Michele Road to Krameria Avenue; and Redlands Avenue from Nuevo Road to Citrus Avenue, from Citrus Avenue to Orange Avenue and from Orange Avenue to Placentia Avenue. *[Status: Not Applicable to the proposed Project]*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
5.14 POPULATION AND HOUSING. 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) Induce substantial unplanned population growth in an area, either directly or indirectly?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, included in the PVCCSP EIR, found that the PVCCSP may induce population growth by providing employment opportunities. However, a reduction in designated residential land uses would occur as part of the PVCCSP. The PVCCSP EIR does not include an analysis of population growth; and thus, was determined to be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The proposed Project would not directly result in unplanned population growth because it does not propose any residential dwelling units and development of the Project would be consistent with the General Plan land use and zoning designations for the site, which are used by both local and regional agencies to determine anticipated growth. The employment growth that would occur from the Project is within the growth analyzed by the PVCCSP EIR.

The proposed Project would result in the development of a light industrial warehouse building totaling 99,990 square feet, parking lot, ornamental landscaping, and associated infrastructure. For purposes of analysis, employment estimates were calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimates that Light Industrial (LI) businesses would employ approximately one worker for every 1,030 square feet of building area. Thus, the Project would generate approximately 97 employees. The employees that would fill these roles are anticipated to come from the local region, as the unemployment rate of the City of Perris in October 2022 was 4.80 percent, Riverside County was 4.00 percent, the City of Hemet was 5.80 percent, the City of Moreno Valley was 4.00 percent, and the City of Menifee was at 3.80 percent (State Employment Development Department, October 2022). Due to these levels of unemployment, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate needs for any housing.

The proposed Project would not include the extension of roads or infrastructure. The Project would be served by the adjacent roadway system and utilities would be provided by the existing infrastructure located in adjacent roadways. Therefore, the proposed Project would not extend roads or other infrastructure that could indirectly induce population growth. Both direct and indirect impacts related to population growth would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the PVCCSP planning area currently has residential uses. However, it determined that buildout of the PVCCSP would not displace substantial numbers of existing residents, which would require the construction of replacement housing. The PVCCSP would recognize existing residential land uses and provide development standards, as appropriate, to mitigate potential long-term impacts from potentially incompatible land uses. Therefore, the Initial Study concluded that no impacts would occur related to housing displacement.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The proposed Project would develop four vacant and undeveloped parcels with a light industrial warehouse. The Project site does not contain any residences, is designated for Light Industrial uses through the PVCCSP, and is not planned to provide for residential uses. Therefore, no residents would be displaced, and development of the Project would not necessitate the construction of housing elsewhere.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the PVCCSP EIR. The proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (No Impact) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No population and housing impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for population and housing.

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

a) Fire Protection and Emergency Services

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the North Perris Fire Station #90 is located at 333 Placentia Avenue, adjacent to the PVCCSP boundary to the south would provide first response to the PVCCSP area. The Perris Fire Station #1 is located approximately 4 miles south of the PVCCSP planning area and is expected to also serve the proposed Project. Ordinance Number 1182 establishes a developer impact fee to mitigate the cost of public facilities needed to serve new development. The Fire Department would receive a portion of the development impact fees to offset the impact of developing new facilities to support fire services. Future development within the PVCCSP would be required to comply with Ordinance No. 1182 in order to offset potential impacts to the local fire department. Therefore, the Initial Study found that impacts related to fire protection from buildout PVCCSP would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. Perris Fire Department Station Number 90, located at 333 Placentia Avenue Perris, CA 92570, is the closest fire station to the Project site. Fire Station Number 90 is approximately 2.6 roadway miles northwest of the Project site. As part of the permitting process, the Project plans would be reviewed by the City's Fire Department and the Building Department (part of the Development Services Department) to ensure that the Project plans meet the fire protection requirements. Additionally, the proposed light industrial warehouse would be required to comply with City fire suppression standards including current California Building Code and adequate fire access.

Due to the increase in onsite people that would occur from implementation of the Project, an incremental increase in demand for fire protection and emergency medical services would occur. However, the number of onsite employees would be estimated at 97 and would not increase demands such that the existing fire station would not be able to accommodate servicing the Project in addition to its existing commitments. Therefore, provision of a new or physically altered fire station would not be required that could cause environmental impacts.

