DISTRIBUTION PARK COMMERCIAL and INDUSTRIAL PROJECT

INITIAL STUDY

Prepared for:

City of Perris Planning Division
135 North D Street
Perris, CA 92570

Prepared by:

BPG
BIRDSEYE
PLANNING GROUP

November 2023

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INITIAL STUDY

1. Project title:

Distribution Park Commercial and Light Industrial Project

2. Lead agency name and address:

City of Perris
101 North D Street
Perris, California 92570-2200

3. Contact person and phone number:

Nathan Perez, Senior Planner
City of Perris Planning Division
Phone Number: 951-943-5003
Email: nperez@cityofperris.org

4. Project location:

The Project site (APN 302-100-012 and -14) is located along the south side of Ramona Expressway, east of Painted Canyon Street, west of the Camper Resorts of America facility and north of East Dawes Street in the City of Perris. The site is comprised of approximately 17.64 acres and is located approximately 1.5 miles east of Interstate 215 (I-215), approximately 6.5 miles south of State Route 60 (SR-60), and approximately 1.6 miles south of March Air Reserve Base/Inland Port Airport (MARB/IPA). Figure 1 depicts the Project site in relation to the region. Figure 2 depicts the Project site in relation to the surrounding area.

5. Project sponsor's name and address:

Corinne Mostad, Director of Land Development
Alabbasi Construction and Engineering, Inc.
764 Ramona Expressway, Suite C
Perris, CA 92571

6. General Plan designation:

PVCCSP - Perris Valley Commerce Center Specific Plan

7. Zoning:

The PVCCSP designates the site for Commercial (C) uses.

Figure 1—Regional Map ● - Project Site

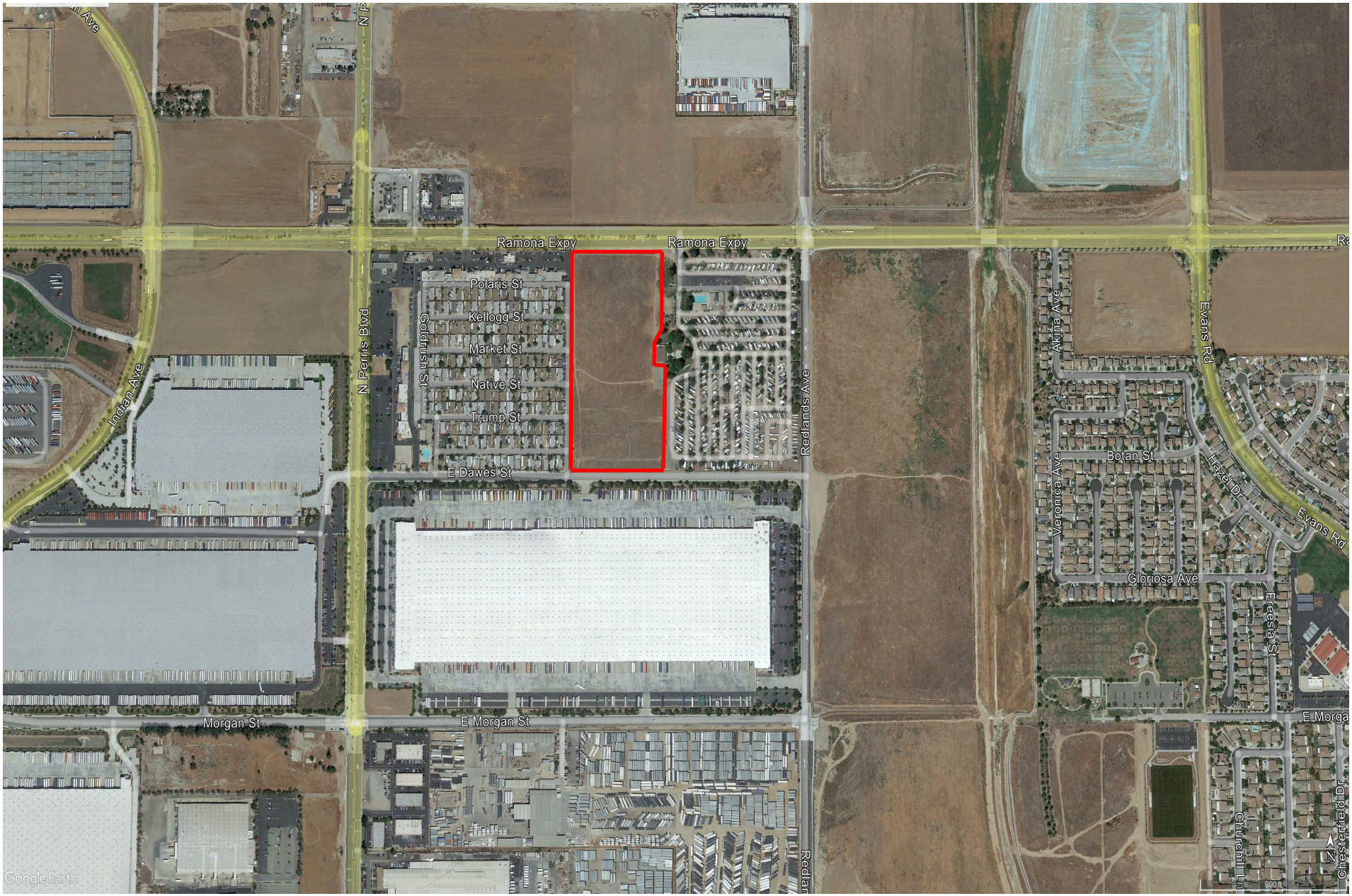


Figure 2—Vicinity Map **- Project Site**

8. Project Background

The proposed Project site is located within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris; an area which covers approximately 5.23 square miles in the northern part of the City. On January 10, 2012, the City of Perris City Council adopted the PVCCSP, which was prepared pursuant to the authority granted to the City of Perris (City/City of Perris) by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 to 65457. On the same date, the City also adopted Ordinance No. 1284, adopting a Specific Plan Zoning for properties within the PVCCSP planning area. The PVCCSP allows for the development of approximately 3,500 acres of industrial, commercial, and office uses, as well as public facilities. Further, the City complied with the California Environmental Quality Act (CEQA) by preparing and certifying the PVCCSP Final Environmental Impact Report (PVCCSP EIR; State Clearinghouse No. 2009081086; City of Perris 2011), which is incorporated by reference in this IS/MND and is available for public review at the City of Perris Planning Division, 135 North D Street, Perris, California 92570 and online at https://www.cityofperris.org/departments/development-services/specific-plans.

The PVCCSP EIR is a program EIR which analyzes the direct and indirect impacts resulting from implementation of the development anticipated in the PVCCSP. Measures to mitigate, to the extent feasible, the potentially significant adverse project and cumulative impacts resulting from that development are identified in the PVCCSP EIR. With certification of the PVCCSP EIR, the City of Perris also adopted a Mitigation Monitoring and Reporting Program (MMRP). Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects within the PVCCSP area. The City of Perris requires that future development projects within the PVCCSP area comply with the required PVCCSP Standards and Guidelines for the respective use proposed and applicable PVCCSP EIR mitigation measures as outlined in the MMRP.

9. Surrounding Land Uses and Setting

The PVCCSP EIR provides a general description of the environmental and regulatory setting for the entire PVCCSP planning area, including the Project site. Additional environmental setting or existing conditions descriptions are provided for each environmental topic analyzed in each section of this IS/MND. Additionally, updates to applicable local and regional regulatory programs have occurred since the PVCCSP EIR was certified and new regulatory programs have been adopted; these updated regulations are discussed for each topical issue, as appropriate.

The Project site is comprised of disturbed vacant land that was previously used for agricultural purposes. The Project site is generally flat with an elevation of approximately 1,447 feet above mean sea level (amsl). The Project site is in an area characterized primarily by commercial and light industrial uses. A Camper Resorts of America facility is located adjacent to the Project site to the east. A residential mobile home park is located to the west across Painted Canyon Street. Vacant land is located to the north across Ramona Expressway and is proposed for the

development of a 774,419-square-foot warehouse building and up to 70,000 square feet of retail and restaurant uses (the OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project). The Whirlpool Distribution Center is located to the south across East Dawes Street (Figure 3).

The existing General Plan land use designation and zoning for the Project site is Specific Plan (i.e., the PVCCSP). The PVCCSP land use designation for the Project site is Commercial (C). Commercial land use designations are also identified immediately to the east and north along the north side of Ramona Expressway. Land to the west is designated Multi-Family Residential and land to the south is designated Light Industrial.

The Project site is located approximately 1.6 miles south of MARB/IPA and is located within the MARB/IPA Airport Influence Area Boundary as well as the 2018 U.S. Air Force Final Air Installations Compatible Use Zone (AICUZ) Study. The PVCCSP includes an Airport Overlay Zone (AOZ) which defines specific land uses corresponding generally with the boundaries and provisions of the 2014 MARB/IPA Airport Land Use Compatibility Plan (ALUCP) and airport influence area. The Project site is within Airport Overlay Zone D (Flight Corridor Buffer). Prohibited uses are those that are hazards to flight and include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

The Project site is within the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). It is not within an MSHCP Criteria Cell. The Project site is located within the designated survey areas for the following Criteria Area Species: San Jacinto Valley crownscale, Parish's brittlescale, Davidson's saltscale, thread-leaved brodiaea, round-leaved filaree, smooth tarplant, coulter's goldfields, little mousetail, and mud nama. The Project site was determined to not have appropriate habitat to support, or does not support, these plant species. There are no vernal pool resources within the Project site. No burrowing owl (BUOW; *Athene cunicularia*) were identified on-site and it is unlikely that the site supports this species.

10. Project Description:

The proposed Project involves the adoption of a Specific Plan Amendment to the PVCCSP to change the southern parcel land use designation from Commercial to Light Industrial; a parcel map creating 4 separate parcels, and approval of two Development Plans; one for the light industrial component and one for the restaurant and hotel component. The components of the Project are further described below.

Specific Plan Amendment
It is the intent of the PVCCSP to facilitate development of the area coordinated with the provision of necessary infrastructure and public improvements. Land use categories in the PVCCSP include Industrial, Business/Professional Office, Commercial, Residential, and Public. Zoning categories in the PVCCSP include General Industrial, Light Industrial, Business/Professional Office, Commercial, Residential, Multi-Family Residential, and Public.

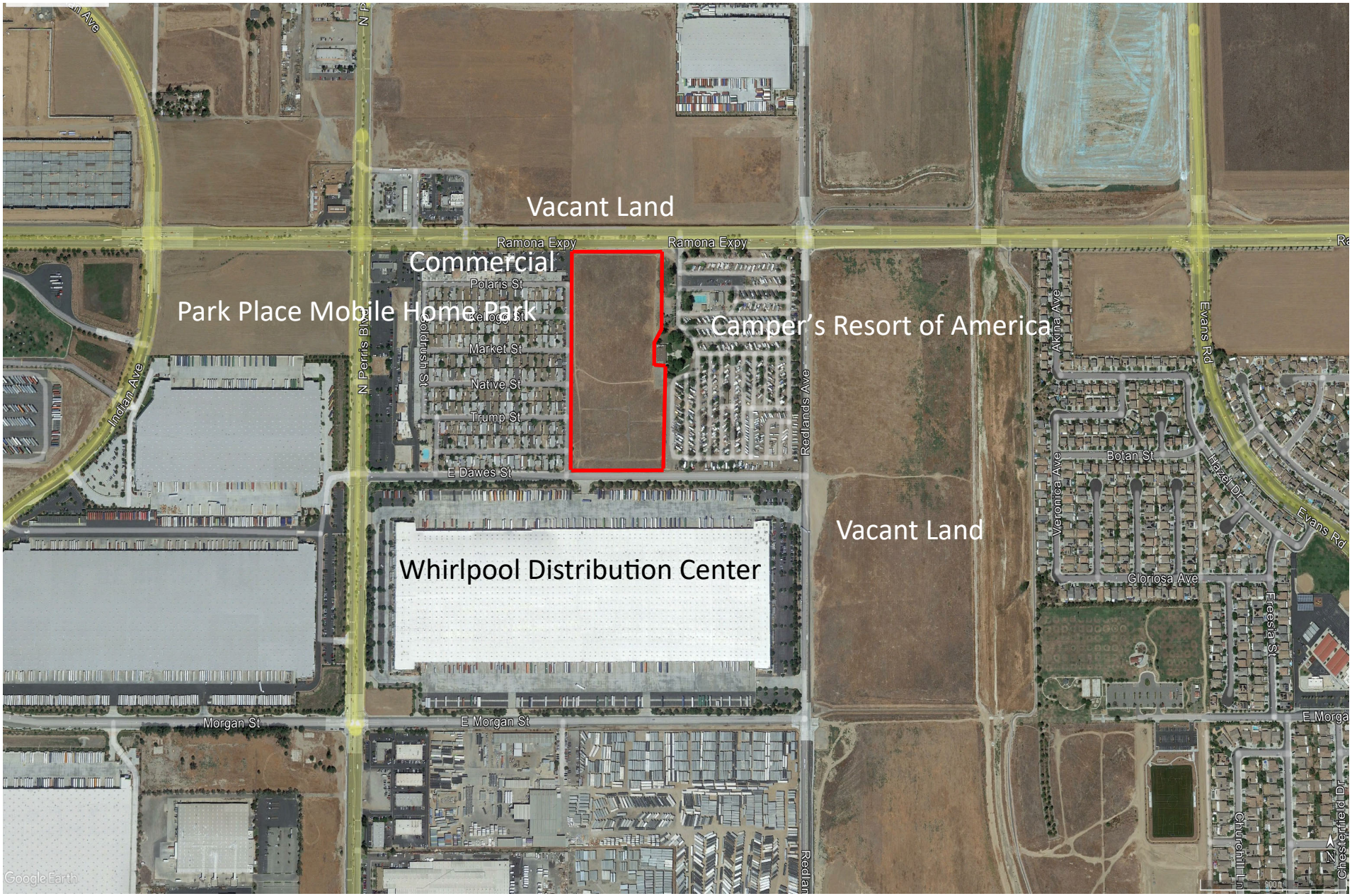


Figure 3—Surrounding Land Use - **Project Site**

The majority of the PVCCSP planning area is designated for Light Industrial and General Industrial development and identifies areas along Ramona Expressway at the east and west ends of the PVCCSP boundary, including the Project site, for Commercial development. Section 2.0 of the PVCCSP contains the Land Use Plan and defines land use categories and zones throughout the PVCCSP. This section details permitted, conditionally permitted, accessory, and prohibited uses for each zone. The PVCCSP designates the Project site as a Commercial land use and zone; however, the proposed amendment to the PVCCSP would change the existing Commercial land use and zoning designation on the southern parcel (12.6 acres) to Light Industrial. Land use and zoning designations for the remaining northern parcel (Commercial) would not be modified as part of the Project.

The proposed Project would result in the construction and operation of a new 275,098-square-foot non-refrigerated light industrial warehouse building with tenant offices and related improvements; a 52,008-square-foot, 107 room hotel, and two restaurant buildings (one 4,000 square feet and one 5,000 square feet) with related improvements (Figure 3 – Site Plan). As stated, the Project would require an amendment to the PVCCSP to change the land use designation on the industrial building parcel to Light-Industrial (LI) to accommodate the industrial warehouse building. The hotel and restaurant building would be subject to design standards within the PVCCSP for Commercial uses. The industrial warehouse building would be subject to Light Industrial design standards and designed to achieve Leadership in Environmental Engineering and Design (LEED) Certification. The following describes each of the three Project components (i.e., industrial warehouse building, hotel and restaurants) and addresses on-site improvements that would be required to accommodate the proposed uses. The project would be constructed in phases with Phase I defined as the hotel and restaurant components with improvements to Ramona Expressway and Phase II defined as the industrial warehouse building and related improvements.

Industrial Warehouse Building. As stated, the Project would result in the construction and operation of a new 275,098-square-foot (approximate) non-refrigerated industrial warehouse building for the storage of non-perishable goods. Of the 275,098 square feet, a total of 8,000 square feet would be dedicated to office space. As planned, the office space would be comprised of two separate areas; one 4,000-square-foot office space would be located at the northwest corner of the building on the ground floor. Another 4,000-square-foot office space would be located in a second-floor area at the southwest corner of the building. The remainder (267,098 square feet) would be used for the storage of non-perishable goods. The maximum building height would be 50 feet. Internal improvements may include constructing separate storage spaces within the building to accommodate multiple tenants. A total of 34 truck loading docks and 85 truck parking spaces on the east side of the building. A total of 156 employee vehicle parking spaces (including 9 ADA and 32 clean air vehicles) would be provided on the west side of the site adjacent to Painted Canyon Street per Perris Municipal Code (PMC) Section 19.69. Pursuant to Section 5.106.5.3.1 of the California Green Building Standards (CalGreen) Code, at least 35 electric vehicle (EV) capable parking spaces would be provided while at least nine of these spaces would provide EV chargers. Consistent with the PVCCP *Industrial Design Standards and Guidelines (Chapter 8.0),* an employee breakroom and other amenities that may include an

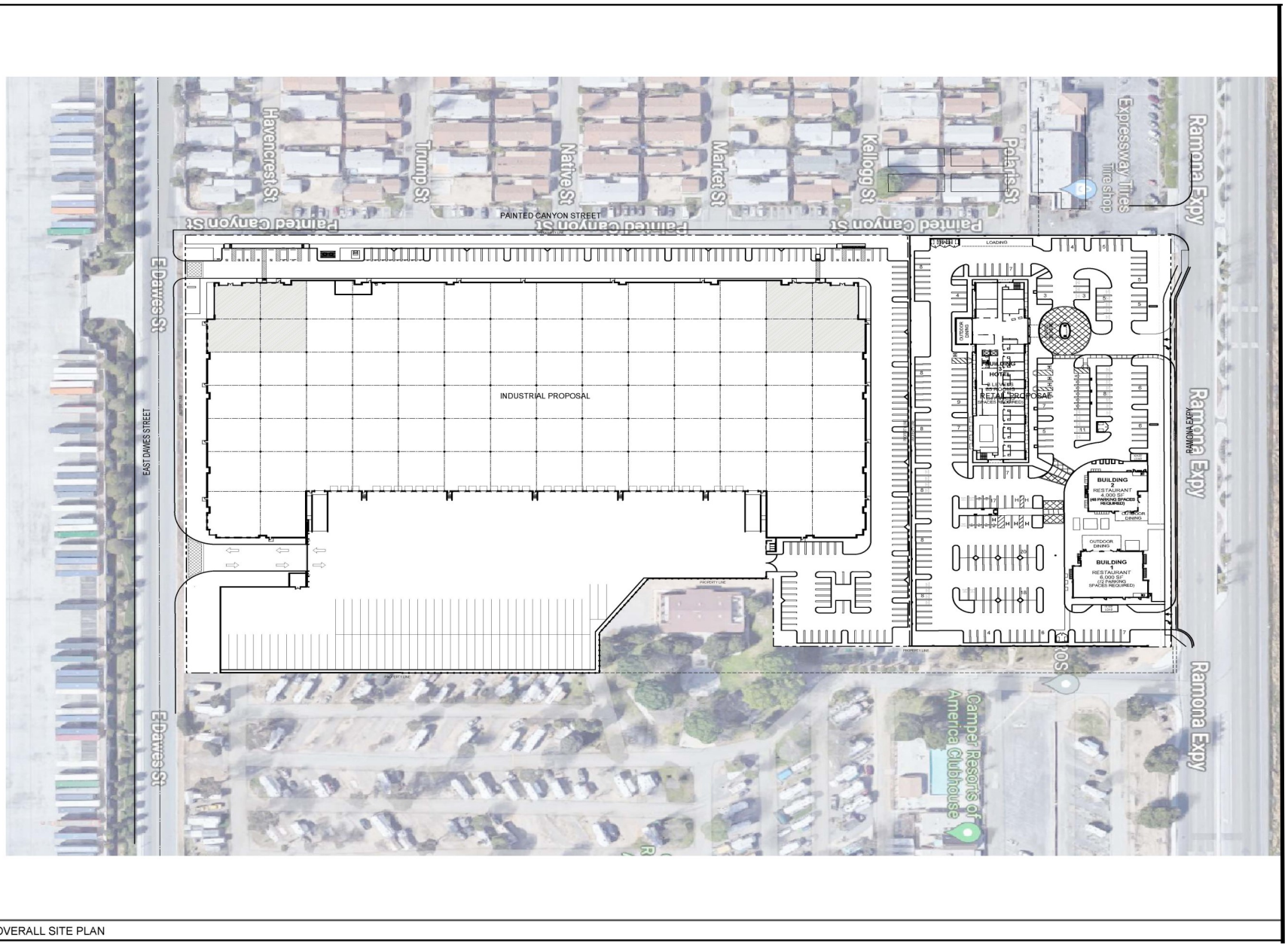


Figure 4—Project Site Plan

outdoor basketball or sport court area. A 1,200-1,500-square-foot exercise room, locker rooms/showers, would be incorporated within the warehouse building.