Additionally, the Project would be required to comply with the provisions of Municipal Code Chapter 19.68, which requires payment of the Development Impact Fee to assist the City in providing for fire protection services. Payment of the Development Impact Fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project. Therefore, impacts related to fire protection services from the proposed Project would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

b) Police Protection

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that police service to the PVCCSP planning area would be provided by the Riverside County Sheriff's Department. Ordinance Number 1182 establishes a developer impact fee to mitigate the cost of public facilities needed to serve new development. The Sheriff Department receives a portion of these development impact fees. Money from these fees is collected and distributed in order to offset the impact of developing new facilities to support sheriff services. Future development within the PVCCSP would be required to comply with Ordinance No. 1182 in order to offset potential impacts to the local police department. Therefore, the Initial Study concluded that impacts related to police protection from buildout of the PVCCSP would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The City of Perris contracts with the Riverside County Sheriff to provide police services for the City. The Riverside County Sherriff's Perris Station would provide police services to the Project. The Perris Station is located at 137 N. Perris Blvd, Perris, CA 92570, approximately 6.1 roadway miles or 11 minutes from the Project site.

Due to the increase in people onsite that would occur from implementation of the Project, an incremental increase in demand for police protection would occur. However, the Project would include security lighting and other security measures. In addition, the increase in demand would be limited, and would not require provision of a new or physically altered police facility that could cause environmental impacts and impacts would be less than significant. Additionally, the Project would be required to comply with the provisions of Municipal Code Chapter 19.68 which requires payment of the Development Impact Fee to assist the City in providing for public services, including police protection services. Payment of the Development Impact Fee would ensure that the Project provides its fair share of funds for additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

c) School Services

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the PVCCSP planning area is located within the boundaries of the Val Verde Unified School District. The EIR determined that the PVCCSP would not directly create a source of school-aged children, as the PVCCSP does not increase residential land use designations. However, it may indirectly affect schools by providing a source of employment that may draw new residents into the area. Appropriate developer impact fees, as required by state law, shall be assessed and paid to the school district. With the payment of these fees, the EIR determined that impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The Project does not include any housing and would not directly create additional students to be served by the Val Verde Unified School District. Thus, the Project would not generate the need for new or physically altered school facilities and impacts would be less than significant. Additionally, the Project would be required to contribute fees to the Val Verde Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

d) Parks

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the PVCCSP would not directly require the construction or expansion of recreational facilities as it does not propose new residential uses. However, it may indirectly affect recreational facilities by providing a source of employment that may draw new residents into the area. Appropriate developer impact fees, as required by Ordinance No. 1182, shall be assessed and paid toward parks. With the payment of these fees, the PVCCSP EIR determined that impacts to parks and other recreational facilities would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. As noted previously in the response to Issue 5.14(a), the Project would not create an additional need for housing; and would not directly increase the residential population of the City and generate additional need for parkland. Thus, impacts would be less than significant. In addition, the payment of development impact fees per Municipal Code Chapter 19.68 would further reduce any Project impacts related to parks.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

e) Other Public Facilities

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the PVCCSP would not directly increase the demand for library or other public services as it does not propose new residential uses. The City of Perris contracts with Riverside County Public Library System and provides library services at Cesar E. Chavez Library located at 163 E. San Jacinto Boulevard, approximately 4 miles south of the PVCCSP planning area. All new development is subject to development impact fees that are used to construct new library facilities or expand library facilities subsequent to increased demand. Since fees are required for all new development, the Initial Study determined that potential impacts to library services resulting from development under the PVCCSP would be less than significant.

The nearest emergency medical service available to the PVCCSP planning area is the Riverside County Regional Medical Center in Moreno Valley, approximately 4.5 miles northeast of the PVCCSP area. Healthcare facilities are developed in response to perceived market demand by free enterprise. Therefore, the Initial Study determined that buildout under the PVCCSP would not result in construction of new or expanded medical facilities. Substantial adverse physical impacts associated with the provisions of new or physically altered medical facilities was determined to be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. As noted in the response to Issue 5.14(a) above, development of the Project would not result in a direct increase in the population of the Project area and would not increase the demand for public services, including public health services and library services which would require the construction of new or expanded public facilities. Therefore, impacts related to other public services would be less than significant. In addition, the Project would be required to comply with the provisions of Municipal Code Chapter 19.68 which requires payment of the Development Impact Fee to assist the City in providing public services.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No public services impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for public services.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
5.16 RECREATION.					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐	☒
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) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that the because the PVCCSP does not include new residential uses, it would not create an increase in the use of recreation facilities. As part of the General Plan, the Metropolitan Water District (MWD) property through the PVCCSP is planned to contain a trail, connecting the PVCCSP to adjacent residential uses. The PVCCSP may also indirectly affect recreational facilities by providing a source of employment that may draw new residents into the area. However, the EIR determined that with the payment of development impact fees, the impacts to parks and other recreational facilities would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The Project Applicant does not propose the development of residential dwelling units, which would result in an increased residential population onsite. Therefore, the Project would not cause a substantial physical deterioration of any park facilities and would not accelerate the physical deterioration of any park facilities because the Project would not increase the residential population that would use parks. Hence, impacts would be less than significant. In addition, the payment of development impact fees per Municipal Code Chapter 19.68 would reduce any indirect Project impacts related to recreational facilities. Thus, impacts to recreation would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Summary of Impacts Identified in the PVCCSP EIR

See the response to threshold 5.16(a), above.