The proposed building would be oriented north/south with perimeter fencing and two points of access from East Dawes Street. The Project site is located along a Residential Buffer zone as defined in the PVCCSP. The residential buffer has been established for industrial and commercial projects abutting existing or proposed residential developments. This standard requires a 50-foot setback from existing or planned residential properties. Related uses including parking, drive aisle and stormwater basins are allowed within the 50-foot setback area. Figure 5 shows the proposed industrial warehouse site plan. Figure 6 shows the conceptual rendering of the industrial building.

Two points of access would be provided for the industrial warehouse building from East Dawes Street. The western most access driveway would serve the office area on the west side of the building. The eastern access driveway would be limited to truck ingress/egress only and some overflow vehicle parking, unless a 25% parking reduction would be allowed by city staff. The truck access driveway would be gated with security cameras and monitored to ensure no unauthorized entrance to the loading area. The eastern access driveway would be aligned with the Whirlpool warehouse facility driveway to the south and designed with a modified curb return, or similar improvement, to facilitate left turns out of the facility and discourage trucks from turning right towards North Perris Boulevard. The warehouse is expected to receive and ship non-perishable products up to 24 hours per day. Exterior loading and parking areas would be illuminated at night. The office personnel would work during typical daytime office hours (8:00 am to 5:00 pm). According to the Trip Generation and VMT Screening Analysis prepared for the Project, the light industrial component is estimated to generate 1,840 new passenger vehicle trips and 470 heavy truck trips per day during Project operations.

The building design would incorporate various architectural details and features, including outdoor employee break areas, perimeter walls, fencing and landscaping, as required per the PVCCSP to ensure visual consistency with existing industrial buildings in the PVCCSP. An 8-foot perimeter wall and landscaping would also provide a barrier between the warehouse use and the adjacent Camper Resorts of America facility to the east, the hotel to the north and mobile home park to the west.

Hotel. The proposed hotel would be constructed along the southern boundary of the northern parcel. As stated, it would accommodate 107 rooms with a lobby area and basic amenities including an outdoor pool area located on the southern side of the building. The building would be 4 stories in height with a maximum height of 60 feet and designed consistent with Section 7.0 of the PVCCSP standards for development within the Commercial land use designation. Per PMC 19.69, 118 parking spaces would be provided for the hotel. Pursuant to Section 5.106.5.3.1 of the CalGreen Code, at least 17 electric vehicle (EV) capable parking spaces would be provided while at least four of these spaces would provide EV chargers. The building design would incorporate various architectural details and features, including a porte-cochere on the front of the building as required per the PVCCSP to ensure visual consistency

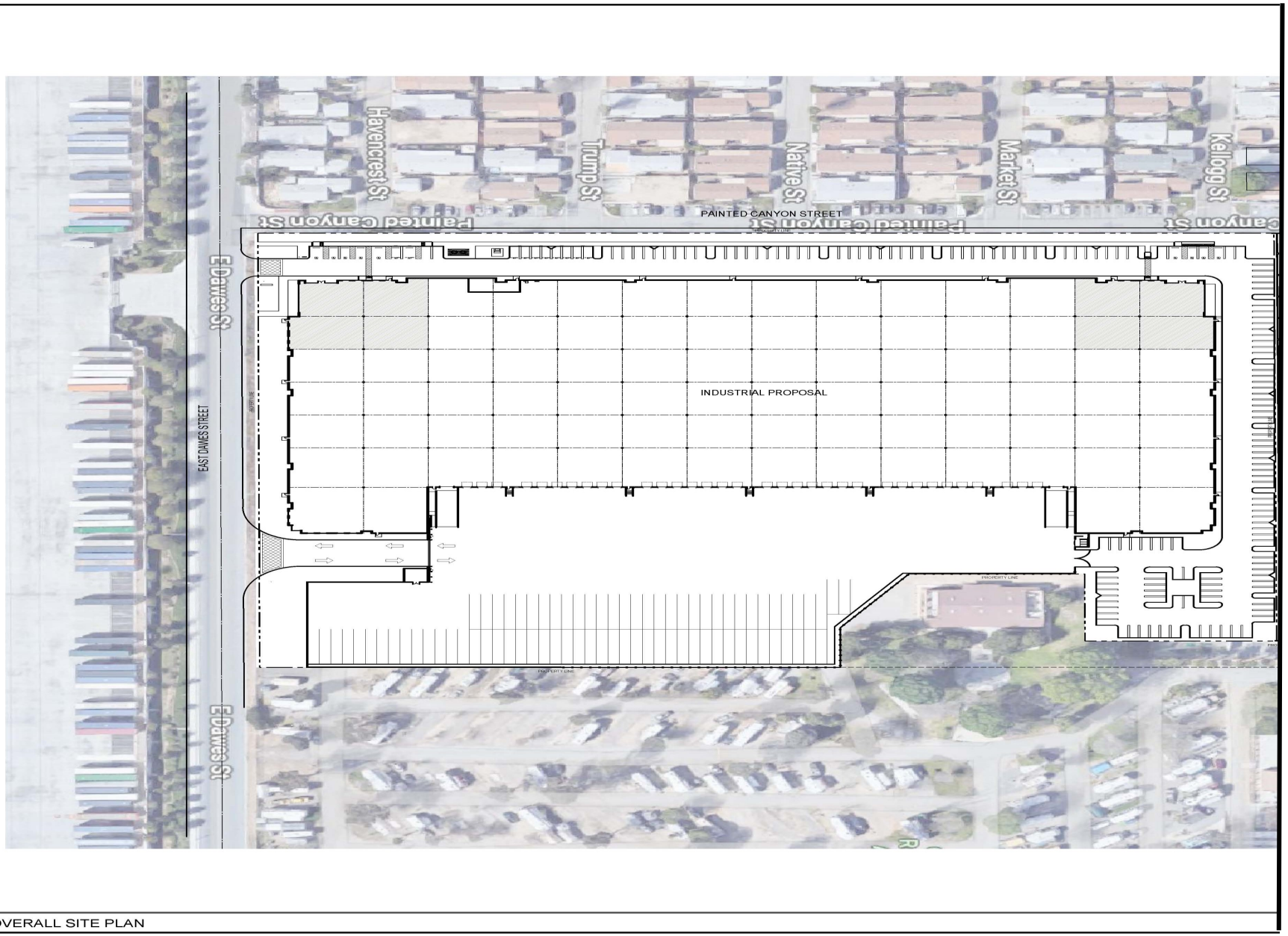


Figure 5—Industrial Warehouse Site Plan

WEST ELEVATION

SOUTH ELEVATION

EAST ELEVATION

NORTH ELEVATION

COLORED ELEVATION DESIGN

SKH ARCHITECT

alabbasi CONSTRUCTION AND ENGINEERING

Figure 6— Warehouse Rendering

with commercial standards. Further, consistent with Title 24 Building Efficiency Standards, solar photovoltaic and battery storage infrastructure would be installed.

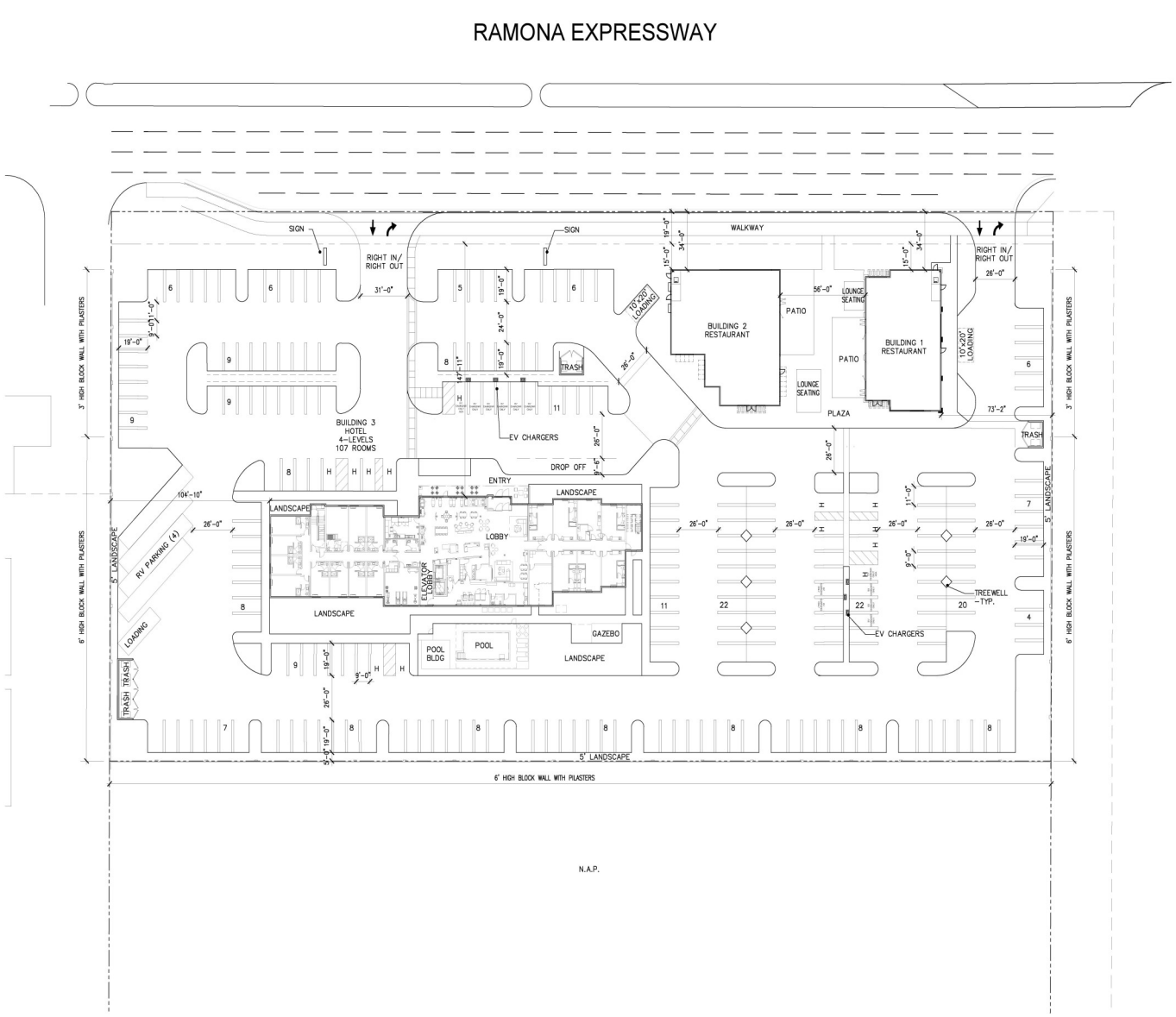
Restaurants. The restaurant buildings would be constructed in the northeastern portion of the site adjacent to Ramona Expressway. Both restaurants would provide sit down service. No drive-through service would be provided. These would be single story buildings with a total of 98 parking spaces designed with Section 7.0 of the PVCCSP. The building design would incorporate various architectural details (i.e., massing, wall relief, parapets and finish materials) and features as required per the PVCCSP to ensure visual consistency with commercial standards. A total of 60 parking spaces would be provided for the 3,400-square-foot restaurant and 48 spaces would be provided for the 2,400-square-foot restaurant. Figure 7 shows the proposed plan for the hotel and restaurant site with the anticipated building envelope for the adjacent warehouse building. Pursuant to Section 5.106.5.3.1 of the CalGreen Code, at least 21 electric vehicle (EV) capable parking spaces would be provided while at least five of these spaces would provide EV chargers. Like the hotel, consistent with Title 24 Building Efficiency Standards, solar photovoltaic and battery storage infrastructure would be installed in the restaurant buildings. Figure 8 shows the conceptual rendering for the proposed hotel and restaurants.

Site Access. Two access driveways would be provided from Ramona Expressway along the north side of the site to allow ingress/egress for the hotel and restaurant buildings. Acceleration and deceleration lanes would be provided along the south side of Ramona Expressway fronting the site. The driveway would align with the driveway anticipated for the project being proposed to the north of the Project site. This driveway would serve as the primary access point for the hotel and restaurant uses.

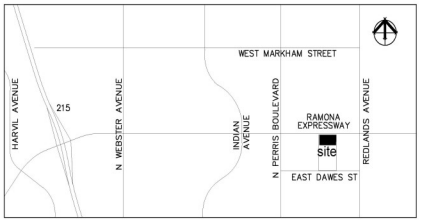
Utilities and Infrastructure. The proposed Project includes the extension of sewer, water, storm drain, electricity and telephone/data lines to the Project site. Southern California Edison (SCE) provides electrical service to the City of Perris and would serve the site. The Southern California Gas Company (SoCal Gas) provides natural gas service to the City of Perris. Communication services, including digital cable and high-speed internet services, in the City of Perris are primarily provided by Spectrum and Earthlink as well Frontier Communications. Solid waste collection and transport in the City of Perris is collected by CR&R, Inc.

Water/Sewer. Potable water would be provided by the Eastern Municipal Water District (EMWD) via new meters. Phase I is expected to connect to a water main located within the Ramona Expressway corridor. Water for fire service would be provided via a looped system with a detector check and connection to the water main near the central driveway approach and on the south side of the site adjacent to the industrial building.

Phase II would connect to an existing 12-inch potable water distribution line located along East Dawes Street. Two 2-inch irrigation connections, one off-site and one on-site, are proposed to also connect to the existing 12-inch water main in East Dawes Street with a single connection to



Vicinity Map



Project Summary

Site Area

Zone - Commercial ____ 4.58 Acres

Perris Valley Commerce Center Specific Plan
Planning Area 3
Flight Corridor Buffer - Zone D

Building Summary

Building 1	4,000 sf
Building 2	5,000 sf
Building 3	52,008 sf
Total	61,008 sf

Parking Summary

Requirements:

Restaurant 1 space per 50 SF of dining area

Hotel 1.1 space per guest room

Building 1 (restaurant / 2,400 SF indoor dining)	____	48 spaces
Building 2 (restaurant / 3,400 SF indoor dining)	____	60 spaces
Hotel (107 rooms, 4-levels)	____	118 spaces
Required	____	226 spaces required
Provided	____	241 spaces provided

Owner

Alabbasi Construction & Engineering
764 Ramona Expressway, Suite C
Perris, CA 92751

Architect

SMS Architects
100 Progress, Suite 250
Irvine, CA 92618

Figure 7—Hotel/Restaurant Site Plan

Figure 8— Ramona Expressway Street View Simulation

the existing line. A second 10-inch fire water service connection is proposed to connect to the existing 39-inch water main in North Perris Boulevard.

Wastewater would be conveyed by the EMWD via a new lateral to an existing line along Ramona Expressway to the Perris Valley Regional Water Reclamation Facility in Perris for treatment. Both Phase I and II would connect to either an 8-inch sewer collection line or a 15-inch line located in Ramona Expressway.

Stormwater. The proposed Project site would be approximately 96% impervious, with the site design mimicking the existing drainage patterns which convey flows to the west towards North Perris Boulevard. The Project site is divided into two drainage areas, each draining to a rainwater cistern and bioretention facility on the east edge of the two drainage areas. In the built condition, the northerly portion of the site, Drainage Area 1, would drain via overland flow and valley gutter to a proposed storm drain inlet and then into an underground storage cistern. Similarly, the southerly portion of the site, Drainage Area 2, would drain via overland flow and valley gutter to a proposed storm drain inlet and then into an underground storage cistern. After the water enters the two separate underground cisterns facilities, it would be pumped from the storage cistern to the bioretention basins at a rate of 22 or 64 gallons per minute. The stormwater would then percolate down through the bioretention media to underdrains that connect to a discharge pipe and pump. The cisterns will be designed to overflow water during large storm events and discharge overland.

Natural Gas Service. Natural gas service will be provided to the Project by SoCal Gas. Existing natural gas transmission pipelines and local service pipelines run along Ramona Expressway north of the site. The property owner would apply to SoCal Gas to establish an industrial and commercial customer connection through an approved industrial and approved commercial service connections.

Electric Service. Electric Service will be provided to the Project by SCE. Existing local service electrical transmission lines run along Ramona Expressway and East Dawes Street both north and south of the site and along Painted Canyon Street to west. The property owner would apply to SCE to establish and industrial and commercial customer connection through an approved industrial and commercial connections.

Lighting. All outdoor street lighting and on-site security lighting and landscape lighting would be designed to City of Perris standards and depicted in a Photometric Plan that demonstrates how one-foot candle of light would be maintained throughout the parking and pedestrian areas while maintaining MARB/IPA lighting requirements. All lighting would be low-pressure sodium and fully shielded to ensure no spill over into the mobile home park located to the west and Campers Resorts of America facility to the east.

Screen Walls. A combination of screen walls and fencing would be provided at the Project site for screening, privacy, noise control, and security. A 6-foot concrete tilt-up wall would be installed along the east and west property line of the hotel and restaurant project. An 8-foot-

high concrete tilt-up wall with decorative pilasters would extend around the perimeter of the Light Industrial/warehouse parcel. Wrought-iron fence gates with screening mesh would be installed at the Light Industrial/warehouse parcel entrances. The pilasters would be provided every 100 feet and at prominent corners.

Landscaping. Landscaping improvements would be designed consistent with Section 6.0 of the PVCCSP and are intended to provide aesthetic benefits as well as screen the various components of the Project from one another. All buildings would have perimeter landscape except where loading docks and entries would interrupt planting. Landscape areas would be provided on all sides of buildings visible to the public and intended to visually reinforce the commercial and light industrial theme within the overall Project as well as along Ramona Expressway. Shade canopy trees would be installed consistent with Section 5.106.12 of the CalGreen Code as a backdrop for all landscaping improvements to provide shade of parking areas and landscape areas, partially screen the buildings as well as provide separation between the commercial and light industrial areas. In addition, planting beds with varied shrub species would be installed along sidewalks in the landscaping foreground. No turf is proposed on-site.

The Conceptual Landscape Plan will include the plants' location, number, genus, species, and container size for plantings proposed along the perimeter and within the interior, including treatment of detention basins. The Good Neighbor Guidelines (GNG) recommend industrial developments provide at least 14 to 15 percent on-site landscaping. Also, the commercial component is required to provide a minimum of 12% landscape coverage.

Construction Characteristics. Construction of Phase I is expected to begin in mid-2024 and be completed by late 2025 (approximately 18 months). Construction of Phase II is expected to begin in mid-2025 and be completed by late 2026. Construction activity is regulated by the City's Municipal Code, Section 7.34.060, which allows construction activities during daytime hours (between the hours of 7:00 am and 7:00 pm), Monday through Saturday, except for legal holidays. Construction equipment is expected to operate on the Project site up to eight hours per day during the allowed days and time period; however, the typical working hours for most construction contractors are 7:00 a.m. to 4:00 p.m. and construction equipment is not in continual use. Rather each piece of equipment is used only periodically during a typical construction workday. Should construction activities need to occur outside of the hours permitted by the Municipal Code, the applicant would be required to obtain authorization from the City of Perris. Should on-site concrete pouring activities need to occur at night to facilitate proper concrete curing, nighttime work would typically occur between the approximate hours of 2:00 am and 8:00 am.

Lights may be used within the construction areas, notably the construction staging areas, to provide security for construction equipment and construction materials. Further, in the event that construction related activities occur during nighttime hours at the Project site, temporary, overhead artificial lighting would be provided to illuminate the work area.

Construction workers would travel to the Project site by passenger vehicle and materials deliveries would occur by medium- and heavy-duty trucks. Construction of the Project would require common construction equipment.

11. Required discretionary approvals:

The following discretionary approvals from the City of Perris are necessary for implementation of the proposed Project:

Specific Plan Amendment (SPA) 22-05380. An amendment to the PVCCSP is required to change the land use designation on the southern portion of the site from commercial to light industrial.

Development Plan Review (DPR) 22-00037. A Development Plan approval is required for construction and operation of the two restaurant buildings and the hotel.

Development Plan Review (DPR) 22-00038. A Development Plan approval is required for construction and operation of the proposed industrial building.

Tentative Parcel Map 38730 Approval PLN22-05328. A TPM is required to create four separate parcels for the proposed light industrial, hotel and two restaurants. The parcel boundaries would adjust the existing lot line north to align with the commercial site boundary.

12. Other public agencies whose approval is required:

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

Riverside County Airport Land Use Commission – The Specific Plan Amendment will require a Riverside County Airport Land Use Commission Compatibility Determination for the March Air Reserve/Inland Port Land Use Compatibility Plan.

Regional Water Quality Control Board (RWQCB) – Issuance of a Construction Activity General Construction Permit and Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit

South Coast Air Quality Management District (SCAQMD) – Permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants, such as diesel fire water pumps, heating, ventilation, and air conditioning (HVAC) units

Eastern Municipal Water District – water and sewer improvement plans

California Department of Transportation – approval of access connections to Ramona Expressway (State Route 74)

13. 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, has consultation begun is there a plan for consultation?

Tribal consultation required per Assembly Bill (AB) 52 and Senate Bill (SB) 18 was initiated on January 21, 2023. The following Tribes were notified:

- Agua Caliente Band of Cahuilla Indians;
- Rincon Band of Luiseño Indians;
- Soboba Band of Luiseño Indians;
- Morongo Band of Mission Indians;
- Torres Martinez Band of Cahuilla Indians; and
- Pechanga Band of Luiseño *Indians*.

To date the Agua Caliente Band of Cahuilla Indians and the Pechanga Band of Luiseño Indians have responded with interest in the Project. The City has initiated consultation with these Tribes which will remain ongoing through the EIR process.

ENVIRONMENTAL FACTORS AFFECTED

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

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

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION 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 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 potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

_____

Printed Name

ENVIRONMENTAL CHECKLIST

The lead agency has defined the column headings in the environmental checklist as follows:

A. "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.

B. "Less Than Significant with Mitigation Incorporated" applies where the inclusion of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." All mitigation measures are described, including a brief explanation of how the measures reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be cross-referenced.

C. "Less Than Significant Impact" applies where the project does not create an impact that exceeds a stated significance threshold.

D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which 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 would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
I. <u>AESTHETICS</u> – 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 view 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?	☐	☒	☐	☐

Applicable PVCCSP Standards and Guidelines

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting. These Standards and Guidelines summarized below are incorporated as part of the proposed Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections. There are no mitigation measures for aesthetics included in the PVCCSP EIR. However, the PVCCSP EIR includes the following mitigation measures to address potential hazards to MARB/IPA operations that are also relevant to the analysis of light and glare impacts. These mitigation measures are incorporated as part of the Project and assumed in the analysis presented in this section.

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-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.

The overall project would be required to comply with applicable elements of the PVCCSP – specifically the *On-Site Design Standards and Guidelines* contained in Chapter 4.0; *Commercial Standards and Guidelines* contained in Chapter 7.0 for the hotel and restaurant component and the *Industrial Standards and Guidelines* contained in Chapter 8.0 for the industrial building.

a) Scenic vistas are generally defined as public viewpoints that provide expansive or notable views of a highly valued landscape and are typically identified in planning documents, such as a general plan, but can also include locally known areas or locations where high-quality public views are available. The City's General Plan, PVCCSP, and PVCCSP EIR do not identify or otherwise designate scenic vistas or protected viewsheds; however, natural landforms are visible throughout the City of Perris. These include Lake Perris Dam, the Russell Mountains and Bernasconi Hills which are all located approximately two miles east of the Project site, and Gavilan Hills and Motte-Rimrock Reserve which are located approximately seven miles west/southwest of the Project site.

Impacts on scenic vistas can result from development directly diminishing the scenic quality of the view or by blocking view corridors. Due to the relatively flat and broad nature of the City's topography, including the project site and surrounding area, Section 6.1 of the City's General Plan EIR identified that "virtually all future building construction consistent with land use and development standards… will obstruct views to the foothills from at least some vantage points." The City's General Plan EIR concludes that the City's east-west and north-south oriented roadways are intended to frame and preserve scenic views towards distant horizons and foothills. Additionally, the PVCCSP EIR Initial Study determined that the PVCCSP area

was not located within a scenic vista and that development allowed by the PVCCSP would not adversely impact a scenic vista.

The Project site is relatively flat and undeveloped with little topographical change and ruderal vegetation. Development at the Project site would include commercial and light industrial land uses. While development of the Project may obstruct views to the foothills from at least some vantage points (i.e., residential mobile home park west of the site); the building designs would be consistent with land use development standards referenced above and the proposed landscaping would preserve east/west roadway corridors that also support scenic views. Impacts to scenic vistas would be **less than significant** and no mitigation would be required.

b) There are three designated state scenic highways in Riverside County as defined by the California Department of Transportation. The nearest state-designated scenic highway to the study area is the segment of State Route 74 (SR-74) that extends from the western boundary of the San Bernardino National Forest (22 miles east of the site) to Highway 111 in the City of Palm Desert. There are presently no officially designated State Scenic Highways that extend through the City of Perris. There are no protected/historic tree species, historic structures or other visually prominent features on the site. **No impact** to these resources would occur as a result of project implementation.

c) The existing visual character of the Project site and surrounding area is characterized by urbanizing commercial and industrial land uses that have been implemented according to the PVCCSP, which was developed to transition a former agricultural area to a contemporary regional commerce center. Development immediately surrounding the vacant and undeveloped Project site includes a mobile home park, Campers of America facility, gas station, warehouse buildings, as well as vacant and undeveloped land. The project site is zoned for Commercial uses by the PVCCSP and the proposed project would require an amendment to the PVCCSP to allow for Light Industrial on the southern parcel uses consistent with the PVCCSP.

The site is located in an urbanized area as defined by Section 15387 of the State CEQA Guidelines and depicted in the US Department of Census 2010 Riverside-San Bernardino, California, Urbanized Area Reference Map (US Department of Census, 2010). The Project would comply with applicable site development criteria contained within the PVCCSP such as height limitations, setbacks, screening and landscaping. Therefore, the project would not conflict with applicable zoning or other regulations governing scenic quality. Impacts associated with the applicable regulations governing scenic quality would be **less than significant** and no mitigation would be required.

d) There are two primary artificial sources of light that generally affect an urban environment: light emanating from building interiors that passes through windows to the outside and light from exterior sources (e.g., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting) that affect the natural ambient light level. The introduction of light can affect adjacent areas and diminish night sky views depending on the location of the light sources and proximity to nearby light-sensitive areas.

Glare can be caused by unshielded or misdirected lighting sources. Reflective surfaces such as chrome or polished metal can also be a source of glare. Glare results from development and associated parking areas that contain reflective materials such as hi-efficiency window glass, highly polished surfaces and expanses of pavement. The Project site is in a developing area with a mix of commercial and industrial development as well as vacant land that is identified for development in the PVCCSP. The existing lighting in the project area includes streetlights and vehicle lights within the adjacent roadway corridors and interior and exterior building lighting from developed parcels proximal to the site.

Proposed lighting is anticipated to include a combination of street and security lighting (including signage) on the exterior of each building and in parking areas. City of Perris Ordinance No. 1051 requires the use of specific types of light fixtures on nonresidential properties to minimize the amount of light cast on adjoining properties, the public right-of-way and into the night sky. The proposed Project would also comply with the lighting requirements in the PVCCSP, which contains lighting standards for security, decorative and parking lots.

The PVCCSP Standards and Guidelines related to colors and materials (Section 4.2.3.5 of the PVCCSP, identified above) encourage the use of low-reflectance facades and prohibits metal siding where visible from publicly accessible areas. Approved building materials generally include wood, brick, native stone, and tinted/textured concrete. Further, as identified in Section 12.1.3, *Compatibility with March ARB/IPA ALUCP,* materials or light sources that would cause sunlight to be reflected towards an aircraft engaged in a climb following takeoff or descent towards a landing at an airport is prohibited. The industrial warehouse building would be constructed of painted concrete tilt-up panels and low-reflective materials, including low-reflective glass. The commercial buildings would be wood-frame construction with finishes approved for use in the PVCCSP. Compliance with the PVCCSP design standards would ensure that glare does not create a nuisance on- or off-site. Therefore, operational impacts related to glare would be less than significant and no mitigation would be required.

During construction, lights may be used within the construction areas, notably the construction staging areas, to provide security for construction equipment and construction materials. Further, in the event that construction-related activities occur during nighttime hours, temporary, overhead artificial lighting would be provided to illuminate the work area. This type of lighting is often unshielded and may shine onto adjacent properties and roadways, which may create a potentially significant temporary light and/or glare impact. This potential impact can be reduced to a **less than significant** level with implementation of the City's standard project review and approval process and with implementation of mitigation measure MM A-1.

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

onto adjacent properties. Compliance with this measure shall be verified by the City of Perris Building Division during construction.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, 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?	☐	☐	☐	☒

Applicable PVCCSP Standards and Guidelines

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

a) The Farmland Mapping and Monitoring Program (FMMP) is a statewide program that designates farmland among several categories, including Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. The FMMP is maintained by the California Department of Conservation (CDC) and is the agency responsible for overseeing farmland classification throughout the state. Agricultural land is rated according to soil quality and irrigation status. The land use highest potential agricultural value is Prime Farmland. Unique farmland is land, other than Prime Farmland, that has combined conditions to produce sustained high quality and high yields of specialty crops. Farmland of Statewide Importance may include tracts of land that have been designated for agriculture by State law. In some areas that are not identified as having national or statewide importance, land is Farmland of Local Importance.

According to the FMMP online mapping database (CDC 2016), the Project site is classified as Farmland of Local Importance and does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Furthermore, the Project site is not used for agricultural production. Additionally, the Conservation Element of the City General Plan does not identify the Project site as containing Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Grazing Land. Therefore, **no impact** would occur in relation to this issue.

b) The Williamson Act, also referred to as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than typical because they are based upon farming and open space rather than full market value. The Williamson Act is only applicable to parcels within an established agricultural preserve consisting of at least 20 acres of Prime Farmland, or at least 40 acres of land not designated as Prime Farmland. The Project site does not meet these criteria; and thus, does not qualify for preservation under a Williamson Act contract nor is the land under a Williamson Act contract. Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **No impact** would occur under this threshold.

c) Public Resources Code Section 12220(g) defines "forest land" as land that can support 10 percent native cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Based on this definition, no forest land occurs within the City of Perris. Further, there is no land zoned as forest land or timberland within the City of Perris. **No impact** would occur under this threshold.

d) The site is vacant and primarily void of vegetation. What vegetation that does exist is limited to ruderal weedy species. There is no concentration of trees on the site that would be considered a forest. The site has not been historically, and is not currently, used or planned to be used for forest land. As such, implementation of the proposed Project would not result in the loss of

forest land or conversion of forest land to non-forest use. Therefore, **no impact** would occur under this threshold

e) The Project site is not designated as Farmland (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) and there is no Farmland in the immediate vicinity of the Project site. The majority of the surrounding area is classified as urban and built-up land. As stated, there is no concentration of trees on or proximal to the site that could be defined as a forest. Therefore, implementation of the project would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. **No impact** would occur in relation to this issue.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY -- 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) adversely affecting a substantial number of people?	☐	☐	☒	☐

Applicable PVCCSP Standards and Guidelines and Mitigation Measures
The PVCCSP includes Standards and Guidelines relevant to the analysis of air quality impacts. These Standards and Guidelines summarized below are incorporated as part of the proposed Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

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

Employee Break Areas and Amenities. Buildings exceeding 100,000 square feet shall require employee amenities such as, but not limited to, cafeterias, exercise rooms, locker rooms and shower, walking trails and recreational facilities. Inclusion of theses amenities in the project would encourage employee trip reduction, reducing associated transportation pollutant emissions.

The following mitigation measures from the PVCCSP EIR are applicable to the proposed Project:

> **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 that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/ or signal synchronization to improve traffic flow.
>
> **MM Air 3** To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:
>
> - requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain);

- keeping disturbed/ loose soil moist at all times;
- requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered, installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip,
- posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved potions of the Project site,
- suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour,
- appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation,
- sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials,
- replacement of ground cover in disturbed areas as quickly as possible.

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 this 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 loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of 5 minutes.

MM Air 13: To promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest of each implementing development project shall provide building occupants 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.

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

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

MM Air 20: Each implementing development project shall 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 requirements 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.

a) The City of Perris is located within the South Coast Air Basin (Basin). The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). Standards for air quality within the Basin are documented in the SCAQMD's Air Quality Management Plan (AQMP). The main purpose of an AQMP is to describe air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area in order to bring the area into compliance with federal and State air quality standards. The SCAQMD's 2022 AQMP is based on regional growth forecasts for the Southern California Association of Governments region. Whether the Project would exceed the growth assumptions in the AQMP is, in part,

based on projections from local general plans. The Perris General Plan Land Use Element adopted in 2005 and updated in 2013 designates the site being within the PVCCSP. The PVCCSP adopted in 2012 designates the site as Commercial (C).

A project is consistent with the regional AQMP if it does not create new violations of clean air standards, exacerbate any existing violations, or delay a timely attainment of such standards. Construction of the Project would generate exhaust from construction equipment and vehicle trips, fugitive dust from demolition and ground-disturbing activities, and off-gas emissions from architectural coatings and paving. The Project would also result in the emission of pollutants into the Basin during Project operation from vehicle and truck trips, and stationary sources. The emission of pollutants resulting from construction (short-term) and operation (long-term) of the Project have the potential to affect implementation of the AQMP. Therefore, any impacts that the Project may have on the attainment of regional air quality objectives will be evaluated in an EIR.

b) The Basin is designated under the California and National Ambient Air Quality Standards (NAAQS) as nonattainment for ozone (O_3), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), nitrogen dioxide (NO_2) (California standard only), and lead (Los Angeles County only).

Air quality impacts are divided into short-term construction and long-term operational impacts. Short-term impacts are the result of demolition, grading, and/or construction operations. Long-term impacts are associated with the long-term operations of the Project. Implementation of the Project may increase existing levels of criteria pollutants and contribute to their nonattainment status in the Basin during both construction and operational activities. Thus, an air quality analysis will be prepared to determine if the Project would result in a cumulatively considerable net increase in any criteria air pollutant. This topic will be addressed in an EIR.

c) Development of the Project has the potential to expose sensitive receptors near the Project site and along its primary truck routes to emissions from mobile sources (i.e., trucks and car exhaust). The nearest sensitive receptors are the existing mobile homes located to the immediate west of the site and the Camper Resorts of America facility located to the immediate east of the site. Due to the presence of sensitive receptors in the vicinity and the volume of truck traffic from development pursuant to the Project, there is the potential to expose nearby sensitive receptors to substantial pollutant concentrations. Therefore, this topic will be further evaluated in an EIR.

d) The State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700, SCAQMD Rule 403, and City of Perris Municipal Code Section 19.44.070, commonly referred to as public nuisance law, prohibits emissions from any source whatsoever in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to the public health or damage to property. Projects required to obtain permits from SCAQMD are evaluated by staff for potential odor nuisance, and conditions may be applied (or control equipment required) where necessary to prevent occurrence of public nuisance.

SCAQMD Rule 402 (Public Nuisance) also prohibits emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. A project that involves a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors. Odor issues are very subjective by the nature of odors themselves and because measurements are difficult to quantify. As a result, this guideline is qualitative and focuses on the existing and potential surrounding uses and location of sensitive receptors.

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints. Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to exhaust emissions, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with other emissions (such as those leading to odors) adversely affecting a substantial number of people during construction would be less than significant.

Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities. The project would construct and operate a hotel and two restaurants (Phase I) and a new light industrial/warehouse building (Phase II) with related infrastructure improvements. These uses are not associated with emissions (such as those leading to odors) adversely affecting a substantial number of people that could rise to the level of significance. Therefore, impacts would be **less than significant** per threshold (d).

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES</u> -- 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, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
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?	☐	☐	☐	☒

The material presented herein is based in part on the *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Proposed Commercial Site located within Assessor Parcel Numbers 303-100-012 and -014 in the City of Perris, Riverside County, California,* prepared by ELMT Consulting, Inc., August, 2023 (Appendix A).

Applicable PVCCSP Standards and Guidelines and Mitigation Measures
There are no PVCCSP Standards and Guidelines applicable to the analysis of biological resources for the proposed Project site.

The PVCCSP EIR includes mitigation measures that are relevant to biological resources. These mitigation measures have been replaced by the City of Perris as reflected in Project Mitigation Measures MM BR-1, MM BR-2, and MM BR-3.

a) The Project site occurs in an area that formerly supported large agricultural operations and has been urbanizing in recent decades. Currently, the surrounding area primarily supports warehouse and industrial developments with pockets of residential and commercial developments interspersed throughout. Undeveloped land in the vicinity is generally fallow agricultural fields with some earthen flood control infrastructure. The site is bounded to the north by Ramona Expressway with undeveloped, vacant land beyond; to the east by a recreational vehicle park; to the south by East Dawes Street with a warehouse development beyond; and to the west by residential and commercial developments. The majority of the site itself supports undeveloped land with the eastern and southern boundaries supporting developed land ornamental landscaping, recreational areas, and vehicle parking/access to the east, and portions of East Dawes Avenue to the south.

Vegetation. Due to existing land uses, no native plant communities or natural communities of special concern were observed on or adjacent to the Project site. The site consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances and developed land. The site is currently vacant, but has been subjected to routine weed abatement,

illegal dumping, and additional disturbance associated with on-site and surrounding development. These disturbances have eliminated the natural plant communities that were once present on and surrounding the Project site. No native plant communities will be impacted from implementation of the proposed Project.

The site supports one (1) plant community: non-native grassland. In addition, the site supports two (2) land cover types that would be classified as disturbed and developed. The majority of the site supports a non-native grassland plant community that undergoes routine weed abatement regimes. This plant community is dominated by non-native grasses such as bromes (*Bromus diandrus* & *B. hordeaceus*), finger grass (*Chloris truncata*), oats (*Avena* sp.), and Mediterranean grass (*Schismus* sp.), and overlaps with portions of irrigated landscaping in the northeast portion of the site. Other plant species observed in the non-native grassland plant community include London rocket (*Sisymbrium irio*), sandmat (*Euphorbia albomarginata*), morning glory (*Calystegia macrostegia*), Russian thistle (*Salsola tragus*), puncture vine (*Tribulus terrestris*), fig opuntia (*Opuntia ficus-indica*), prostrate pigweed (*Amaranthus biltoides*), alkali mallow (*Malvella leprosa*), common heliotrope (*Heliotropium curassavicum*), doveweed (*Croton setiger*), sacred datura (*Datura wrightii*), and cheeseweed (*Malva parviflora*).

Portions of the site support disturbed land where frequent vehicle and pedestrian access, illicit dumping, and other anthropogenic disturbances prevent long-term establishment of vegetation. These areas are barren or sparsely vegetated with weedy/early successional plant species. Plant species observed in the disturbed portion of the site include those observed in the non-native grassland plant community, and a single Brazilian pepper (*Schinus terebinthia*) tree growing near the middle of the western boundary. In addition, vegetation was being removed from a section of the northeast portion of the site during the field investigation.

Developed areas generally encompass all buildings/structures or any paved or otherwise impervious surfaces. In addition, for the purposes of this report, ornamental landscaping supported along the eastern boundary of the site is referred to as developed as it is maintained to be consistent with that of the adjacent recreational and would not be considered a plant community. Plant species observed in the developed portions of the site are generally limited to Bermuda grass (*Cynodon dactylon*) lawn, non-native ornamental trees and shrubs, and scattered non-native weedy species adapted to routine landscape maintenance.