Impacts Associated with the Proposed Project

No Impact/Reviewed Under Previous Document. The proposed Project does not include the construction of employee facilities. In addition, no offsite parks or recreational improvements are proposed or required as part of the Project.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) would be reduced from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No new impacts nor substantially more severe recreation impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for recreation.

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

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout of the PVCCSP would impact the circulation system by increasing traffic on roads in the PVCC. Therefore, the PVCCSP EIR included the mitigation measures to address potential project-specific traffic impacts and design considerations to determine the needed roadway improvements to be constructed with each implementing project. The PVCCSP EIR concluded that the PVCCSP would conflict with policies addressing level of service in the Perris General Plan; therefore, impacts would be significant and unavoidable.

The PVCCSP EIR also describes that buildout of the PVCCSP includes requirements to improve bus stops, sidewalks, and bike racks. Therefore, the PVCCSP EIR concluded that impacts to alternative transportation would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

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

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

MM Trans 6: Each implementing development project that is located adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail.

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

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.

Impacts Associated with the Proposed Project

Less Than Significant Impact /Reviewed Under Previous Document. The proposed Project would result in the development and operation of a 99,990-square-foot light industrial warehouse and related parking and infrastructure. Vehicular access to the Project site would be provided via ingress and egress driveways on Brennan Avenue and Ramona Expressway. Passenger cars and emergency vehicles would utilize the driveways on Brennan Avenue while trucks would utilize the driveway on Ramona Expressway. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. Trucks would be limited to southbound and northbound access off Brennan Avenue South. The proposed Project includes internal driveways that would provide circulation for truck and passenger car traffic. A Vehicle Miles Traveled (VMT) & Trip Generation Screening Analysis and Focused Traffic Analysis dated January 4, 2022 was prepared for the proposed Project (see Appendix J).

The Project site has been designed to provide onsite roadway improvements and the installation of a signal at the intersection of Ramona Expressway and Brennan Avenue South consistent with the PVCCSP, as outlined in PVCCSP EIR mitigation measure MM Trans 1. In addition, the proposed Project would participate in the phased construction of offsite traffic signals through payment of the Project's fair share of traffic signal mitigation fees which include TUMF, DIF, and NPRBBD as outlined in mitigation measure PVCCSP EIR mitigation measure MM Trans 3. The fees shall be collected and utilized as needed by the City to construct

the improvements necessary to maintain the required Level of Service (LOS) and build or improve roads to their build-out level.

The Riverside Transit Agency (RTA) operates Routes 41 in the Project vicinity (RTA). Route 41 is accessible via bus stops at the intersection of Perris Boulevard and Ramona Expressway, approximately 0.8 miles east of the Project site. The PVCCSP also includes pedestrian paths and sidewalks into roadway design, and bike trails into its Standards and Design Guidelines to accommodate non-motorized forms of transportation along roadways within the Specific Plan area and to encourage bus stops to be provided at large commercial and employment centers along existing and future bus routes. Additionally, as required by PVCCSP EIR mitigation measure MM Trans 4, the RTA has been contacted about the Project and no comments were received. Compliance with these policies and implementation of PVCCSP EIR mitigation measure MM Trans 5 will ensure that the Project will not conflict with the City's adopted policies, plans, or programs supporting alternative modes of transportation.

Overall, the proposed Project would be less than significant with implementation of the mitigation included in the PVCCSP EIR.

In addition, with the impacts of the Project are less than the significant and unavoidable impacts that were identified in the PVCCSP EIR. Therefore, no new or increased impact would occur than identified in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not evaluate impacts related to conflicts or inconsistencies with CEQA Guidelines Section 15064.2, subdivision (b) as the threshold was not included in CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. CEQA analysis of Vehicle Miles Travelled (VMT) went into effect July 1, 2020, and therefore was not a CEQA consideration in 2012, when the PVCCSP EIR was adopted.

Impacts Associated with the Proposed Project

Less Than Significant Impact. Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the State CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB743 specified that the new criteria should promote the reduction of GHGs, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the State CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

State CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT.