Wildlife. Plant communities provide foraging habitat, nesting/denning sites, and shelter from adverse weather or predation. This section provides a discussion of those wildlife species that were observed or are expected to occur within the Project site. The discussion is to be used a general reference and is limited by the season, time of day, and weather conditions in which the field survey was conducted. Wildlife detections were based on calls, songs, scat, tracks, burrows, and direct observation.

Fish

The MSHCP does not identify any covered or special-status fish species as potentially occurring within the Project site. Further, no fish or hydrogeomorphic features (e.g., perennial creeks,

ponds, lakes, reservoirs) that would provide suitable habitat for fish were observed on or within the vicinity of the site. Therefore, no fish are expected to occur and are presumed absent.

Amphibians

The MSHCP does not identify any covered or special-status amphibian species as potentially occurring within the Project site. Further, no amphibians or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for amphibian species were observed on or within the vicinity of the site. Therefore, no amphibians are expected to occur.

Reptiles

The MSHCP does not identify any covered or special-status reptilian species as potentially occurring within the Project site. The site provides a limited amount of habitat for reptile species adapted to highly disturbed conditions and routine human disturbance. The only reptilian species observed during the field investigation was Great Basin fence lizard (*Sceloporus occidentalis longipes*). Common reptilian species that could be expected to occur on-site include western side-blotched lizard (*Uta stansburiana elegans*) and San Diego alligator lizard (*Elgaria multicarinata webbii*).

Birds

The MSHCP does not identify any covered or special-status avian species as potentially occurring within the Project site. The Project site and surrounding area provide suitable foraging and nesting habitat for bird species adapted to a high degree of human disturbance. Bird species detected during the field survey include CORA common raven (*Corvus corax*), European starling (*Sturnus vulgaris*), yellow-rumped warbler (*Setophaga coronata*), lesser goldfinch (*Spinus psaltria*), house finch (*Haemorhous mexicanus*), white-crowned sparrow (*Zonotrichia leucophrys*), Cassin's kingbird (*Tyrannus vociferans*), Say's phoebe (*Sayornis saya*), Anna's hummingbird (*Calypte anna*), and American crow (*Corvus brachyrhynchos*).

Mammals

The MSHCP does not identify any covered or special-status mammalian species as potentially occurring within the Project site. The site provides limited foraging and cover habitat for mammalian species adapted to a high degree of human disturbance. The only wild mammalian species detected during the field investigation was ground squirrel (*Otospermophilus beecheyi*), however, it should be noted that several free-roaming dogs (*Canis familiaris*) were observed in the eastern portion of the site near the recreational vehicle park. Other common mammalian species that could be expected to occur include possum (*Didelphis virginiana*), raccoon (*Procyon lotor*), coyote (*Canis latrans*).

No wildlife species included in the MSHCP will be impacted by implementation of the proposed project.

Nesting Birds and Raptors

No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted outside of the breeding season. Although subjected to routine disturbance, the ornamental vegetation found on-site and in adjacent areas has potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to urban environments. In addition, portions of the site have potential to support ground-nesting species such as killdeer (*Charadrius vociferans*), although potential is limited due to the presence of free-roaming domestic dogs.

Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). If construction occurs during the nest season, a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. Potentially significant impacts to nesting bird species would be avoided by implementation of Project Mitigation Measure MM BR-1, which replaces PVCCSP EIR mitigation measure MM Bio 1 based on recent input from the California Department of Fish and Wildlife (CDFW).

> **MM BR-1.** In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503, 3503.5, and 3513, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.
>
> If site-preparation activities are proposed during the nesting/breeding season, the project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the project to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. The nest surveys shall include the Project site and adjacent areas where project activities have the potential to cause nest failure. The survey results shall be provided to the City's Planning Division. The project proponent shall adhere to the following:
>
> 1. The project proponent shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.

2. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site preparation and construction activities may begin conducted during the nesting/breeding season. However, if active nests (including nesting raptors) are located then avoidance or minimization measures shall be undertaken in consultation with the City of Perris and the California Department of Fish and Wildlife (CDFW). Measures shall include immediate establishment of an appropriate buffer zone to be established by a qualified biologist, and approved by the City of Perris, based on their best professional judgement and experience. The buffer around the nest shall be delineated and flagged, and no construction activity shall occur within the buffer area until a qualified biologist determines nesting species have fledged and the nest is no longer active or the nest has failed. 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 shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The onsite biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City of Perris Planning Division for mitigation monitoring compliance record keeping.

Special-Status Biological Resources

The CNDDB was queried for reported locations of special-status plant and wildlife species as well as natural communities of special concern in the Perris USGS 7.5-minute quadrangle. Only one quadrangle was used due to the proximity of the site to quadrangle boundaries and regional topography. A search of published records within this quadrangle was conducted using the CNDDB Rarefind 5 online software and the CDFW BIOS database and the CNPS Inventory of Rare and Endangered Plants of California that supplied information regarding the distribution and habitats of vascular plants in the vicinity of the Project site. The habitat assessment evaluated the conditions of the habitat(s) within the boundaries of the Project site to determine if the existing plant communities, at the time of the survey, have the potential to provide suitable habitat(s) for special-status plant and wildlife species.

The literature search identified fifteen (15) special-status plant species and seventy-three (73) special-status wildlife species as having potential to occur within the Perris quadrangle. No special-status plant communities were identified as occurring within this quadrangle. Special-status plant and wildlife species were evaluated for their potential to occur within the Project site based on habitat requirements, availability and quality of suitable habitat, and known distributions. Species determined to have the potential to occur within the general vicinity are presented in *Table C-1: Potentially Occurring Special-Status Biological Resources*, in the Biological Resources Report (Appendix C).

Special-Status Plants

According to the CNDDB and CNPS, fifteen (15) special-status plant species have been recorded in the Perris quadrangle. No special-status plants were observed within the Project site during the field investigation. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined no special-status plant species have potential to occur on-site due to the lack of native habitats and routine on-site disturbances and all are presumed absent.

Special-Status Wildlife

According to the CNDDB, seventy-three (73) special-status wildlife species have been reported in the Perris quadrangle. No special-status wildlife species were observed within the Project site during the field investigation. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the project site has a high potential to support Cooper's hawk (*Accipiter cooperii*) and Costa's hummingbird (*Calypte costae*); a moderate potential to support California horned lark (*Eremophila alpestris actia*); and a low potential to support sharp-shinned hawk (*Accipiter striatus*). It was further determined that the project site does not have potential to support any of the other special-status wildlife species known to occur in the vicinity of the site and all are presumed absent.

None of the aforementioned special-status wildlife species are state or federally listed as threatened or endangered. To ensure impacts to these avian species would not occur from implementation of the proposed project, a pre-construction nesting bird clearance survey shall be conducted prior to ground disturbance (see Project Mitigation Measure MM BR-1, above). With implementation of the pre-construction nesting bird clearance survey, potential impacts to special-status avian species would be less than significant.

Based on regional significance, the potential occurrence of burrowing owl within the project site is described in further detail below:

Burrowing Owl. The burrowing owl is currently listed as a California Species of Special Concern. It is a grassland specialist distributed throughout western North America where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. Burrowing owls use a wide variety of arid and semi-arid environments with well-drained, level to gently-sloping areas characterized by sparse vegetation and bare ground. Burrowing owls are dependent upon the presence of burrowing mammals (such as ground

squirrels) whose burrows are used for roosting and nesting. The presence or absence of colonial mammal burrows is often a major factor that limits the presence or absence of burrowing owls. Where mammal burrows are scarce, burrowing owls have been found occupying man-made cavities, such as buried and non-functioning drainpipes, stand-pipes, and dry culverts. Burrowing mammals may burrow beneath rocks and debris or large, heavy objects such as abandoned cars, concrete blocks, or concrete pads. They also require open vegetation allowing line-of-sight observation of the surrounding habitat to forage as well as watch for predators.

No burrowing owls or recent sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. The project site is unvegetated and/or vegetated with low-growing plant species that allow for line-of-sight observation favored by burrowing owls. Frequent foot traffic and the presence of free-roaming domestic dogs likely precludes burrowing owl from occurring. In addition, the site is surrounded by tall light poles which provide perching opportunities for larger raptor species (i.e., red-tailed hawk [*Buteo jamaicensis*]) that prey on burrowing owls. The presence of raptor perching sites significantly decreases the likelihood that burrowing owls would utilize the site.

Based on the results of the field investigation, it was determined that the Project site does not have potential to support burrowing owl and focused surveys are not recommended. However, out of an abundance of caution, a preconstruction burrowing owl clearance survey shall be conducted prior to development to ensure burrowing owl remain absent from the Project site as specified in Project Mitigation Measures MM BR-2 and MM BR-3. Project Mitigation Measure MM BR-2 replaces PVCCPSP EIR mitigation measure MM Bio 2 based on recent input from the CDFW.

> **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 initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) at the Project site. The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, a preconstruction survey for resident burrowing owls shall also be conducted within three days prior to commencement. If burrowing owls are observed during the Migratory Bird Treaty Act (MBTA) nesting bird survey (Project Mitigation Measure MM BR-1), to be conducted within three days of ground disturbance or vegetation clearance, the observation shall be reported to the CDFW and the US Fish and Wildlife Service (USFWS). 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 burrowing owl are not detected during the pre-construction survey, no further mitigation is required.

If burrowing owl are detected, the CDFW shall be sent written notification within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the project proponent shall not commence activities until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below.

If owl presence is difficult to determine, a qualified biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy.

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 MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows). and management activities for relocated owls may also be required in the Burrowing Owl Plan. The permittee shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to CDFW prior to the start of project activities. The onsite qualified biologist will verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan. When the biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, project activities may begin.

MM BR-3. If burrowing owl are discovered to occupy the Project site after project activities have started, then construction activities shall be halted immediately. The project proponent shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed in Project Mitigation Measure MM BR-2, shall be implemented. The Burrowing Owl Plan shall be submitted to the CDFW for review and approval within two weeks of detection and no project activity shall continue within 1,000 feet of the burrowing owls until the CDFW approves the Burrowing Owl Plan. The project proponent shall be responsible for implementing appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Plan.

Special-Status Plant Communities

The CNDDB does not identify any special-status plant communities as occurring within the Perris quadrangle. No CDFW special-status plant communities occur within the boundaries of the Project site.

Critical Habitat. Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. All federal agencies are required to consult with the United States Fish and Wildlife Service (USFWS) regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy its designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a CWA Permit from the Corps). If a there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with the USFWS.

The Project site is not located with federally designated Critical Habitat (refer to Exhibit 6, *Critical Habitat*, in Attachment A). The nearest designated Critical Habitat is located approximately 3.7 miles to the southeast for spreading navarretia (*Navarretia fossalis*). Therefore, the loss or adverse modification of Critical Habitat would not occur as a result of the proposed project and consultation with the USFWS would not be required for implementation of the proposed project.

Stephen's Kangaroo Rat Habitat Conservation Plan. Separate from the consistency review against the policies of the MSHCP, Riverside County established a boundary in 1996 for protecting the Stephens' kangaroo rat (*Dipodomys stephensi*), a federally endangered and state threatened species. The Stephens' kangaroo rat is protected under the Stephens' Kangaroo Rat Habitat Conservation Plan (County Ordinance No. 663.10; SKR HCP). As described in the MSHCP Implementation Agreement, a Section 10(a) Permit, and California Fish and Game Code Section 2081 Management Authorization were issued to the Riverside County Habitat Conservation Agency (RCHCA)for the Long-Term SKR HCP and was approved by the USFWS and CDFW in August 1990 (RCHCA 1996). Relevant terms of the SKR HCP have been incorporated into the MSHCP and its Implementation Agreement. The SKR HCP will continue to be implemented as a separate HCP; however, to provide the greatest conservation for the largest number of Covered Species, the Core Reserves established by the SKR HCP are managed as part of the MSHCP Conservation Area consistent with the SKR HCP. Actions shall not be taken as part of the implementation of the SKR HCP that will significantly affect other Covered Species. Take of Stephens' kangaroo rat outside of the boundaries but within the MSHCP area is authorized under the MSHCP and the associated permits.

The Project site is located within the Mitigation Fee Area of the SKR HCP. Therefore, the Project applicant would be required to pay the SKR HCP Mitigation Fee prior to development of the project site.

b and c) No wetland or riparian areas are located within the Project site nor would any affected by the proposed Project. **No impacts** to wetland or non-wetland waters of the US and CDFW riparian habitat would occur with Project implementation.

d) Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The project site has not been identified as occurring in a wildlife corridor or linkage. The Project site is surrounded by existing urban development and the proposed project would be confined to existing areas that have been heavily disturbed and are isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. As such, implementation of the proposed project would not impact wildlife movement opportunities. Therefore, **no impact** would occur under this threshold.

e) The City of Perris Municipal Code Section 19.71.050 provides regulations for the protection, preservation, and maintenance of significant tree resources and establishes minimum mitigation measures for trees removed as a result of new development. As stated, the portions of the site support disturbed land where frequent vehicle and pedestrian access, illicit dumping, and other anthropogenic disturbances prevent long-term establishment of vegetation. These areas are barren or sparsely vegetated with weedy/early successional plant species. Plant species observed in the disturbed portion of the site include those observed in the non-native grassland plant community, and a single Brazilian pepper (*Schinus terebinthia*) tree growing near the middle of the western boundary. In addition, vegetation was being removed from a section of the northeast portion of the site during the field investigation. No trees are recommended for transplanting, storage and replanting. **No impact** to protected tree species would occur under this threshold.

f) The Project site is located within the Mead Valley Area Plan of the MSHCP but is not located within any designated Criteria Cells. Additionally, the Project site is only located within the designated survey areas for the following Criteria Area Species as depicted in Figures 6-4 within Section 6.3.2 of the MSHCP: San Jacinto Valley crownscale, Parish's brittlescale,

Davidson's saltscale, thread-leaved brodiaea, round-leaved filaree, smooth tarplant, coulter's goldfields, little mousetail, and mud nama.

The City of Perris is a permittee under the MSHCP and, while the project is not specifically identified as a Covered Activity in the MSHCP, under Section 7.3.1, *Public and Private Development Consistent with MSHCP Criteria*, public and private development within the Criteria Area that is determined to be consistent with the Criteria is considered a Covered Activity.

Further, while the project is not specifically identified as a Covered Activity under Section 7.1 of the MSHCP, public and private development that are outside of Criteria Areas and Public/Quasi-Public (PQP) Lands are permitted under the MSHCP, subject to consistency with MSHCP policies that apply to area outside of Criteria Areas. Thus, to achieve coverage under both Section 7.3.1 and 7.1, the project must be consistent with the following policies of the MSHCP:

- The policies for the protection of species associated with Riparian/Riverine areas and vernal pools as set forth in Section 6.1.2 of the MSHCP;
- The policies for the protection of Narrow Endemic Plant Species as set forth in Section 6.1.3 of the MSHCP;
- Guidelines pertaining to the Urban/Wildlands Interface intended to address indirect effects associated with locating Development in proximity to the MSHCP Conservation Area as detailed in Section 6.1.4 of the MSHCP;
- The requirements for conducting additional surveys as set forth in Section 6.3.2 of the MSHCP; and
- A Habitat Evaluation Acquisition Negotiation Strategy (HANS) as set forth in Section 6.1.1 of the MSHCP.

Riparian/Riverine Areas and Vernal Pools

The MSHCP requires that an assessment be completed if impacts to riparian/riverine areas and vernal pools could occur from construction of the proposed project. According to the MSHCP, the documentation for the assessment shall include mapping and a description of the functions and values of the mapped areas with respect to the species listed in Section 6.1.2 of the MSHCP, *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools*.

Riparian/Riverine Areas

As identified in Section 6.1.2 of the MSHCP, *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools,* riparian/riverine areas are defined as areas dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens which occur close to or are dependent upon nearby freshwater, or areas with freshwater flowing during all or a portion of the year. Conservation of these areas is intended to protect habitat that is essential to a number of listed or special-status water-dependent fish, amphibian, avian, and plant species. If impacts to riparian/riverine habitat cannot be avoided, a Determination of Biologically Equivalent or Superior Preservation (DBESP) must be developed to address the replacement of lost functions of habitats in regard to the listed species. This assessment is independent from considerations

given to “waters of the U.S.” and “waters of the State” under the CWA and the California Fish and Game Code.

No jurisdictional drainages, riparian/riverine and/or wetland features were observed within the Project site during the field investigation. Development of the proposed project will not result in impacts to riparian/riverine habitats and a DBESP will not be required for the loss of riparian/riverine habitat from development of the proposed project.

Vernal Pools

One of the factors for determining the suitability of the habitat for fairy shrimp would be demonstrable evidence of seasonal ponding in an area of topographic depression that is not subject to flowing waters. These astatic pools are typically characterized as vernal pools. More specifically, vernal pools are seasonal wetlands that occur in depression areas without a continual source of water. They have wetland indicators of all 3 parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetland indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season. The determination that an area exhibits vernal pool characteristics and the definition of the watershed supporting vernal pool hydrology is made on a case-by-case basis. Such determinations should be considered the length of time the areas exhibit upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland. The seasonal hydrology of vernal pools provides for a unique environment, which supports plants and invertebrates specifically adapted to a regime of winter inundation, followed by an extended period when the pool soils are dry.

Vernal pools are seasonally inundated, ponded areas that only form in regions where specialized soil and climatic conditions exist. During fall and winter rains typical of Mediterranean climates, water collects in shallow depressions where downward percolation of water is prevented by the presence of a hard pan or clay pan layer (duripan) below the soil surface. Later in the spring when rains decrease and the weather warms, the water evaporates and the pools generally disappear by May. The shallow depressions remain relatively dry until late fall and early winter with the advent of greater precipitation and cooler temperatures. Vernal pools provide unusual "flood and drought" habitat conditions to which certain plant and wildlife species have specifically adapted as well as invertebrate species such as fairy shrimp.

The MSHCP lists two general classes of soils known to be associated with listed and special-status plant species; clay soils and Traver-Domino Willow association soils. The specific clay soils known to be associated with listed and special-status species within the MSHCP plan area include Bosanko, Auld, Altamont, and Porterville series soils, whereas Traver-Domino Willows association includes saline-alkali soils largely located along floodplain areas of the San Jacinto River and Salt Creek. Without the appropriate soils to create the impermeable restrictive layer, none of the special-status plant or wildlife species associated with vernal pools can occur within the Project site. None of these soils have been documented within the Project site.

A review of recent and historic aerial photographs (1985-2021) of the Project site did not provide visual evidence of an astatic or vernal pool conditions within the Project site. No ponding was observed, further supporting the fact that the drainage patterns currently occurring within the project site do not follow hydrologic regimes needed for vernal pools. From this review of historic aerial photographs and observations during the field investigations, it can be concluded that there is no indication of vernal pools or suitable fairy shrimp habitat occurring within the proposed Project site. Therefore, the project is consistent with Section 6.1.2 of the MSHCP.

Fairy Shrimp Habitat

Riverside fairy shrimp (*Streptocephalus woottoni*)

Riverside fairy shrimp are restricted to deep seasonal vernal pools, vernal pool like ephemeral ponds, and stock ponds and other human modified depressions The prefer warm-water pools that have low to moderate dissolved solids, are less predictable, and remained filled for extended periods of time. Basins that support Riverside fairy shrimp are typically dry a portion of the year, but usually are filled by late fall, winter or spring rains, and may persist through May. Know habitat occur within annual grasslands, which may be interspersed through chaparral or coastal sage scrub vegetation. In Riverside County, Riverside fairy shrimp have been found in pools formed over the following soils: Murrieta stony clay loams, Las Posas series, Wyman clay loam, and Willows soils.

The Project site is underlain by Greenfield sandy loam and Hanford coarse sandy loam. The aforementioned soils that Riverside fairy shrimp are typically associated with in Riverside County do not occur on-site. Soils on-site have been mechanically disturbed and heavily compacted from historic land uses (i.e., historic agricultural activities and surrounding development). Due to the lack of soils associated with Riverside fairy shrimp, on-site anthropogenic disturbances, and no indicators of water ponding or astatic water conditions, the site was determined not to provide suitable habitat for Riverside fairy shrimp.