The City of Perris TIA Guidelines for CEQA were consulted to determine whether a VMT analysis would be required for the Project. Based on the scoping criteria from the City of Perris TIA Guidelines and evaluation using the Western Riverside Council of Governments (WRCOG) VMT Screening Tool, the Project would have a less than significant impact on VMT because it generates fewer than 500 daily trips (Appendix J to this IS/MND). In order to determine if the Project's trip generation would exceed the 500 daily vehicle trips screening threshold, the passenger vehicle trip generation was utilized. The Project would generate a total of approximately 171 daily trips, 17 AM peak hour trips and 19 PM peak hour trips. Thus, impacts related

to VMT would be less than significant and the Project would not conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b).

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

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR, found that all proposed streets and intersections in the PVCCSP area are required to meet the City standards for safe turning movements, site distances, etc. Traffic aspects of the PVCCSP were considered compatible with current uses found in the surrounding area. The roads in the PVCCSP area meet standard design criteria and intersections are controlled by stop signs or signals as traffic projections warrant. Because all traffic improvements completed with future development must be consistent with City standards, the Initial Study determined that traffic hazard issues related to buildout of the PVCCSP would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. Vehicular access to the Project site would be provided via ingress and egress driveways connecting to Brennan Avenue and Ramona Expressway. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The proposed Project would not introduce any new roadways or introduce a land use that would conflict with existing urban land uses in the surrounding area. Design of the proposed Project, including the internal private roadway, ingress, egress, and other streetscape changes are subject to the City's and PVCCSP development standards. For example, the design of the internal drive aisle would be reviewed to ensure fire engine accessibility and turn around area is provided to the fire code standards. As a result, impacts related to vehicular circulation design features would be less than significant, which is consistent with the impacts identified in the PVCCSP EIR.

d) Result in inadequate emergency access?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated as Appendix A in the PVCCSP EIR, found that development under the PVCCSP area to be consistent with the PVCCSP would improve emergency access by widening and improving roads within the area. Emergency access throughout the PVCCSP area would be maintained and provided in accordance with the Multi-Hazard Functional Plan (MHFP). Therefore, the Initial Study found that impacts related to emergency access would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of driveways, installation of the new traffic signal, and connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of Ramona Expressway and Brennan Avenue for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process. Thus, implementation of the Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less than significant level.

Operation
As described previously, the proposed Project area would be accessed from two driveways on Brennan Avenue and one driveway on Ramona Expressway. The construction permitting process would provide adequate and safe circulation to, from, and through the Project area, and would provide routes for emergency responders to access different portions of the Project area. Because the Project is required to comply with all applicable City codes, as verified by the City, potential impacts related to inadequate emergency access would be less than significant.

The proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

As detailed previously, the PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP and the PVCCSP EIR. Upon implementation of PVCCSP EIR mitigation measures, no new impacts nor substantially more severe transportation and traffic impacts would result from implementation of the proposed Project.

Applicable PVCCSP EIR Mitigation Measures

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP. Satisfied through a Focused Traffic Analysis, dated January 4, 2022, was prepared for the proposed Project by EPD Solutions (see Appendix J)].*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Trans 4: Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project. *[Status: The RTA has been contacted about the Project; no changes to Site Plan are required.]*

MM Trans 5: Bike racks shall be installed in all parking lots in compliance with City of Perris standards. *[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]*

MM Trans 6: Each implementing development project that is located adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail. *[Status: Not Applicable to the proposed Project]*

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

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. *[Status: Not Applicable to the proposed Project]*

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

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not analyze tribal cultural resources (TCR) under its own threshold, as it was not included as its own thresholds in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the PVCCSP EIR did discuss impacts related to TCRs in thresholds in the Cultural Resources Section. The PVCCSP EIR discussed that in response to the NOP, comment letters were received from the Native American Heritage Commission, Pechanga, and the Soboba Band of Luiseño Indians. The PVCCSP EIR concluded that previously unknown historical resources might be discovered during construction of individual implementing development projects. Therefore, the EIR found that with implementation of the below mitigation measures, impacts to historical resources would be less than significant.