Santa Rosa Plateau fairy shrimp (*Linderiella santarosae*)

Santa Rosa Plateau fairy shrimp are restricted to seasonal southern basalt flow vernal pools with cool clear to milky waters that are moderately predictable and remain filled for extended periods of time and are known only from vernal pool on the Santa Rosa Plateau. Since the Project site is not located within the known area where Santa Rosa Plateau fairy shrimp have been documented, and no indicators of water ponding or astatic water conditions, the site was determined not to provide suitable habitat for Santa Rosa Plateau fairy shrimp.

Vernal pool fairy shrimp (*Branchinecta lynchi*)

Vernal pool fairy shrimp are restricted to seasonal vernal pools (vernal pools and alkali vernal pools) and prefer cool-water pools that have low to moderate dissolved solids, are unpredictable, and often short lived. The vernal pool fairy shrimp is known from four locations in Western Riverside County MSHCP Plan Area: Skunk Hollow, the Santa Rosa Plateau, Salt Creek, and the vicinity of the Pechanga Indian Reservation. Since the Project site is not located within or adjacent to the four know populations, and no indicators of water ponding or astatic

water conditions, the site was determined not to provide suitable habitat for vernal pool fairy shrimp.

Narrow Endemic Plant Species

Section 6.1.3 of the MSHCP, *Protection of Narrow Endemic Plant Species*, states that the MSHCP database does not provide sufficient detail to determine the extent of the presence/distribution of Narrow Endemic Plant Species within the MSHCP Plan Area. Additional surveys may be needed to gather information to determine the presence/absence of these species to ensure that appropriate conservation of these species occurs. Based on the RCA MSHCP Information Map query and review of the MSHCP, it was determined that the Project site is not located within the designated survey area for Narrow Endemic Plant Species. Through the field investigation, it was determined that the Project site does not provide suitable habitat for any of the Narrow Endemic Plant Species listed under Section 6.1.3 of the MSHCP, and, therefore, the project is consistent with Section 6.1.3 of the MSHCP. No additional surveys or analysis is required.

Additional Survey Needs and Procedures

In accordance with Section 6.3.2 of the MSHCP, *Additional Survey Needs and Procedures*, additional surveys may be needed for certain species to achieve coverage for these species. The query of the RCA MSHCP Information Map and review of the MSHCP determined that the Project site is only located within any the designated survey areas for Criteria Area Plant Species: San Jacinto Valley crownscale, Parish's crownscale, Davidson's saltscale, thread-leaved brodiaea, round-leaved filaree, smooth tarplant, Coulter's goldfields, little mousetail, and mud nama.

San Jacinto Valley Crownscale (*Atriplex coronata var. notatior*)

San Jacinto Valley crownscale is federally endangered and designated as a CNPS 1B.1 species. It is an annual herb that blooms from April to August and is restricted to highly alkaline, silty-clay soils in association with Traver-Domino-Willows soil associations. San Jacinto Valley crownscale primarily occurs in floodplains dominated by alkali scrub, alkali playas, vernal pools, and alkali grasslands. This species is endemic to Riverside County and is restricted to the San Jacinto, Perris, Menifee and Elsinore Valleys.

San Jacinto Valley Crownscale was not observed on-site during the field investigation. While portions of the site are mapped as being underlain by potentially suitable soils, on-site soils have been mechanically disturbed and heavily compacted following decades of agricultural land uses and other anthropogenic disturbances such that they no longer provide suitable habitat for this species. In addition, no native plant communities are present within the Project site and the site is entirely surrounded by existing development, isolating it from potentially suitable habitat. As a result, the Project site was determined not to have potential to support San Jacinto Valley crownscale.

Parish's Brittlescale (*Atriplex parishii*)

Parish's brittlescale is designated as a CNPS 1B.1 species. It is an annual herb that blooms from June to October and is found in alkaline habitats. In western Riverside County it is found primarily along the San Jacinto River and at Salt Creek within the Domino-Willows-Traver Soils series in association with the alkali vernal pools, alkali annual grassland, alkali playa, and alkali scrub components of alkali vernal plains. Salt Creek west of Hemet and the Winchester Valley support the only known populations of this plant.

Parish's brittlescale San Jacinto Valley Crownscale was not observed on-site during the field investigation. While portions of the site are mapped as being underlain by potentially suitable soils, on-site soils have been mechanically disturbed and heavily compacted following decades of agricultural land uses and other anthropogenic disturbances such that they no longer provide suitable habitat for this species. In addition, no native plant communities are present within the Project site and the site is entirely surrounded by existing development, isolating it from potentially suitable habitat. As a result, the Project site was determined not to have potential to support Parish's brittlescale.

Davidson's Saltscale (*Atriplex serenana var. davidsonii*)

Davidson's saltscale is designated as a CNPS 1B.2 species. It is an annual herb that blooms from April to October and occurs in coastal bluff scrub and coastal scrub in alkaline soils. In Riverside County, Davidson's saltscale is found in the Domino-Willows-Traver Soils series in association with the alkali vernal pools, alkali annual grassland, alkali playa, and alkali scrub components of alkali vernal plains. Currently known key populations of Davidson's saltscale include Salt Creek west of Hemet, the middle segment of San Jacinto River, and the San Jacinto Wildlife Area.

Davidson's saltscale was not observed on-site during the field investigation. While portions of the site are mapped as being underlain by potentially suitable soils, on-site soils have been mechanically disturbed and heavily compacted following decades of agricultural land uses and other anthropogenic disturbances such that they no longer provide suitable habitat for this species. In addition, no native plant communities are present within the Project site and the site is entirely surrounded by existing development, isolating it from potentially suitable habitat. As a result, the Project site was determined not to have potential to support Davidson's saltscale.

Thread-leaved Brodiaea (*Brodiaea filifolia*)

Thread-leaved brodiaea is federally threatened and State endangered. It is a perennial bulbiferous herb that blooms from March to June and it typically occurs on gentle hillsides, valleys, and floodplains in semi-alkaline mudflats, vernal pools, mesic southern needlegrass grassland, mixed native-nonnative grassland and alkali grassland plant communities in association with clay, loamy sand, or alkaline silty-clay soils. Localities occupied by this species are frequently intermixed with, or near, vernal pool complexes, such as at the Santa Rosa Plateau and in the Upper Salt Creek drainage southwest of Hemet in Riverside County.

Thread-leaved brodiaea was not observed on-site during the field investigation. While portions of the site are mapped as being underlain by potentially suitable soils, on-site soils have been

mechanically disturbed and heavily compacted following decades of agricultural land uses and other anthropogenic disturbances such that they no longer provide suitable habitat for this species. In addition, no native plant communities are present within the Project site and the site is entirely surrounded by existing development, isolating it from potentially suitable habitat. As a result, the Project site was determined not to have potential support thread-leaved Brodiaea.

Round-leaved Filaree (*California macrophylla*)

Round-leaved filaree typically occurs in cismontane woodland, valley grassland, and chaparral within the Riverside lowlands and Santa Ana Mountains bioregions. It is thought to prefer clay soils. Round-leaved filaree is an annual herb with a blooming period from March to May and is designated as a CNPS 1B.1 species.

Round-leaved filaree was not observed on-site during the field investigation. On-site soils have been mechanically disturbed and heavily compacted following decades of agricultural land uses and other anthropogenic disturbances such that they no longer provide suitable habitat for this species. In addition, no native plant communities are present within the Project site and the site is entirely surrounded by existing development, isolating it from potentially suitable habitat. As a result, the Project site was determined not to have potential to support round-leaved filaree.

Smooth Tarplant (*Centromadia pungens ssp. laevis*)

Smooth tarplant is designated as a CNPS 1B.1 species. It is an annual herb that blooms from April to September. Smooth tarplant is an annual member of the sunflower family (Asteraceae) that often occurs in vernal pools, alkali playas and scrub, alkali grasslands, riparian areas, and disturbed sites in alkaline soils. However, smooth tarplant is also tolerant of disturbance, and is often found in agricultural lands or other disturbed mesic alkaline habitats. The majority of the populations in western Riverside County are associated with alkali vernal plains. Smooth tarplant is found at scattered low elevation locations throughout much of western Riverside County.

Smooth tarplant was not observed on-site during the field investigation. While portions of the site are mapped as being underlain by potentially suitable soils, on-site soils have been mechanically disturbed and heavily compacted following decades of agricultural land uses and other anthropogenic disturbances such that they no longer provide suitable habitat for this species. In addition, no native plant communities are present within the Project site and the site is entirely surrounded by existing development, isolating it from potentially suitable habitat. While smooth tarplant is tolerant of growing in disturbed conditions, decades of vegetation removal is expected to have removed this species from the site and surrounding area. As a result, the Project site was determined not to have potential to support smooth tarplant.

Coulter's Goldfield (*Lasthenia glabrata ssp. coulteri*)

Coulter's goldfields are designated as a CNPS 1B.1 species. It is an annual herb that blooms from February to June and has been found to occur in marshes and swamps, playas, and vernal

pools. In Riverside County, Coulter's goldfields occur primarily in highly alkaline, silty-clay soils in association with the Traver-Domino-Willows soil association. Coulter's goldfields occur primarily in the alkali vernal plains community. These are floodplains dominated by alkali scrub, alkali playas, vernal pools, and alkali grasslands.

Coulter's goldfield was not observed on-site during the field investigation. While portions of the site are mapped as being underlain by potentially suitable soils, on-site soils have been mechanically disturbed and heavily compacted following decades of agricultural land uses and other anthropogenic disturbances such that they no longer provide suitable habitat for this species. In addition, no native plant communities are present within the Project site and the site is entirely surrounded by existing development, isolating it from potentially suitable habitat. As a result, the Project site was determined not to have potential to support Coulter's goldfield.

Little Mousetail (*Myosurus minimus*)

Little mousetail is a CNPS 3.1. This plant species is an annual herb that blooms from March to June and occurs in association with vernal pools and within the alkali vernal pools and alkali annual grassland components of alkali vernal plains. Little mousetail is found in areas that have semi-regular inundation. Little mousetail is known from at least nine locations in western Riverside County. The largest population complex of this plant known is found within an alkali vernal pool complex at Salt Creek west of Hemet. Two populations are on the Santa Rosa Plateau within the Santa Rosa Plateau Preserve.

Little mousetail was not observed on-site during the field investigation. While portions of the site are mapped as being underlain by potentially suitable soils, on-site soils have been mechanically disturbed and heavily compacted following decades of agricultural land uses and other anthropogenic disturbances such that they no longer provide suitable habitat for this species. In addition, no native plant communities are present within the Project site and the site is entirely surrounded by existing development, isolating it from potentially suitable habitat. As a result, the Project site was determined not to have potential to support little mousetail.

Mud Nama (*Nama stenocarpa*)

Mud nama is an annual herb that blooms from January to July and is listed as a CNPS 2B.2 species. Mud nama is typically is found within muddy embankments of marshes and swamps, and within lake margins and riverbanks between 16 and 1,640 feet above mean sea level. Within Riverside County, this species is known from along the San Jacinto River near Gilman Springs Road and from the EL Casco quadrangle.

Mud nama was not observed on-site during the field investigation. While portions of the site are mapped as being underlain by potentially suitable soils, on-site soils have been mechanically disturbed and heavily compacted following decades of agricultural land uses and other anthropogenic disturbances such that they no longer provide suitable habitat for this species. In addition, no native plant communities are present within the Project site and the site is entirely surrounded by existing development, isolating it from potentially suitable habitat. As a result, the Project site was determined not to have potential to support mud nama.

Urban/Wildlands Interface Guidelines

Section 6.1.4 of the MSHCP, *Guidelines Pertaining to Urban/Wildlands Interface,* is intended to address indirect effects associated with development in proximity to MSHCP Conservation Areas. The Urban/Wildlife Interface Guidelines are intended to ensure that indirect project-related impacts to the MSHCP Conservation Area, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, are avoided or minimized. The Project site is not located within or immediately adjacent to any Criteria Cells, corridors, or linkages. The urban/Wildlands Interface Guidelines do not apply to this Project, and, therefore, the Project is consistent with Section 6.1.4 of the MSHCP.

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

The material presented herein is based on the Cultural Resources Investigation in Support of Alabbasi Commercial Perris Project, City of Perris, Riverside County, California, PaleoWest, August 3, 2023 (Appendix B).

Applicable PVCCSP Standards and Guidelines and Mitigation Measures
There are no Standards and Guidelines included in the PVCCSP related to cultural resources. The Cultural Resources Investigation was prepared for the Project in compliance with the following PVCCSP EIR mitigation measure:

> **MM Cultural 1:** Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Phase I Cultural Resources Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional 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, archeological, 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 Native American Heritage Commission (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 shall also 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; and

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 and discovered significant prehistoric and historical archaeological sites, and sites containing Native American human remains. Where feasible, plans for implementing projects shall be developed to avoid known significant archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, the implementing projects shall be designed and landscaped in a manner, which would ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native

American human remains shall be placed within permanent conservation easements or dedicated open space areas.

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

The PVCCSP EIR includes additional mitigation measures that are relevant to cultural resources. These mitigation measures have been replaced by the City of Perris as reflected in Project Mitigation Measures MM CR-1 and MM CR-2.

a) Sources consulted during the cultural resource literature and data review include the National Register of Historic Places (NRHP), the Office of Historic Preservation Archaeological Determinations of Eligibility, and the Office of Historic Preservation Built Environment Resources Directory (BERD). There are no listed cultural resources recorded within the Project area or within one mile of the Project area.

Archival research conducted on the Project site includes a review of Bureau of Land Management General Land Office (GLO) records, a Riverside County assessor's parcel search, and review of historical topographic maps and aerial images. The Riverside County assessor's parcel search indicated that the parcel is vacant commercial land and did not indicate any persons of note as past owners.

Historical maps were consulted, including Elsinore (1901), Southern California (1901), and Santa Ana, CA (1947, 1959, and 1960) 60-minute; Perris, CA (1942) 30-minute; and Perris (1953, 1967, 1973) 7.5-minute USGS quadrangles. No roads or structures are depicted in the Project area on any of the maps, though the development of properties to the east and west are shown on the 2012 and 2015 Perris maps, indicating that development of the area did not occur until recently. A review of historical aerial photographs from NETROnline dated 1966, 1967, 1978, 1985, 1997, 2005, 2010, and 2020 indicates that the property was likely used for agriculture before development of the area began in the late 1970s. No structures appear to have been built on the parcel at any time. However, an aerial from 1978 does show large areas on the eastern side of the Project area that appear to have been denuded of vegetation, possibly used as lay-down areas, during construction of the adjacent mobile home park. No evidence of the lay down areas is currently visible on the project site.

PaleoWest conducted a pedestrian survey of the proposed Project area on January 5, 2023. No historic resources were identified during the survey of the Project area. Although a review of historic topographic maps indicates no development in the immediate vicinity of the Project area, the geographic proximity of the Project area to the Perris Indian School suggests that the area is sensitive for historic-period archaeological deposits. The Perris Indian School was the first off-reservation Indian Boarding School in the state of California and operated from 1892–1904. While historic in age, remains associated with the school are Native American and

potentially have significant heritage value. No known impacts associated with historic resources would occur with implementation of the project. However, implementation of Project Mitigation Measure CR-1 identified below would address potential impacts to historic resources. Impacts would be **less than significant.**

b) The cultural resource investigation of the Project area included background research, communication with the Native American Heritage Commission (NAHC) and interested Native American tribal groups and a pedestrian survey of the Project area. The purpose of the investigation was to determine the potential for the Project to impact archaeological and historical resources under CEQA.

A cultural resource records search and literature review was conducted at the Eastern Information Center of the California Historical Resource Information System on December 20, 2022. The records search indicated that 19 previous studies have been conducted within one mile of the Project area. In addition, five cultural resources have been recorded within one mile of the Project area. These resources include one prehistoric archaeological site, three historic period sites, and one historic period built-environment resource. None of these previously documented resources are in the Project area.

As part of the Cultural Resource Assessment, PaleoWest requested a search of the Sacred Lands File from the NAHC on October 18, 2022. Results indicate that there are known Native American cultural resources within the immediate vicinity of the Project area. The NAHC suggested contacting 21 individuals representing 14 Native American tribal groups to find out if they have additional information about the Project area. The 14 recommended tribal groups were contacted. To date, seven responses have been received and summarized as follows: The Quechan Historic Preservation Department sent an email indicating the Tribe does not wish to comment on the Project, stating they defer to more local tribes.

The Viejas Band of Kumeyaay Indians sent a letter via email stating that the Tribe has reviewed the project and found it not to have cultural ties to the Viejas and recommends contacting Tribes closer to the Project location.

Three separate responses were received by phone and email from representatives of the Pechanga Band of Indians. They indicate that the Project is not within Reservation lands but is in Pechanga ancestral territory near three Sacred Lands Filings, an ancestral trail, and 16 prehistoric and historic sites. Of particular concern is the historic Perris Indian Boarding School 324 yards away from the Project area. Members of the Pechanga Band were among those sent to the school, and Tribal Elders report that at least one student was buried on the property. The Project area is also located near multiple reburial sites. The Tribe believes the Project area has an extremely high sensitivity for buried cultural resources and has made the following requests:

- Notification once the Project begins the entitlement process;
- Copies of all applicable archaeological reports, site records, proposed grading plans, and environmental documents;

- Government-to-government consultation with the Lead Agency;
- The Tribe believes that monitoring by a Riverside County Qualified archaeologist and a professional Pechanga Tribal Monitor may be required during earthmoving activities. Therefore, the Tribe reserves its right to make additional comments and recommendations once the environmental documents have been received and fully reviewed; and
- In the event that subsurface cultural resources are identified, the Tribe requests consultation with the Project proponent and Lead Agency regarding the treatment and disposition of all artifacts.

The Tribal Historic Preservation Officer for the Rincon Band of Luiseño Indians responded that the Rincon Band has no specific information to share about Tribal Cultural Resources or Tribal Cultural Properties within the Project area.

The Agua Caliente Band of Cahuilla Indians responded, stating that while the Project is not located within the ACBCI's reservation boundaries, the Project is located within the Tribe's Traditional Use Area. As such, the Tribe made the following requests:

- a cultural resources inventory of the Project area by a qualified archaeologist prior to any development activities in this area;
- copies of any cultural resource documentation (report and site records) generated in connection with this project;
- a copy of the records search with associated survey reports and site records from the information center; and
- The presence of an approved Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer.

As stated, PaleoWest conducted a pedestrian survey of the proposed Project area on January 5, 2023. No archaeological or built-environment resources were identified during the survey in the Project area. Implementation of Project Mitigation Measure CR-1 would reduce potential impacts to less than significant. Project Mitigation Measure CR-1 replaces PVCCSP EIR mitigation measures MM Cultural- 2, MM Cultural 3-, and MM Cultural- 4.

> **MM CR-1.** Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be

subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site project improvement areas until the archaeologist has been approved by the City.

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

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

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

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist;
- Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and
- The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

The Project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this

condition. This agreement shall not modify any condition of approval or mitigation measure.

In the event that archaeological resources are discovered at the Project site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner 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 Native American artifacts are identified when Luiseño tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Luiseño tribal representative will be notified. The designated Luiseño tribal representative shall be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis shall be undertaking in a manner that avoids destruction or other adverse impacts.

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

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

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

A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed

with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center (EIC) and the Luiseño tribe(s) involved with the Project.

c) 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, 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 Mitigation Measure MM CR-2, which replaces PVCCSP EIR mitigation measure MM Cultural 6, as subsequently revised by the City of Perris. The proposed project grading impact to unanticipated discovery of human remains would be **less than significant** with implementation of Mitigation Measure CR-2**.**

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

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

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
VI. ENERGY – Would the project:				
a) Result in potentially significant adverse impact due to wasteful, inefficient, 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?	☐	☐	☐	☒

Applicable PVCCSP Standards and Guidelines
Section 1.2 (Specific Plan Vision and Objectives) of the PVCCSP encourages increased energy efficiency in building design and the offering of incentives for LEED certification. Section 4.2.4 (Lighting) of the PVCCSP requires lighting standards to be energy efficient. No other PVCCSP Standard and Guidelines are applicable to the analysis of energy.