Mitigation Measures Adopted by the PVCCSP EIR

MM Cultural 1. (Previously enumerated under checklist question 5.5 (a), above)

MM Cultural 2. (Previously enumerated under checklist question 5.5 (b), above)

MM Cultural 3. (Previously enumerated under checklist question 5.5 (a), above)

MM Cultural 4. (Previously enumerated under checklist question 5.5 (a), above)

MM Cultural 6. (Previously enumerated under checklist question 5.5 (a), above)

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated. Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on "tribal cultural resources" with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project's potential impact to a tribal cultural resource. As such, the City sent notices on August 23, 2022 regarding the Project to the following California Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity:

- Agua Caliente Band of Cahuilla Indians
- Morongo Band of Mission Indians
- Pechanga Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- Soboba Band of Luiseño Indians

The City received requests for consultation from Agua Caliente Band of Cahuilla Indians and Rincon Band of Luiseño Indians. Multiple attempts have been made by City staff to schedule a consultation with the tribes and as of March 28, 2023, no response has been received. To avoid any potentially significant impacts, Project-specific mitigation measures MM CR 1 and MM CR 2 would be implemented. Project-specific mitigation measure MM CR 1 implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 as subsequently revised by the City of Perris and Project-specific mitigation measure MM CR 2 replaces mitigation PVCCSP EIR mitigation measure MM Cultural 6 as subsequently revised by the City of Perris. A Phase I Cultural Resources Survey was conducted as required by PVCCSP EIR mitigation measure MM Cultural 1 and did not yield any findings onsite. Mitigation measures MM CR 1 and MM CR 2 would be implemented to require monitoring during any ground disturbing activities at the Project site to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities and would be implemented if any human remains – including Native American human remains – are unearthed by Project construction activities. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines or PRC Section 5020.1(k) and no new substantial environmental impacts would occur in comparison to the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not analyze tribal cultural resources (TCR) under its own threshold, as it was not included as its own thresholds in CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the PVCCSP EIR did discuss impacts related to TCRs in thresholds in the Cultural Resources Section. The PVCCSP EIR discussed that in response to the NOP, comment letters were received from the Native American Heritage Commission, Pechanga, and the Soboba Band of Luiseño Indians. The PVCCSP EIR concluded that previously unknown TCRs might be discovered during construction of individual implementing development projects. Therefore, the EIR found that with implementation of the mitigation measures listed above in 5.18.a, impacts to historical resources would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated. An archaeological record search was conducted from the Eastern Information Center at University of California Riverside (EIC-UCR) was completed in order to identify any previously recorded archaeological site within the Project boundary or in the immediate vicinity and is included as Appendix C to this IS/MND. According to the records search, 25 resources have been recorded within a one-mile radius, none of which are located on the Project site. All of the resources identified during the records search are historic.

As discussed above, to avoid potential adverse effects to tribal cultural resources, Project-specific mitigation measure MM CR 1 has been included to provide for Native American and archaeological monitoring of excavation and grading activities to avoid potential impacts to tribal cultural resources that may be unearthed by project construction activities. No information has been provided to the Lead Agency indicating any likelihood of uncovering tribal cultural resources on the Project site, there are no known tribal cultural resources on or adjacent to the Project site, and no potentially significant impacts are anticipated.

Additionally, as described previously, California Health and Safety Code, Section 7050.5 and Project-specific mitigation measure MM CR 2 require that if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, with implementation of the mitigation measures related to tribal cultural resources, impacts to TCRs would be less than significant and no new substantial environmental impacts would occur in comparison to the PVCCSP EIR.

Mitigation/Monitoring Required

Mitigation Measures Adopted by the PVCCSP EIR

MM Cultural 1. (Previously enumerated under checklist question 5.5(a), above)

Project-specific mitigation measures MM CR1 and MM CR 2 replace PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 and MM Cultural 6.

Project-Specific Mitigation Measures

MM CR 1. (Previously enumerated under section 5.5, above)

MM CR 2. (Previously enumerated under section 5.5, above)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
5.19 UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction 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) Require or result in the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in the expansion of EMWD recycled water lines; however, these lines would only impact already disturbed streets making impacts from the expansion of EWMD recycled water lines less than significant. The PVCCSP EIR also found that buildout would result in expansion of other water, wastewater treatment, and stormwater drainage lines. However, the PVCCSP EIR concluded that these expansions would not cause significant environmental effects as they would be constructed within already impacted streets, and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document.

Water Infrastructure

The Project Applicant would develop the Project site and would install new water infrastructure at the Project site that would connect to existing water infrastructure within Ramona Expressway. The new onsite water system would convey water supplies to the proposed industrial building and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water.