The proposed Project is required to adhere to PVCCSP EIR mitigation measures MM Air-19 and MM Air-20 which are defined as follows:

> MM Air 19: Require development projects to include installation of energy-efficient street lighting throughout project sites.
>
> MM Air 20: Require development project 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.

a) During construction, the project would temporarily consume energy for the operation of construction equipment and vehicles. Standard methods of earth moving, excavations, building construction, and paving are planned. Construction activities do not include methods of construction which would result in inefficient or unnecessary use of energy resources. For operational energy use, the project would be required to meet CCR Title 24 building energy and CALGreen green standards. Energy-efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for space or water heating) results in greenhouse gases (GHG) emissions. The Title 24 standards are updated approximately every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The 2022 Title 24 standards went into effect on January 1, 2023. The standards are divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards—the energy budgets—that vary by climate zone (of which there are 16 in California) and building type; thus, the standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.

CALGreen (CCR Title 24, Part 11) is a code with mandatory requirements for all nonresidential buildings (including industrial and commercial buildings) for which no other state agency has authority to adopt green building standards. The current 2022 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings went into effect on January 1, 2023. CALGreen is intended to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. In short, the code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction. CALGreen contains requirements for storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more.

Compliance with state Title 24 and CALGreen standards, and PVCCSP design standards and guidelines, and PVCCSP EIR mitigation measures MM Air 19 and MM Air 20 would ensure the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. No further Project-specific mitigation measures would be required. Implementation of the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resource that may have a significant impact on the environment. Impacts would be **less than significant** and no mitigation would be required.

b) Several levels of government have implemented regulatory programs in response to reducing GHG emissions, which consequently serve to increase energy efficiency statewide. Multiple state agencies, including CARB, California Energy Commission, California Public Utilities Commission, CalRecycle, California Department of Transportation (Caltrans), and the Department of Water Resources have developed regulatory and incentive programs that promote energy efficiency. Many of the measures are generally beyond the ability of any future development to implement and are implemented by utility providers or manufacturers.

The project does not conflict with any state or local plans for renewable energy efficiency. The project would employ standard methods of construction and does not propose to create a project condition post-construction whereby a greater energy, relative to projects of a similar scope would occur. The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **No impact** would result from the project under this threshold.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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 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 1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Information provided in this section was obtained in part from the *Preliminary Geotechnical Investigation and Infiltration Feasibility Testing Report,* prepared by Geo Soils, Inc., October 2022) and provided herein as Appendix C and the *Paleontological Resource Assessment for the Alabbasi Commercial Project, City of Perris, Riverside County, California,* prepared by PaleoWest, LLC, (March 7, 2023) and provided as Appendix D.

Applicable PVCCSP Standards and Guidelines and Mitigation Measures
There are no PVCCSP Standard and Guidelines applicable to the analysis of geology and soils. A Geotechnical Engineering Investigation was prepared for the Project in compliance with the following applicable PVCCSP EIR mitigation measure:

MM Geo 1: Concurrent with the City of Perris' review of implementing development projects, the project proponent of the implementing development project shall submit a geotechnical report prepared by a registered geotechnical engineer and a qualified engineering geologist to the City of Perris Public Works/Engineering Administration Division for its review and approval. The geotechnical report shall assess the soil stability within the implementing development project affecting individual lots and building pads, and shall describe the methodology (e.g., over-excavated, backfilled, compaction) being used to implement the project's design.
In addition, PVCCSP EIR mitigation measure MM Cultural 5 provides mitigation for the discovery and protection of paleontological resources. This mitigation measure has been replaced by the City of Perris as reflected in Project Mitigation Measure MM GS-1.

Regulatory Framework

The City of Perris General Plan (City of Perris, 2005) Conservation Element divides the city into five areas based on their paleontological potential. The Project is in Area 4, which is generally

composed of younger Holocene alluvium overlying older Pleistocene alluvium at depth. Young Quaternary alluvium has a low paleontological potential, but the potential for impacts to fossil resources changes from low to high potential with the older Pleistocene alluvium at unspecified depth (City of Perris, 2005).

The following regulatory framework summarizes the City of Perris General Plan, which has one goal, one policy, and three implementation measures relating to paleontological resources. They are as follows:

Goal 4 requires the protection of historical, archaeological, and paleontological sites.

- Policy IV A requires that the City of Perris comply with state and federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources within the City.

- The three implementation measures require that all new construction involving grading require appropriate surveys and necessary site investigations in conjunction with the earliest environmental documents prepared for a project, that in specifically delineated areas shown on the City's paleontological sensitivity map that levels of paleontological monitoring will be required, from full-time monitoring to part-time monitoring in some less-sensitive areas. Finally, the General Plan requires that the City of Perris identify and collect previous surveys of cultural resources, evaluate each resource, and consider preparation of a comprehensive citywide inventory of cultural resources including both prehistoric sites and man-made resources.

a (i) The City of Perris, like the rest of southern California, is located within a seismically active region near the active margin between the North American and Pacific tectonic plates. The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to identify earthquake fault zones along traces of both recently and potentially active major faults. Cities and counties where these zones occur must inform the public regarding the location of these zones. Proposed development plans within earthquake fault zones must be accompanied by a geotechnical report prepared by a qualified geologist describing the likelihood of surface rupture. The *Preliminary Geotechnical Investigation and Infiltration Feasibility Testing Report* prepared for the project (October 2022) satisfies this requirement. As reported, the closest known active fault to the site is the San Jacinto Valley/Casa Loma segment of the San Jacinto Fault Zone which is located approximately 8 miles (12.8 km) northeast of the site. **No impact** associated with development within an Alquist-Priolo fault zone would occur at the Project site.

a (ii) During the life of the proposed improvements, the property will likely experience moderate to occasionally high ground shaking from known faults, as well as background shaking from other seismically active areas of the Southern California region. The *Preliminary Geotechnical Investigation and Infiltration Feasibility and Testing Report* provides seismic design parameters to address grading, site preparation and foundation design to minimize impacts associated with a seismic event.

Design and construction of the project would comply with the International Code Council (ICC) International Building Code (IBC) and related California Building Code (CBC) and other applicable standards. Based on the distance from active faults in the region and implementation of standard engineering practices and design criteria, the project would not directly or indirectly be exposed to adverse effects related to seismic ground shaking. Implementation of the design and construction recommendations in the *Preliminary Geotechnical Investigation and Infiltration Feasibility Report* would further minimize impacts related to a seismic event. Impacts related to seismic ground shaking would be reduced to **less than significant.**
a (iii) Liquefaction typically occurs within the upper 30 feet of the surface, when saturated, loose, fine- to medium-grained soils (sand and silt) are present. Earthquake shaking suddenly increases pressure in the water that fills the pores between soil grains, causing the soil to lose strength and behave as a liquid. When liquefaction occurs, the strength of the soil decreases, reducing the ability of the underlying soil to support foundations for buildings and other structures. As reported in the *Preliminary Geotechnical Investigation and Infiltration Feasibility Report,* the potential for liquefaction and associated adverse effects within the site is considered low, based on the medium dense to very dense very old alluvial-fan deposits which underlie the site at shallow depths, the cementation of the material and anticipated removal of near-surface potentially compressible soils during site grading activities. Further, the Project site is identified in the City's General Plan to be an area of "low generalized liquefaction susceptibility" (City of Perris 2005). Thus, impacts related to exposing people or structures to seismic-related ground failure, including liquefaction, would be **less than significant.**

a (iv) The site is not located within a State of California earthquake seismic hazard zone where areas of previous landslide have occurred. As reported in the *Preliminary Geotechnical Investigation and Infiltration Feasibility Report*, regional geologic maps do not indicate the presence of landslides on the property. However, based on the locally sandy and non-cohesive nature of some of the onsite earth materials, the onsite soils are considered erosive. Therefore, slopes composed of these materials may be subject to rilling, gullying, and sloughing, depending on rainfall severity, surface drainage, and landscape practices. No slopes are located on the Project site and according to the City's General Plan Safety Element, the Project site is not located within an area with high susceptibility to seismically induced landslides and rockfalls (City of Perris 2005). Thus, **no impacts** related to landslides as a result of the proposed project are anticipated.

b) As noted, the site is flat; however, earthwork would be required to create the building pads and parking areas. There is the potential for soil erosion or loss of topsoil during construction activities as the ground is cleared and graded. Compliance with the SCAQMD Rule 403 (Fugitive Dust) and PVCCSP EIR mitigation measure MM Air 3 would include implementation of soil stabilization measures, such as daily watering. The site is greater than one acre in size and individual improvements would disturb more than one acre; thus, the project would be subject to State Water Resources Control Board General Construction Permit during construction to minimize soil erosion. The General Construction Permit would include implementation of the City's standard erosion control practices, such as silt fencing, fiber rolls, and sandbags. Further, the CBC requires an erosion control plan prior to issuance of a grading

permit as a means to minimize soil erosion to the extent practicable during both construction and operational phases. For additional information, see Section X, *Hydrology and Water Quality*. With implementation of Best Management Practices (BMPs) specified in the Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) prepared for the project, soil erosion hazard impacts would be **less than significant.**

c, d) Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or solution of solids, either artificially or from natural causes; (4) compaction caused by wetting (hydro-compaction); (5) oxidation of organic matter in soils; or (6) added load on the land surface. As reported in the *Preliminary Geotechnical Investigation and Infiltration Feasibility Report,* research showed no features generally associated with subsidence directly on the Project site. Based on the composition of the underlying very old alluvial-fan deposits, and lack of onsite faulting and adjacent hillside terrain, the potential for this subsidence is considered very low. Site specific impacts related to subsidence would be **less than significant**.

e) The proposed project would connect to the existing sewer line located at the intersection of Painted Canyon Street, East Dawes Stret or Ramona Expressway. No septic systems would be installed. **No impact** would occur under this threshold.

f) A Paleontological Resources Assessment (PaleoWest, LLC, March 7, 2023 (Appendix F) was prepared for the proposed project to determine the potential effect on paleontological resources associated with implementation of the proposed project. As stated, the City of Perris General Plan, Conservation Element, divides the city into five areas based on their paleontological potential. The Project is in Area 4, which is generally composed of younger Holocene alluvium overlying older Pleistocene alluvium at depth. Young Quaternary alluvium has a low paleontological potential, but the potential for impacts to fossil resources changes from low to high potential with the older Pleistocene alluvium at unspecified depth. However, as stated in the Paleontological Resources Memorandum (PaleoWest, 2023), the Project area is entirely underlain by Very old alluvial fan deposits (Qvof) of well-indurated reddish-brown sand from alluvial fans of the early Pleistocene Epoch. Elsewhere in the region, Pleistocene deposits have produced remains of a diverse terrestrial fauna, including ground sloth, deer, mammoth, camel, horse, bison, badger, mole, rabbit, gray fox, coyote, snake.

For projects within Area 4, implementation measure IV.A.4 from the Conservation Element requires paleontological monitoring once subsurface excavations reach five feet in depth, with monitoring levels reduced if appropriate, at the discretion of a certified project paleontologist.

The paleontological record search conducted at the Western Science Center in Hemet, California, did not produce any fossil localities from within the Project site or one mile radius. Searches of online databases and other literature did not produce any additional fossil localities within 3 miles. The purpose of the field survey was to visually inspect the ground surface for exposed fossils and to evaluate geologic exposures for their potential to contain preserved fossil

material at the subsurface. Visibility was nearly 100 percent due to the lack of vegetation, though trash was abundant in the Project area The Project area was inspected by walking 2-meter transects, with additional focus paid to areas of bare sediment exposed at the ground surface. Sediment was a consistent massive, reddish-brown clay/silt to coarse-grained sand. The surficial sediment showed signs of extensive disturbance, including tire marks and common rodent burrows. No paleontological resources were observed during the field survey.

However, based on the literature review and museum records search results, and in accordance with the Society of Vertebrate Paleontology (SVP) (2010) sensitivity scale, the Quaternary Very old alluvial fan deposits (Qvof) in the Project area have high paleontological sensitivity because similar deposits have yielded significant fossils in the vicinity. Due to the presence of fossil localities in the vicinity, Project-related ground disturbance has the potential to impact paleontological resources throughout the Project area. Implementation of the following mitigation measures would reduce potential impacts to paleontological resources to **less than significant**. Project Mitigation Measure MM GS-1 replaces PVCCSP EIR mitigation measure MM Cultural 5 as subsequently revised by the City of Perris.

> **MM GS-1: Paleontological Resource Impact Mitigation Monitoring Program**. 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.

MM GS-2: Worker's Environmental Awareness Program (WEAP). Prior to the start of the proposed project activities, all field personnel shall receive a worker's environmental awareness training on paleontological resources. The training shall provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the project area, the role of the paleontological monitor, outline steps to follow if a fossil discovery is made, and provide contact information for the project paleontologist. The training shall be developed by the project paleontologist and can be delivered concurrently with other training, including cultural, biological, safety, et cetera.

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

Applicable PVCCSP Standards and Guidelines

The PVCCSP includes Standards and Guidelines relevant to the analysis of greenhouse gas (GHG) emissions impacts presented in this Initial Study and summarized below are incorporated as part of the proposed Project; as such, they are assumed in the analysis presented in this section.

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

8.2.1.4 Employee Break Areas and Amenities

Buildings exceeding 100,000 square feet shall require employee amenities such as, but not limited to, cafeterias, exercise rooms, locker rooms and shower, walking trails and recreational facilities. Inclusion of theses amenities in the project would encourage employee trip reduction, reducing associated transportation pollutant emissions.

The following mitigation measures from the PVCCSP EIR are applicable to the proposed Project in addition to mitigation measures MM Air-2, MM Air-4, MM Air-5, MM Air 6, Air-7, MM Air 11, MM Air 13, MM Air 14 and MM Air 18 provided in Section III, *Air Quality*:

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 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 requirements 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.

a) Global climate change is not confined to a particular project area. A typical project does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Implementation of the Project would generate GHG emissions during both construction and operation of the development. During construction, sources of GHG emissions include construction equipment and workers' commutes to and from the site. During operations, the Project would generate GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. The Project has the potential to generate a substantial increase in GHG emissions. Therefore, this issue will be further analyzed in an EIR.

b) The State of California, through its Governors and Legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. This will occur primarily through the implementation of Assembly Bill (AB) 32 (2006), Senate Bill (SB) 375 (2008), Executive Order S-3-05 (2005), Executive Order B-30-15 (2015), and SB 32 (2016), which address GHG emissions on a statewide, cumulative basis. The Project would result in an increase in GHG emissions. Therefore, an EIR will further evaluate the level of GHG emissions produced by the Project and evaluate its consistency with the applicable plans and policies.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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 ¼ mile of an existing or proposed school	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous material 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 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Material in this section is based in part on the *Phase I Environmental Site Assessment* prepared by Priority One Environmental, Inc., (October 2022) and provided herein for reference as Appendix G.

Applicable PVCCSP Standards and Guidelines and Mitigation Measures
The PVCCSP includes Standards and Guidelines relevant to development with the Airport Influence Zones. These Standards and Guidelines are summarized below and are incorporated as part of the proposed Project and are assumed in the analysis presented in this section.

Airport Overlay Zone (Chapter 2.0, Land Use Plan, of the PVCCSP)

Zone D **(Flight Corridor Buffer):** This overlay zone is intended to encompass other places where aircraft may fly at or below 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Accident potential risk levels in this zone are low.

Prohibited Uses in Airport Overlay Zones

The only prohibited uses are those that are hazardous to flight. Developments including major spectator-oriented uses are discouraged.

The PVCCSP EIR includes mitigation measures for potential impacts related to hazards and hazardous materials. The applicable mitigation measures are identified below.

> **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 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.

a-b) The proposed project would be comprised of a new warehouse building, hotel and two restaurant buildings with related improvements. Construction would involve the transport of fuels, lubricants, and various other liquids needed for operation of construction equipment at the site via service trucks. Materials hazardous to humans, wildlife, and sensitive environments

would be present during construction of the proposed project. These materials include fuels, equipment fluids, cleaning solutions and solvents, and lubricants.

Direct impacts to human health and the environment from accidental spills of small amounts of hazardous materials would be minimized by using a fuel/lubricant vendor and absorptive pads and related materials to absorb fluids during fueling activities. This would avoid the need to store hazardous chemicals on-site. State, and local regulations, including those implemented by the California Division of Occupational Safety and Health, Riverside County Department of Public Health and Riverside County Fire Department programs address the regulation and remediation of hazardous materials and hazardous wastes in the County. Methods would be implemented to avoid accidental spills and/or minimize any impact should accidental spills occur. Compliance with requirements that provide safety and control measures for those materials handled on-site, would avoid potentially significant hazards to the public or the environment during construction.

Operation of the proposed Project would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). The hotel pool would require the use of chlorine which would be stored on-site. There is the potential for routine use, storage, or transport of other hazardous materials; however, the precise materials are not known, as the tenants of the proposed industrial and commercial uses are not yet defined. Should hazardous materials, other than those common materials described above, are associated with future warehouse operations, the hazardous materials would only be stored and transported to and from the building sites. Manufacturing and other chemical processing would not occur within the proposed warehouse uses.

An increase in the transport of hazardous materials would be limited to areas along selected major transportation corridors, where commercial uses and industrial uses would be concentrated. One designated hazardous materials transportation route, Interstate 215 (I-215), passes through the City of Perris west of the Project site. It is presumed trucks transporting hazardous materials to/from the Project site would use I-215, Harley Knox Boulevard, Placentia Avenue, Redlands Boulevard, and East Dawes Street as the primary routes of travel. The U.S. Department of Transportation regulates hazardous materials transportation under Title 49 of the Code of Federal Regulations. State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation (Caltrans). These agencies also govern permitting for hazardous materials transportation. Haulers would be required to comply with regulations and permitting requirements associated with transporting hazardous materials. Compliance with applicable regulations and procedures would reduce potential impacts associated with the transport of hazardous materials to a less than significant level.

With respect to storing hazardous materials, the Department of Toxic Substances Control regulates the generation, transportation, treatment, storage, and disposal of hazardous waste

under the federal Resource Conservation and Recovery Act (RCRA) and the California Hazardous Waste Control law (Title 22 CFR Chapter 6.5). Both laws impose regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies (CUPA), including the Riverside County Fire Department. Any hazardous materials stored on-site would be required to comply with regulations referenced above. This would minimize any adverse impacts associated with the storage of hazardous materials at the Project site. Impacts would be **less than significant** under this threshold.

c) The nearest school to the project site is Val Verde High School, which is located at 972 Morgan Street in the City of Perris. This school is located approximately one mile southwest of the Project site. No schools are located within ¼ mile from the site. **No impact** would occur under this threshold.

d) There is no visible evidence that uses or activities that could have caused or contributed to a release of hazardous chemicals or materials on the property occur or have occurred on the site. The site is not on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. This is confirmed in the Phase I Environmental Site Assessment (Priority One Environmental, Inc., October 2022). **No impact** would occur under this threshold.

e) As stated, the Project site is located approximately 1.6 miles south of MARB/IPA and is located within the MARB/IPA Airport Influence Area boundary, and the 2018 U.S. Air Force Final Air Installations Compatible Use Zone (AICUZ) Study. The PVCCSP includes an Airport Overlay Zone (AOZ) which defines specific land uses corresponding generally with the boundaries of the 2014 MARB/IPA Airport Land Use Compatibility Plan (ALUCP) and AIA. The Project site is within Airport Overlay Zone D (Flight Corridor Buffer). Prohibited uses are those that are hazards to flight and include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

The Perris Valley Airport-L65 is located approximately 5 miles south of the Project site. According to the ALUCP for the Perris Valley Airport, the Project site is not located within the AIA (Riverside County Airport Land Use Commission 2011). The proposed industrial/warehouse and commercial uses do not include any uses that would be hazards to flight.

According to Exhibit MA-5 in the Background Data: March Air Reserve Base / Inland Port Airport and Environs, the Project site is within the FAR Part 77 Military Outer Horizontal Surface Limits. However, the Project buildings would be below this surface; therefore, an obstruction evaluation in accordance with PVCCSP EIR mitigation measure MM Haz-6 is not required.