The proposed Project would receive water supplies through the existing water lines located within the Ramona Expressway right-of-way that have the capacity to provide the increased water supplies needed to serve the proposed Project, and no expansions of the water pipelines that convey water to the Project site would be required. Installation of the new water distribution lines would only serve the proposed Project and would not provide new water supplies to any off-site areas.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed Project is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this IS/MND. For example, construction emissions from excavation and installation of the water infrastructure is included in Sections 3, *Air Quality* and 8, *Greenhouse Gas Emissions*. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater
The Project would include the installation of onsite sewer lines that would connect to the existing 16-inch sewer line in Ramona Expressway. The existing sewer lines would accommodate development of the Project site and would not require expansion to serve the proposed Project. The necessary on-site installation of wastewater infrastructure is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Therefore, the proposed Project would not result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Storm Drainage
As discussed previously, the Project site is relatively flat, and would install an onsite storm drainage system that would direct onsite stormwater runoff into a modular wetland system located near the southeasterly corner of the Project site. Overflow from the modular wetland system would be discharged to the 42-inch storm drain in Ramona Expressway. The proposed wetland system would provide retention and infiltration of the proposed Project's stormwater drainage. Overflow from the system would be discharged to Placentia Avenue, which leads into the Perris Valley Storm Drain.

As further discussed in Section 5.10, *Hydrology and Water Quality*, due to the appropriate sizing of the onsite drainage features, as ensured through the Project permitting process, operation of the proposed Project would not substantially increase stormwater runoff over existing conditions. As discussed in the Project-specific WQMP, in the post Project condition, drainage characteristics would be maintained similar to the existing conditions. Runoff from the site would be directed to a proposed modular wetland system or a vegetated swale. Onsite stormwater drainage would connect to the existing 42-inch stormwater pipe in Ramona Expressway, which drains to Master Drainage Plan Line E. Master Drainage Plan Line E is designed to have capacity to accommodate the ultimate buildout condition peak flows from the area, including the Project site (SDH, 2022b). As such, the Project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing off-site facilities, the construction of which could cause significant environmental effects. The required installation of the proposed drainage features is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Overall, impacts related to stormwater drainage facilities would be less than significant.

Electric Power
The Project would connect to the existing Southern California Edison electrical distribution facilities that are adjacent to the Project site and would not require the construction of new electrical facilities.

The installation of the utilities at the locations as described above are evaluated throughout this MND and found to be less than significant. Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would increase the demand for water supplies from the EMWD. According to the Water Supply Assessment (WSA) conducted for the PVCC, at buildout, the PVCC is expected to have a projected water demand of 2,671.5 acre-foot per year (AFY). The PVCCSP EIR concluded that the EWMD would have sufficient water supplies to provide for the buildout of the PVCCSP, and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. Water service would be provided to the Project site by the EMWD. The 2020 EMWD Urban Water Management Plan (UWMP), adopted in July 2021, was prepared for the EMWD and therefore accounts for the water usage that would be attributed to development of the Project site, consistent with its existing land use designation and zoning classification. According to the UWMP, the EWMD has four sources of water to provide to its service area: imported water from the Metropolitan Water District, local groundwater, desalinated groundwater, and recycled water (UWMP 2020).

The EMWD provides water supplies to the Project area. In addition to treated water that is delivered to the EMWD by the Metropolitan Water District, the EMWD operates two microfiltration plans that filter raw imported water to achieve potable water standards. The two treatment plants, the Perris Water Filtration Plant and the Hemet Water Filtration Plan, are located in Perris and Hemet, respectively. These two water treatment plants provide a portion of the water supplied by EMWD (UWMP 2020).

Table UT-1: Proposed Project Estimated Water Demand

Land Use Type	Acreage	Unit Water Demand Factor	Annual Water Usage (AFY)
Light Industrial	4.5	0.97 AFY/acre	4.37 AFY
Total Water Demand			**4.37 AFY**
AFY = acre-feet per year			

The expected potable water demand for the proposed Project is shown in Table UT-1. As shown, the proposed Project would result in a water demand of approximately 4.37 acre-feet per year (AFY). The Water Service Reliability Assessment within the UWMP concludes that the district has adequate supplies to meet projected demands through 2045 during normal, historic single-dry and historic multiple-dry year periods using imported water from the Metropolitan Water District with existing supply resources and planned local supplies will complement imported supplies and improved reliability for EMWD and the region (UWMP 2020). Therefore, water demand from the proposed Project would be within the EMWD's current and projected water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. All new development that connects to the system is required to

pay its applicable fair-share Development Impact Fee(s). Thus, impacts related to water supplies would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in an increase in the amount of wastewater generated in the EWMD's service area. Based on the proposed PVCC land use designations, the PVCCSP was anticipated to generate approximately 5,316,295 gallons of wastewater per day. The PVCCSP EIR concluded that the wastewater generated by the project would be within the capacity of the EWMD and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The Project site receives wastewater service from EMWD with connections to sewer lines in Ramona Expressway. EMWD currently treats approximately 45 million gallons per day of wastewater at its four active regional water reclamation facilities (UWMP 2020). Wastewater from the Project site would be treated at the Perris Valley Regional Water Reclamation Facility. The Facility sees typical daily flows of approximately 15.5 million gallons per day and has capacity for 22 million gallons per day. Therefore, the proposed Project's wastewater generation would be within the current capacity for the Perris Valley Regional Water Reclamation Facility. In 2015, the EMWD treated an average of 13,806 million gallons per day (UWMP 2015). Industrial uses generate approximately 1,700 gallons per day per acre of wastewater for light industrial land uses. Thus, the proposed Project would generate approximately 7,650 gallons of wastewater per day.