The Project site is not located within the noise contours shown in Figure 4-2, March ARB AICUZ (2018). Although impacts associated with aircraft activities would be less than

significant, the proposed Project is required to comply with PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 5, to reduce impacts associated with MARB/IPA operations. Therefore, hazards associated with aircraft operations would be **less than significant** and no Project-specific mitigation would be required.

f) The City of Perris participates in the Riverside County Multiagency Multi-Hazard Functional Plan, which outlines requirements for emergency access and standards for emergency responses. Access to the Project site would be via North Perris Boulevard and both Ramona Expressway and East Dawes Street. Project related traffic would not cause a significant increase in traffic operations to the extent that congestion would occur. During construction of the Project, heavy construction vehicles could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). However, such delays would be brief and infrequent. Moreover, as required in the City's Municipal Code Section 10.12.100, no street shall be closed or partially obstructed, or detours established, without approval of the City's traffic engineer. As a result, the Project's impacts would be **less than significant** under this threshold.

g) According to the Safety Element of the City's General Plan, wildfires typically pose minimal threat to people and buildings in urban areas but increasing human encroachment into natural areas increases the likelihood of bodily harm or structural damage. This encroachment occurs in areas called the wildland-urban interface (WUI), which is considered an area within the high and very high fire hazard severity zone, as defined by the California Department of Forestry and Fire Protection (CalFire). The General Plan Safety Element Wildfire Hazards map shows that the Project site is not located in a Very High Fire Hazard Severity Zone (City of Perris 2022). Therefore, the proposed project would not expose people or structures to wildland fires. **No impact** would occur under this threshold.

	Potentially Significant Impact	**Less Than Significant With Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
IX. <u>HYDROLOGY AND WATER QUALITY</u> – 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 project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
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 surveys, 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 water runoff which would result in flooding on- or off-site?	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
(iv) Otherwise impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami or seiche 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?	☐	☐	☐	☒

Information presented in this section is derived in part from the *Hydrology Study for Distribution Park Project,* prepared by R.A. Smith Engineering, Inc. December 2022 (Appendix H) and the *Preliminary Water Quality Management Plan*, prepared by R.A. Smith Engineering, Inc., December 2022 (Appendix I).

Applicable PVCCSP Standards and Guidelines
The PVCCSP includes Standards and Guidelines relevant to water quality and hydrology. These Standards and Guidelines are summarized below, are incorporated as part of the proposed project, and are assumed in the analysis presented in this section. A Hydrology Study prepared by R.A. Smith Engineering, Inc., (December 2022) (Appendix H) provided information that is also incorporated into the analysis.

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

On-Site Standards and Guidelines
Properties within the PVCCSP must be developed in general conformance with the Land Use sections of the Specific Plan. Uses and development standards are in accordance with the City of Perris Municipal Code Chapter 19 (Zoning/Land Use Ordinance) as amended by the PVCCSP zoning ordinance, and further defined by the Specific Plan objectives, design guidelines, as well as future detailed development proposals.

Water Quality Site Design

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

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

Design the site to minimize imperviousness, detain runoff, and infiltrate, reuse or evapotranspirate runoff where feasible;

- Cover or control sources of stormwater pollutants;
- Use Low-Impact Design (LID) to infiltrate, evapotranspirate, harvest and use, or treat runoff from impervious surfaces;
- Ensure runoff does not create a hydrologic condition of concern; and
- Maintain Stormwater BMPs.

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

- Infiltration Basins;
- Infiltration Trenches;
- Permeable Pavement;

- Harvest and Reuse;
- Bioretention Facilities;
- Extended Detention Basins; and
- Sand Filter Basins.

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

- Optimize the Site Layout
- Preserve existing drainage patterns
- Protection of existing vegetation and sensitive areas
- Preserve natural infiltration capacity 90 Final Initial Study Minimize impervious area
- Disperse runoff to adjacent pervious areas
- Delineate drainage management areas
- Classify and Tabulate DMAs and determine runoff factors for
    - o Self-treating areas
    - o Self-retaining areas
    - o Areas draining to self-retaining areas
    - o Areas draining to BMPs Source Control.

Source Control Features. Source control features include permanent (structural) or operational and are those measures which can be taken to eliminate the presence of pollutants through prevention.

Covered Trash Enclosures. Trash enclosures covers must be provided.

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

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

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

a, c) The Santa Ana Regional Water Quality Control Board sets water quality standards for all ground and surface waters within the Perris region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those water quality objectives. The proposed Project site is located within the Santa Ana Watershed and San Jacinto Sub-Watershed. Runoff from the PVCCSP area, including the Project site, discharges into the Perris Valley Storm Channel, which is tributary to the San Jacinto River, Canyon Lake, and Lake Elsinore.

Activities associated with the construction of the proposed Project would include grading, which may have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, paint) and silt off-site which could impact water quality. Potential water quality impacts associated with the proposed Project would be generally limited to short-term construction-related erosion and sedimentation. During operation, the discharge of minor amounts of fuels or other pollutants associated with automobiles into storm drains during rain events may occur. The Project would include construction of an underground stormwater basin and on-site storm drains in compliance with City design standards. Furthermore, the applicant has prepared a Preliminary WQMP to illustrate how low impact development Best Management Practices (BMPs) have been incorporated into Project construction and design. The WQMP incorporates BMPs in accordance with the California Stormwater BMPs Handbook and the City's BMP Design Manual to control erosion and protect the quality of surface water runoff.

As required under the NPDES, a SWPPP would be created specifically for construction of the proposed Project. The plan would address erosion control measures that would be implemented to avoid or minimize erosion impacts to exposed soil associated with construction activities. The SWPPP would include a program of BMPs to provide erosion and sediment control and reduce potential impacts to water quality that may result from construction activities. BMPs would include providing gravel bags and silt fences where applicable. Through compliance with the regulatory requirements of the NPDES Statewide General Construction Permit and on-site drainage facilities, the Project is not expected to violate any water quality standards or waste discharge requirements during construction.

Development of the proposed Project would add impervious surfaces to the site through rooftops, parking, loading areas, and drive aisles. By increasing the impervious surfaces on the site, less water would percolate into the ground and more surface runoff would be generated. Paved areas and streets would collect dust, soil and other impurities that would then assimilate into surface runoff during rainfall events. The Project would be required to comply with the NPDES permit and Waste Discharge Requirements for Riverside County, of which the City of Perris is a co-permittee.

As stated, the proposed Project incorporates site design, source controls and treatment control BMPs to address storm water runoff as stipulated in the Hydrology Study and WQMP. As designed, stormwater would enters two separate underground cisterns facilities, one on the northern parcel and another on the southern parcel. From there, it would be pumped to the bioretention basins. The stormwater would then percolate down through the bioretention media to underdrains that connect to a discharge pipe and pump where it would be conveyed to the Perris Valley Storm Channel. Thus, through the BMPs combined with compliance with existing regulations such as the implementation of the WQMP, the proposed Project would not violate water quality standards or waste discharge requirements. Therefore, impacts would be **less than significant** under these thresholds.

b) The Project site is located in the Eastern Municipal Water District (EMWD) service area. The

EMWD produces potable groundwater from two management plan areas within the San Jacinto Groundwater Basin. The areas are the West San Jacinto Groundwater Basin Management Plan area (West San Jacinto Basin) and the Hemet/San Jacinto Water Management Plan area (Hemet/San Jacinto Basin). The EMWD also owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. These plants provide a source of potable water, protect potable sources of groundwater and support the EMWD's groundwater salinity management program.

Natural recharge to the San Jacinto groundwater basin is primarily from percolation of flows into the San Jacinto River and its tributary streams, with percolation of water stored in Lake Perris as an additional source of recharge. While the majority of the site would become impermeable after development, Project design features and BMPs such as the use of impervious or semi-pervious materials and the use of landscaping would facilitate some groundwater recharge and percolation. In addition, due to the proposed Project's small size in relationship to the total size of the San Jacinto Groundwater Basin (approximately 188,000 acres) and implementation of BMPs to be identified in the Project's WQMP, there would not be a substantial effect upon groundwater recharge within the groundwater basin. Furthermore, the Project would rely on domestic water supply and would not require the use of groundwater sources and would not substantially deplete groundwater supplies. Therefore, impacts would be **less than significant** under this threshold.

c) There are no streams or rivers currently mapped at the Project site. Based on review of historic aerials, drainage over the Project appears to flow from northwest to southeast. According to the Hydrology Study, Project site runoff drains in a southeasterly direction in a sheet flow manner to a low point located near the southeast corner of the Project site. With the proposed Project, the site would be approximately 96% impervious with the site design mimicking the existing drainage patterns that convey flows to the west towards North Perris Boulevard. The Project site is divided into two drainage areas, each draining to a rainwater cistern and bioretention facility on the east edge of the two drainage areas. In the built condition, the northerly portion of the site, Drainage Area 1, would drain via overland flow and valley gutter to a proposed storm drain inlet and then into an underground storage cistern. Similarly, the southerly portion of the site, Drainage Area 2, would drain via overland flow and valley gutter to a proposed storm drain inlet and then into an underground storage cistern. Stormwater would enter one of two separate underground cisterns facilities, one on the northern parcel and another on the southern parcel. From there, it would be pumped to the bioretention basins. The stormwater would then percolate down through the bioretention media to underdrains that connect to a discharge pipe and pump where it would be conveyed through the city's stormwater system to the Perris Valley Storm Channel.

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

d) According to the Safety Element of the City General Plan, the Project site is not located within a Special Flood Hazard Area Inundated by 100-Year Flood Zone. The FEMA Flood Map Service Center information shows the eastern one-half of the property is within a 0.2% Annual Flood Hazard Flood Zone (see FIRM Map No. 06065C143OH, August 18, 2014). Special Flood Hazard Areas are defined as areas that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The chance for on-site flooding is less than 1 percent; thus, the site is not located within a Special Flood Hazard Area. Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The project is located approximately 34 miles inland from the Pacific Ocean. The nearest water body is Lake Perris Reservoir which is located approximately 1.5 miles east of the site. The subject property is not expected to be affected by either a tsunami or seiche. The Project site is generally flat and not located near any slopes that would be subject to a mudflow hazard.

However, the Project site is within the Dam Inundation Area for the Lake Perris Dam (City of Perris 2022). The Department of Water Resources (DWR) has developed The Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. In April 2018, DWR completed a major retrofit to Perris Dam as part of a statewide effort to reduce seismic risks to dams. Upgrades to the 130-foot tall, earthen dam included strengthening roughly 800,000 cubic yards of foundation material by mixing cement with soil and reinforcing it with a 1.4 million-cubic-yard earthen stability berm placed on the downstream side of the dam. The dam upgrades were designed to withstand a magnitude 7.5 earthquake. The final phase is the construction of an Emergency Release Facility, which will allow for the safe drawdown of lake water surface levels following a seismic event. This final phase of the project is scheduled to begin construction in 2023 and be completed in 2026. (California Department of Water Resources, October 2019). Therefore, potential impacts related to dam inundation and this threshold would be **less than significant**.
e) This section provides an evaluation of project consistency with the following plans: Water Quality Control Plan for the West San Jacinto Groundwater Sub-basin and Santa Ana River Basin.

West San Jacinto Groundwater Sub-Basin Management Plan
Implementation of the Project would not have a substantial effect on groundwater recharge within the overlapping Perris North Groundwater Management Zone of the West San Jacinto Groundwater Sub-basin. Under the Sustainable Groundwater Management Act (SGMA) passed in 2014 (California Water Code Section 10729[d]), each high and medium priority basin, as identified by the DWR, is required to have a Groundwater Sustainability Agency (GSA) that will be responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP) (DWR 2020a). The San Jacinto Groundwater Basin is a high priority basin (DWR 2019). The EMWD Board of Directors is the GSA for the West San Jacinto Groundwater Sub-basin and is responsible for development and implementation of a GSP. A GSP was approved in September 2021. The GSP documents basin conditions and basin management will be based on measurable objectives and minimum thresholds defined to

prevent significant and unreasonable impacts to the sustainability indicators defined in the GSP. The Project would not conflict with the plan because groundwater would not be used to serve the Project.

The Project would be supplied with imported, potable water and recycled water for non-potable water demands and the Project site is not within a groundwater recharge area. Therefore, the Project does not have the potential to conflict or obstruct implementation of a sustainable groundwater management plan and impacts would be less than significant and no mitigation would be required.

Water Quality Control Plan for the Santa Ana River Basin

The *Water Quality Control Plan for the Santa Ana River Basin* (February 2016) is intended to preserve and enhance water quality and protect the beneficial uses of water bodies in the Santa Ana River watershed. The Basin Plan provides water quality standards for water resources in the Santa Ana River and its watershed and includes an implementation plan to maintain these standards. The standards serve as the basis for the basin's regulatory programs. Basin Plan implementation occurs primarily through issuance of individual Waste Discharge Requirements (WDRs); discharge prohibitions; water quality certifications; programs for salt management, non-point sources, and storm water; and monitoring and regulatory enforcement actions, as necessary. As discussed herein, the project would not cause or contribute to the release of polluted stormwater runoff or generate other discharges that could adversely impact water quality within the Santa Ana River. All runoff would be treated and conveyed to the Perris Valley Storm Channel. The project would not conflict with water quality goals provided in the Santa Ana River Basin Plan

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XI. <u>LAND USE AND PLANNING</u> -- Would the proposal:				
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?	☐	☐	☒	☐

The following discussion summarizes the PVCCSP land use designations that pertain to the Project site. These designations are provided in the PVCCSP Land Use Plan (Chapter 2.0).

Perris Valley Commerce Center Land Use Designations

Light Industrial (LI): 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.

Commercial: This zoning designation provides for retail, professional office, and service-oriented business activities which serve the entire City and surrounding neighborhoods. This zone combines the General Plan Land Use designation of Community Commercial and Commercial Neighborhood.

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a) The proposed project would include the development and operation of a new light industrial warehouse building, a 107-room hotel and two restaurant buildings on a 17.64-acre site located in the PVCCSP planning area of the City of Perris. An amendment to the PVCCSP land use section would be required to change the southern parcel land use designation from Commercial to Light Industrial. The proposed project would be designed consistent with PVCCSP standards as well as those standards contained within the City Perris Municipal Code. The site is vacant and located between the Camper Resorts of America recreational facility to the east and a residential mobile home park to the west. Ramona Expressway is located to the north and East Dawes Street borders the project site to the south. Surrounding land use includes commercial, residential and light industrial uses.

Development on the Project site is anticipated in the PVCCSP. The project would not physically divide a community or otherwise cause an adverse land use impact. **No impact** would occur under this threshold.

b) The proposed Project site is located within the City of Perris and within the PVCCSP planning area. Thus, land use is guided by both the Perris General Plan and the PVCCSP. The proposed Project includes a warehouse building, a new hotel and two restaurant buildings. While the future commercial use located on the northern parcel is consistent with the PVCCSP Commercial land use designation, the proposed amendment to the PVCCSP land use designation for the southern parcel would be required to allow the light industrial use. Project consistency with the applicable policies from the City of Perris General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect is evaluated in Table 1 below. As shown, the Project would be consistent with the applicable policies of the City's General Plan.

Table 1
General Plan Consistency

Policy	Consistency Evaluation
Land Use Element	
Policy II.A: Require new development to pay its full, fair-share of infrastructure costs.	The Project applicant will pay applicable development impact fees (DIFs) pursuant to City Ordinance No. 1182 to mitigate the cost of public facilities required to support the project. Thus, the Project would be consistent with Land Use Element Policy II.A.
Policy II.B: Require new development to include school facilities or pay school impact fees, where appropriate.	The Project applicant would be required to pay school impact fees, as set by the Val Verde Unified School District. Effective May 4, 2020, the fee would be $0.66 per assessed square foot of constructed commercial or industrial space. Therefore, the project would be consistent with Land Use Element Policy II.B.
Policy III.A: Accommodate diversity in the local economy.	The proposed project would provide both industrial and commercial development consistent with the PVCCSP as amended to accommodate the redesignation of the southern parcel from Commercial to Light Industrial. While development of the Project would change the land use designation on a portion of the site, it would be consistent with existing commercial uses to the north, east and south. The project would support the purpose of the PVCCSP which is to build out the planning area and increase tax revenue generated within the local economy. Therefore, the proposed Project would be consistent with Land Use Element Policy III.A.
Policy V.A: Restrict development in areas at risk of damage due to disasters.	The proposed project site is not located within an area of significant disaster risk more so than the southern California region as a whole. However, it is the responsibility of the City of Perris to determine whether conditions of approval should be applied to the project to ensure consistency with Land Use Element Policy V.A.
Circulation Element	

Policy II.B: Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	The proposed Project would not involve or require any changes to the existing transportation network within the City of Perris. Additionally, the project applicant would be required to pay the fair-share of costs associated with City-wide roadway network improvements. Further, installation of sidewalks and bike racks at the Project site would support alternative travel modes such that the Project would be consistent with Circulation Element Policy II.B.
Policy III.A: Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	The Project applicant proposes transportation improvements consistent with the increased trips that would be related to the proposed development. The applicant would be responsible for financing street and access driveway improvements and making a fair-share contribution to off-site roadway network improvements. Therefore, the Project would be consistent with Circulation Element Policy III.A
Policy V.A: Provide for safe movement of goods along the street and highway system.	The proposed Project has been designed to ensure that adequate sight distance is provided at each Project access point. All Project trucks would be restricted to access City-designated truck routes to access I-215. these truck routes include Harley Knox Boulevard and Redlands Avenue and Placentia Avenue. These routes allow for the movement of goods without compromising the circulation or safety of local roads. The Project would be consistent with Circulation Element Policy V.A.
Conservation Element	
Policy II.A: Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	The proposed Project would be consistent with the Multiple Species Habitat Conservation Plan (MSHCP) upon implementation of the mitigation measures identified in Section IV, Biological Resources. Furthermore, the Project applicant would pay applicable fees pursuant to City Ordinance No. 1123 to offset incremental impacts to biological resources from Project construction and operation. Therefore, the Project would be consistent with Conservation Element Policy II.A.