Under existing conditions, the Perris Valley Regional Water Reclamation Facility has an excess treatment capacity of approximately 6.5 million gallons per day. Implementation of the Project would utilize approximately 0.12 percent of the Perris Valley Regional Water Reclamation Facility daily excess treatment capacity. Therefore, the proposed Project's wastewater generation would be within the current capacity for the Perris Valley Regional Water Reclamation Facility.

All new development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s). As such, the Perris Valley Regional Water Reclamation Facility would have adequate capacity to serve the Project. The proposed Project would connect to and operate under capacity of the current water treatment facility, allowing for sufficient service to the Project area. The Project would not result in any of the wastewater treatment plants discussed above exceeding wastewater treatment requirements. Therefore, impacts related to wastewater generation are less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in approximately 104,671.09 tons of solid waste from construction over 20 years. The solid waste projected to be generated from PVCCSP

construction is limited in terms of landfill capacity and would not be excess of the capacity of local landfills. Solid waste from operation of the PVCCSP at buildout would represent approximately 10.65 percent of annual landfill capacity. Therefore, the PVCCSP EIR concluded that the PVCCSP would not 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, and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. In 2019, approximately 84 percent of the solid waste from the City, which was disposed of in landfills, went to the El Sobrante Landfill. The El Sobrante Landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051. On average in 2020, 9,038 tons per day of solid waste were disposed of at the El Sobrante Landfill, which provides for a remaining capacity of 7,016 tons per day.

Construction
Construction of the proposed Project would require site preparation involving the clearing of the existing building foundation, fencing, and debris located on the site. Solid waste created during the site preparation period would result in minimal waste compared to future operational levels. Therefore, any impacts would be less than significant. Additionally, Section 5.408.1 of the 2022 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated.

As described above, the El Sobrante Landfill has additional capacity of approximately 7,016 tons per day. Therefore, the facility would be able to accommodate the additional waste generated during the site preparation period for the proposed Project.

Operation
The CalEEMod solid waste generation rate for general light industrial land use is 1.24 tons per year per 1,000 square feet. Thus, the proposed industrial warehouse would generate approximately 124 tons of solid waste per year. However, at least 75 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately 31 tons per year or 0.59 tons per week.

As the El Sobrante Landfill has additional capacity of approximately 7,016 tons per day, the facility would be able to accommodate the addition of 0.59 tons of waste per week from the Project. Therefore, the El Sobrante Landfill would be able to accommodate solid waste from operation of the proposed Project, and impacts related to landfill capacity would be less than significant.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

e) Comply with federal, state, and local statutes and regulations related to solid waste?

Summary of Impacts Identified in the PVCCSP EIR

The Initial Study, incorporated in the PVCCSP EIR concluded that Federal, State and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The PVCCSP would comply with all regulatory requirements regarding solid waste and impacts would be less than significant.

Impacts Associated with the Proposed Project

Less Than Significant Impact/Reviewed Under Previous Document. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the 2022 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

In addition, as stated in Response 5.19(d) above, the proposed Project would be required comply with the City's Municipal Code Chapter 7.44, *Construction and Demolition Waste Management*, which requires that developments must divert at least 50 percent of waste generated from demolition and construction and submit a waste management plan. In addition, the proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. Therefore, the proposed Project is anticipated to result in less than significant impacts related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

Mitigation/Monitoring Required

No significant utilities and service systems impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding utilities and service systems.

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

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to wildfires, as these were not individual and separate thresholds for impact analysis in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the PVCCSP EIR evaluated the PVCCSP's potential to substantially impair an adopted emergency response plan or emergency evacuation plan in the Hazards and Hazardous Materials impact analysis and in the Transportation impact analysis and found that the PVCC would not impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Impacts Associated with the Proposed Project

No Impact. According to the CAL FIRE Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2022). The Project site is not within or near an area outside of the City that is designated as a state responsibility for wildfires. Therefore, no impact would occur.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollution concentrations from a wildfire or the uncontrolled spread of a wildfire?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to wildfires, as these were not individual and separate thresholds for impact analysis in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written.

Impacts Associated with the Proposed Project

No Impact. As stated previously, the Project site is not located within a VHFHSZ. Additionally, the surrounding area is not located within a VHFHSZ. The Project site is located in a developing area with development to the north, east, and west. Therefore, no impact would occur.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to wildfires, as these were not individual and separate thresholds for impact analysis in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. The PVCCSP EIR discussed impacts related to the installation of associated infrastructure in the Utilities and Service Systems analysis and found impacts to be less than significant.

Impacts Associated with the Proposed Project

No Impact. As stated previously, the Project site is not located within a VHFHSZ. Additionally, the surrounding area is not located within a VHFHSZ. The Project site is located in a developing area with development to the north, east, and west. Therefore, no impact would occur.

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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to wildfires, as these were not individual and separate thresholds for impact analysis in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the PVCCSP EIR did incorporate the Initial Study which discussed landslide impacts in the Geological Resources and Soils analysis and discussed impacts related to flooding in the Hydrology and Water Quality analysis.

Impacts Associated with the Proposed Project

No Impact. As stated previously, the Project site is not located within a VHFHSZ. Additionally, the surrounding area is not located within a VHFHSZ. The Project site is located in a developing area with development to the north, east, and west. Therefore, no impact would occur.

Mitigation/Monitoring Required

No new impacts nor substantially more severe wildfire impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding wildfires.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☒
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) 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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR determined that impacts to plant and wildlife species were found to be less than significant with incorporation of mitigation measures MM Bio 1 through MM Bio 6. The PVCCSP EIR also discussed impacts to historical and prehistorical resources in the Cultural Resources section and found impacts to be less than significant with the incorporation of mitigation measures MM Cultural 1 through MM Cultural 6. Therefore, the PVCCSP was determined to not 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, and impacts would be less than significant with mitigation.

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document. As discussed in Section 5.4 of this IS/MND, the Project site is not populated or used by any species identified as a candidate, sensitive, or special status, and does not contain habitat that would support sensitive species. Furthermore, the Biological Resources Assessment determined that the proposed Project would be consistent with the provisions of the MSHCP through payment of fees and a burrowing owl survey. As required by PVCCSP EIR mitigation measure MM Bio 6, a General Biological Assessment has been conducted of the

Project site. As discussed in Section 5.4, Biological Resources, mitigation is recommended to address potential impacts to burrowing oil and nesting birds. Potential impacts to biological resources would be less than significant with implementation of the recommended mitigation measures.

As discussed in Section 5.5, *Cultural Resources*, there are no historic resources located with the Project site. In addition, due to the development of the Project site and previous disturbances associated with the construction and operation of the existing site use, the potential for encountering paleontological and archeological resources is considered minimal. However, in the event that cultural resources are inadvertently discovered during ground-disturbing activities, implementation of Project-specific mitigation measures MM CR 1 and MM CR 2 would ensure that impacts to cultural resources would be less than significant. In addition, implementation of Project-specific mitigation measure MM GS 1 would ensure that impacts to paleontological resources would be less than significant. Therefore, the proposed Project would not eliminate important examples of the major periods of California history or prehistory. With implementation of existing regulations and the recommended mitigation measures, impacts would remain less than significant.

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)?

Summary of Impacts Identified 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. However, no other impacts were considered cumulatively considerable.

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document. As discussed above, the proposed Project's potential cumulative impacts were analyzed in the PVCCSP EIR as part of build out of the PVCCSP and would not result in new impacts beyond those analyzed in the PVCCSP EIR. Therefore, the proposed Project would not result in new cumulatively considerable impacts under any impact area, including aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, tribal cultural resources, or utilities and service systems. With implementation of existing regulations, the PVCCSP EIR's mitigation measures, and Project-specific mitigation measures, the proposed Project would not result in any new significant impacts.

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

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR identified that impacts related to air quality emissions and noise would potentially cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the PVCCSP EIR concluded that impacts related to air quality and noise would be significant and unavoidable.

Impacts Associated with the Proposed Project

Less Than Significant Impact with Mitigation Incorporated/Reviewed Under Previous Document. As described throughout Section 5, above, the proposed Project has no new potentially significant impacts related to substantial adverse effects on human beings, and no new mitigation measures would be required. The implementation of the PVCCSP EIR mitigation measures, City standards, and City guidelines would ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. There would be no new impacts.

Mitigation/Monitoring Required

As detailed previously, the PVCCSP EIR mitigation measures that are applicable to the proposed Project would be implemented for the Project as intended by the PVCCSP and the PVCCSP EIR. Upon implementation of applicable PVCCSP EIR mitigation measures and Project-specific mitigation measures, no new impacts nor substantially more adverse impacts would result from the implementation of the proposed Project.

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