Policy III.A: Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	The Project site is located within the Mead Valley Area Plan of the Western Riverside MSHCP. The Project site is not within an MSHCP Criteria Cell or Conservation Area. In accordance with the MSHCP, the proposed Project was reviewed for consistency with the MSHCP in Section IV, Biological Resources, and the Project's Habitat Assessment-MSHCP Consistency Analysis (see Appendix C). The Project would be consistent with the requirements and mitigation set forth in the MSHCP and Conservation Element Policy III.A.
Policy IV.A: Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.	As addressed in Sections V, Cultural Resources VII, Geology and Soils, and XVIII, Tribal Cultural Resources, the Project would comply with applicable regulations and implement mitigation measures to ensure preservation of significant historical, archaeological, and paleontological resources. Therefore, the Project would be consistent with Conservation Policy IV.A.
Policy V.A: Coordinate land-planning efforts with local water purveyors.	The EMWD is the local water provider and has been involved with utility planning for the proposed land uses at the Project site and issued a Will Serve letter dated October 25, 2022). Water-related improvements are detailed in Section 1.5, *Project Components.* The Project would be consistent with Conservation Element Policy V.A.
Policy VI.A: Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	As required under the NPDES, a SWPPP would be created for construction of the proposed Project. The Project would also be required to comply with the NPDES permit and Waste Discharge Requirements for Riverside County during operation as addressed in the Preliminary WQMP. The Project would be consistent with Conservation Element Policy VI.A.
Noise Element	
Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be use in determining land use compatibility for new development.	These criteria, as adopted by the City's General Plan Noise element, are used by the City of Perris in determining the land use compatibility for new development projects. Noise levels of up to 60 dBA CNEL are normally acceptable for new hotels while noise levels up to 65 dBA CNEL are normally acceptable for commercial uses and noise levels up to 70 dBA CNEL are normally acceptable for industrial uses. Normally acceptable noise levels do not require any special noise insulation requirements. Noise levels are conditionally acceptable for uses with

	conventional construction but with closed windows and fresh air supply systems. The conditionally acceptable noise standards are 70 dBA CNEL for hotels, 75 dBA CNEL for commercial uses, and 80 dBA CNEL for industrial uses. The proposed hotel and commercial buildings would be constructed with closed windows and fresh air systems. The Final Air Installations Compatible Use Zones Study for March Air Reserve Base shows that the Project site is located beyond the 60 dBA CNEL noise contour for MARB/IPA. However, the PVCCSP EIR shows that roadway noise levels at PVCCSP buildout along Ramona Expressway from Perris Boulevard to Redlands Avenue are expected to be 75.7 dBA CNEL at 100 feet from the roadway centerline. Therefore, roadway noise levels are the primary source of noise at the Project site. When submitting building plans to the City for review, the Project applicant will be required to submit an acoustical report demonstrating the hotel building has been designed to ensure that noise levels within the building from roadway sources will not exceed 45 dBA CNEL. Compliance with this requirement would ensure that the Project would be consistent with Noise Element Policy I.A.
Policy V.A: New large-scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	The project applicant proposes an industrial land use within 160 feet of a sensitive land uses (i.e., Park Place Mobile Home Park west of the site). A Camper Resorts of America campground is located adjacent to an east of the site. This is a commercial transient lodging use. The noise evaluation addressed whether the project would generate noise levels in excess of 60 dBA CNEL, at the existing adjacent sensitive receivers. The Project would comply with Noise Policy V.A.
Safety Element	

Policy S-2.1: Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	The Project would provide access from Ramona Expressway and East Dawes Street. Access to the warehouse building would be provided from two driveways located along East Dawes Street. Two driveways would be provided along Ramona Expressway for the hotel and restaurants. While improvements to Ramona Expressway are proposed, no upgrades to these existing roadways are required to ensure adequate evacuation and emergency vehicle access. The Project would be consistent with Safety Element Policy S-2.1.
Policy S-2.2: Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	The Project includes proposed access improvements, utility and stormwater infrastructure consistent with the provisions contained in the Land Use Element. The Project would be consistent with Safety Element Policy S-2.2.
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 Project would include four new driveways. Access to the warehouse building would be provided from two driveways located along East Dawes Street. Two driveways would be provided along Ramona Expressway for the hotel and restaurants. The Project would be consistent with Safety Element Policy S-2.5.
Policy S-4.1: Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	The Project site is not located in an area of high flood hazard according to the Safety Element. Therefore, the Project would be consistent with Safety Element Policy S-4.1
Policy S-4.3: Require new development projects and major remodels to control stormwater run-off on site.	The proposed drainage system has been designed to control all stormwater runn-off on site. Therefore, the Project would be consistent with Safety Element 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).	The Project site is not within the 100-year Floodplain; and therefore, the proposed Project would be consistent with Safety Element Policy S-4.4.
Policy S-4.5: Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.	The Project applicant is aware of the Project's location in the Lake Perris Dam Inundation Zone identified in the Safety Element. Recent improvements to the Lake Perris Reservoir dam would reduce the potential hazard to the City resulting from a dam failure. The Project would be consistent with Safety Element Policy S-4.5.
Policy S-5.3: Promote new development and redevelopment in areas of the City of Perris outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	The site is outside of the Very High Fire Hazard Severity Zone (VHFHSZ). A transfer of development rights is not proposed. The Project would be 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 Project would include four new driveways. Access to the warehouse building would be provided from two driveways located along East Dawes Street. Two driveways would be provided along Ramona Expressway for the hotel and restaurants. The Project would be consistent with Safety Element 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.	Water supplies and conveyance infrastructure would meet daily demand and would be adequate for firefighting. The project would be consistent with Safety Element Policy 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 project required review by the Riverside County ALUC to ensure consistency with the applicable plans and development requirements related to MARB/IPA. The ALUC reviewed the Project and determined it is consistent with the applicable policies. Therefore, the Project would be consistent with Safety Element Policy S-6.1.
Policy S-6.2: Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	As stated above, the Project applicant has coordinated with the Riverside County ALUC which determined the project would comply with the MARB/IPA ALUCP. The Project site is not located within the Perris Valley Airport ALUCP. The project would be consistent with Safety Element Policy S-6.2.
Policy S-7.1: Require all development to provide adequate protection from damage associated with seismic incidents.	Design and construction of the Project would be required to be in conformance with applicable building codes to avoid or minimize impacts from seismic events. The project would be consistent with Safety Element Policy S-7.1.
Policy S-7.2: Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.	A preliminary geotechnical investigation was prepared by GeoSoils, Inc., and is provided as Appendix E to this Initial Study. The project would be consistent with Safety Element Policy S-7.2.
Healthy Community Element	
Policy HC 1.3: Improve safety and the perceptionof safety by requiring adequate lighting, street visibility, and defensible space.	Proposed lighting is anticipated to include a combination of operational, street, and security lighting on the building's exterior and in parking areas. the transportation analysis provided design requirements for safe circulation. The Project site is within an urban area. No defensible space is proposed or required. The project would be consistent with Healthy Community Element Policy HC 1.3.

Policy HC 6.3: Promote measures that will be effective in reducing emissions during construction activities: • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations • All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards 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	Construction activities would follow SCAQMD rules and regulations and PVCCSP EIR mitigation for dust and other emissions. The Project would be compliant with Healthy Community Element Policy HC 6.3.
Environmental Justice Element	
Goal 3.1 Policy: Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.	The proposed Project is consistent with nearby commercial and industrial land uses. Impacts to the residential land uses to the west would be minimized through the use of sound/screening walls and landscaping. The project would be consistent with this Environmental Justice policy.
Goal 3.1 Policy: Support identification, clean-up and remediation of local toxic sites through the development review process.	A Phase I ESA was completed for the project site and is attached to this IS/MND as Appendix G. No Recognized Environmental Conditions were documented or identified in the Phase 1 ESA related to potentially hazardous materials. The Project would be consistent with this Environmental Justice Element Goal 5.1 policy.

Goal 3.1 Policy: Encourage smoke-free/vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke. 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 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."	The City adopted official Good Neighbor Policies for development projects in 2022. The proposed industrial Good Neighbor Guidelines (Perris GNG) is a modified version of the Western Regional Council of Government's (WRCOG) Regional Air Quality Task Force (RAQTF) Guidelines, published 2005, and includes goals and policies intended to assist Planning Departments, developers, property owners, elected officials, community organizations, and the general public, mitigate the potential impacts associated with the rapid growth of the logistics industry near sensitive receptors in the City of Perris. Adoption of this Perris GNG formalized what is expected from industrial development, particularly those closer to sensitive receptors. See discussion below.
Goal 5.1 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.	Bicycle parking would be installed around the commercial buildings and near the employee entrances to the industrial building. The development fee action (A4.5) of the City's Active Transportation Plan has not yet been reflected in the development fee schedule. The Project would be consistent with Environmental Justice Element Goal 5.1 policy.

City of Perris Good Neighbor Guidelines. In September 2022, the City of Perris City Council adopted the City's 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. While not an industrial facility, the proposed warehouse use has the potential to generated impacts similar to an industrial facility; thus, project consistency with the GNG is evaluated herein

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 sensitive properties located along Painted Canyon Street west of the site and would include signs regarding the truck route at the truck exit to East Dawes Street. In addition, the proposed dock doors are located approximately 230 feet from the property line of the Camping Resorts of America facility to the east and would be sufficiently screened from offsite view by an 8-foot-high concrete tilt-up wall on the eastern site boundary and wrought iron fencing along East Dawes Avenue. Furthermore, the proposed Project incorporates all applicable mitigation measures from the PVCCSP EIR.

Connect SoCal 2020-2045 RTP/SCS. The Connect SoCal 2020-2045 RTP/SCS (2020) contains ten regional goals that provide guidance for considering projects based on SCAG's long-range

planning strategies. Table 2 provides analysis of the consistency of the Project with the policies from Connect SoCal. As shown, the proposed Project would achieve the goals of Connect SoCal.

Table 2
Connect SoCal 2020-2045 Consistency

Connect SoCal 2020-2045 Goals	Consistency Evaluation
Goal 1: Encourage regional economic prosperity and global competitiveness.	The introduction of the warehouse and commercial development would improve the jobs/housing balance in the City of Perris and southwestern Riverside County.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Roadway improvements to Ramona Expressway are components of the proposed Project that would improve vehicular circulation. Pedestrian safety would be ensured by separating the commercial and industrial areas with the use of screening walls or fencing and landscaping. Goods distribution would be improved by the availability of the warehouse proximal to existing truck routes. The Project would be consistent with Goal 2.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	See response to Goal 2. The Project would provide roadway improvements proximal to the site; and thus, would be consistent with Goal 3.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	The development would provide a warehouse near North Perris Boulevard and Ramona Expressway which would increase storage and distribution options in the City of Perris. The Project would be consistent with Goal 4.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	The Project would be constructed in accordance with the energy-efficiency standards, water reduction goals, and other standards required by the 2022 Title 24 Standards and CALGreen Building Standards. In addition, the Project would implement measures from the City's CAP such as bicycle parking and pedestrian improvements. The Project would be consistent with Goal 5.
Goal 6: Support healthy and equitable communities.	The Project would provide new job opportunities within the local economy. The increase in jobs would reduce home/work commute trips for workers currently commuting to/from the area for jobs. The Project would be consistent with Goal 6.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	The Project would provide warehousing near existing truck routes to facilitate distribution of goods throughout the region. The Project would be consistent with Goal 7.

Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	The Project would be required to comply with SCAQMD Rule 2305, which applies to new warehouses greater than 100,000 square feet. Rule 2305 is intended to facilitate emission reductions associated with warehouses and related mobile emission sources. The building owner and tenants would be responsible for compliance with regulations pertaining to emissions and building efficiency. The Project would be consistent with Goal 8.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	The Project does not include residential uses. Goal 9 is not applicable to the proposed Project.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	The Project site does not contain agricultural lands or habitats that require restoration. Goal 9 is not applicable to the Project.

Further, according to data presented in SCAG's Employment Density Summary Report, average employment densities for commercial uses in the region range from a high of 175.49 employees per acre (high-rise office) to a low of 19.71 employees per acre (regional retail). Average employment densities for light industrial uses are 17.83 employees per acre for light manufacturing and 11.4 employees per acre for warehouse (SCAG 2001). Therefore, changing the land use designation from Commercial to Light Industrial on the southern parcel would result in fewer employees than what could occur if commercial development were developed on the southern parcel. Thus, the project would not result in employment growth that is greater that what was used to develop Connect SoCal. Forecasts from Connect SoCal project an increase of 10,300 employees between 2016 and 2045 in the City of Perris. Thus, the employees generated by the Project would be consistent with SCAG's Connect SoCal forecasts.

The project would be consistent with the PVCCSP, City of Perris General Plan and Good Neighbor Policy as well as Connect SoCal Plan. A **less than significant** impact would occur under this threshold.

	Potentially Significant Impact	**Less Than Significant With Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
XII. <u>MINERAL RESOURCES</u> -- 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XII. MINERAL RESOURCES -- Would the project:				
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?	☐	☐	☐	☒

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

a, b) The California Department of Conservation (CDC) classifies the availability of mineral resources in a region into four mineral resource zone (MRZ) categories: MRZ 1 for no mineral resources, MRZ 2 for significant resources areas with the quality and quantity known, MRZ 3 for significant resource areas with the quality and quantity unknown, and MRZ 4 for areas with no information. According to the City's General Plan, the CDC is primarily interested in the preservation of significant resources in MRZ 2 regions. The land within the City of Perris, including the Project site, is classified as MRZ 3 and MRZ 4, which are not considered to be significant resource areas (City of Perris 2005) or delineated on any plan for mineral resource recovery uses. Implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. **No impacts** to mineral resources would occur under these thresholds.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
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?	☐	☐	☐	☒

Material provided in this section was obtained in part from the *Distribution Park Noise Impact Study,* prepared by Birdseye Planning Group, LLC, August 2023, Appendix J.

Applicable PVCCSP Standards and Guidelines

The PVCCSP Standards and Guidelines relevant to the analysis of noise impacts presented in this IS/MND and summarized below are incorporated as part of the proposed Project and assumed in the analysis presented in this section. The PVCCSP EIR mitigation measures that are applicable to the proposed Project are incorporated in the following analysis.

> **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 closest sensitive receptor.
>
> **MM Noise 3:** No stationary 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 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.

Regulatory Standards

City of Perris General Plan Noise Element

The City General Plan Noise Element (City 2016) establishes noise compatibility guidelines for land uses and provides policies for new commercial and industrial facilities. Policy V.A states that new large-scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level. This policy is enforced through Implementation Measure V.A.1 states that an acoustical impact analysis is required to ensure that noise levels generated by the commercial or industrial facilities do not exceed 60 CNEL for those residential land uses within 160 feet of the project. Exhibit N-1 of the City General Plan Noise Element shown in the Noise Study (Appendix J) shows that the land uses associated with commercial developments are normally acceptable when exposed to noise levels of 65 dBA CNEL and below. This land use is conditionally acceptable when exposed to noise levels of 75 dBA CNEL and below. Hotel uses are normally acceptable below 60 dBA CNEL and are conditionally acceptable when exposed to noise levels between 60 and 70 dBA CNEL. The Camper Resorts of America facility to the east of the site is considered transient lodging; thus, is subject to the same noise criteria as the proposed hotel.

City of Perris Municipal Code

Section 7.34.040 of the Perris Municipal Code prohibits the amplification of sound using sound amplifying equipment that exceeds a maximum noise level (Lmax) of 80 dBA Lmax from 7:01 a.m. to 10:00 p.m. and 60 dBA Lmax from 10:01 p.m. to 7:00 a.m.

Section 7.34.050 of the Perris Municipal Code prohibits 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, or any section thereof. The standards for dBA noise level in Section 7.34.040 shall apply to this section.

Section 7.34.060 of the Perris Municipal Code Chapter states that is in unlawful for any person between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays 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 in residential zones.

Section 16.22.020 of the Perris Municipal Code defines noise-sensitive land uses as including, but not limited to, residences, schools, libraries, hospitals, churches, offices, hotels, motels, and outdoor recreational areas. Noise-sensitivity factors include interference with speech communication, subjective judgment of noise acceptability and relative noisiness, priced for freedom from noise intrusion, and sleep interference criteria.

a) **Construction Noise**. Temporary, construction-related noise would occur during construction of the proposed project. The noise levels associated with the operation of common construction equipment are shown in Table 3. The noise levels are provided for reference purposes; not all equipment shown would be used for the proposed project. Noise levels are expected to occur within the ranges shown.

Table 3
Typical Maximum Construction Equipment Noise Levels

Equipment Onsite	Typical Maximum Level (dBA) 25 Feet from the Source	Typical Maximum Level (dBA) 50 Feet from the Source	Typical Maximum Level (dBA) 100 Feet from the Source
Air Compressor	84	79	73
Backhoe	84	79	73
Bobcat Tractor	84	79	73
Concrete Mixer	85	78	72
Bulldozer	88	82	76
Jack Hammer	95	89	83
Pavement Roller	86	80	74
Street Sweeper	88	82	76
Man Lift	81	75	69

Table 3
Typical Maximum Construction Equipment Noise Levels

Equipment Onsite	Typical Maximum Level (dBA) 25 Feet from the Source	Typical Maximum Level (dBA) 50 Feet from the Source	Typical Maximum Level (dBA) 100 Feet from the Source
Dump Truck	82	76	70

Source: Noise levels based on FHWA Roadway Construction Noise Model (2006) Users Guide Table 1.
Noise levels based on actual maximum measured noise levels at 50 feet (Lmax).
Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance.

Construction noise across the entire site would vary throughout the workday and by phase (i.e., site preparation, grading, building construction, paving and architectural coating). This would include construction of the foundations and installation of the concrete tilt-up perimeter walls around the industrial property. As stated, the highest sustained noise levels would be associated with site preparation and grading because ongoing use of large earth moving and paving equipment would occur during these phases. Because of the site size heavy equipment operation throughout the property can be accommodated simultaneously.

For the purpose of this evaluation, maximum construction noise was estimated with equipment operating at 25 feet from the nearest receiver west of the property line for the site preparation and grading phases. This is conservative as equipment can operate simultaneously; however, it cannot operate at the same location at the same time. Typically, equipment would be staggered across the site. Site preparation and grading/excavation would utilize a bulldozer, backhoe and loader. For building construction, noise from operation of a crane, manlift, backhoe and tractor/loader were used. Based on the location of the warehouse and hotel building, a distance of 100 feet from the west property line was assumed. Paving equipment noise was calculated based on noise levels from operation of a roller and paver at 20 and 50 feet to estimate noise from parking lot paving on mobile homes located 25 feet west of the western property line. Use of an air compressor for application of architectural coating phases was modeled at 100 feet from the east and west property line. Equipment and materials would be staged proximal to the buildings to use the structures as a noise barrier to the extent feasible. However, to present a more conservative analysis, the noise levels identified in this report do not include any of the noise reductions associated with the features discussed in this paragraph.

The Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) data were used to estimate construction noise levels at the nearest occupied noise-sensitive land use referenced above. Although the model was funded by the Federal Highway Administration, the RCNM data is used for non-roadway projects because the same types of construction equipment used for roadway projects are used for other types of construction. Input variables for the RCNM consist of the receiver/land use types, the equipment type and number of each, the duty cycle for each piece of equipment (e.g., percentage of hours the equipment typically works per day), and the distance from the noise-sensitive receiver. As noted, the distances were varied across the site as equipment cannot work simultaneously in the same location from a given point. No topographical or structural shielding was assumed nor

did the calculations account for the fact that not all equipment would operate at the same time. The estimated noise level by phase are shown below in Table 4. These are the most conservative noise levels that could occur proximal to the neighboring properties.

Table 4
Estimated Construction Noise Levels (Lmax)

Phase	Lmax Noise Levels
Site Preparation (dozer, back-hoe, front-end loader)	87.7
Grading (dozer, backhoe and front-loader)	87.7
Building Construction (crane, manlift, backhoe and front-end loader)	74.5
Paving (paver and roller)	86.0
Architectural Coating (air compressor)	71.6

Note: Site Preparation,Grading and Paving assumes equipment would operate at 25 feet from the nearest receiver to approximate worst case conditions.

As shown in Table 4, the highest hourly noise levels are projected to be 87.7 dBA Lmax at 25 feet during site preparation, grading and paving. As stated, the closest residential structures are located approximately 20 feet west of the property line. Building construction noise levels are conservatively estimated to be 74.5 dBA at 100 feet from the property line. The Lmax associated paving activities and application of architectural coating would be approximately 86.0 dBA Lmax (at 20 feet) and 71.6 dBA Lmax (at 100 feet), respectively. Noise levels during paving along the western site boundary would be adequately attenuated by the proposed perimeter screening walls.

On a typical workday, heavy equipment will be operating sporadically throughout the Project site and more frequently away from the edges of the site as the site preparation and grading phases are completed. Adjacent off-site residences at the Park Place Mobile Home Park are the only noise sensitive uses proximal to the Project site as defined in Section 16.22.020 of the Municipal Code. Residents would be exposed to elevated noise levels associated with construction; however, noise levels will vary depending on the proximity to the residences and the type of activity occurring and equipment operating. As stated, the City of Perris Municipal Code restricts construction to the weekday hours between 7:00 am and 7:00 pm, with the exception of some holidays. Construction is not allowed on Sundays or applicable holidays. The Project would comply with the Municipal Code restrictions on construction hours. Further, construction noise levels would be relatively short term and terminate as each construction phase is completed. However, as stated, noise levels are projected to exceed the 80 dBA Lmax standard at the closest residential properties located adjacent to and west of Painted Canyon Street. Implementation of PCVVSP EIR mitigation measures MM Noise 1 through MM Noise 5 listed above would reduce short-term construction noise. Implementation of project specific Mitigation Measures N-1, N-2 and N-3 with the PVCCSP EIR measures referenced above, would reduce potential impacts to **less than significant**.

Measure N-1: **Install Temporary Noise Barrier.** A noise barrier shall be erected along the western site boundary during construction of both Phase I and Phase II. A minimum 8-foot-high barrier shall be maintained along the western boundary throughout site preparation and grading activities to reduce noise at adjacent receivers to the west. The noise barrier should be constructed of material with a minimum weight of 4 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of 5/8-inch plywood and/or 5/8-inch oriented strand board. Other temporary construction noise barrier systems may be used at the contractors discretion with City of Perris approval.

N-2 Neighbor Notification. Notification shall be provided to residential occupants adjacent to the project site at least 48 hours prior to initiation of construction activities that could result in substantial noise levels at outdoor or indoor living areas. This notification shall include the anticipated hours and duration of construction and a description of noise reduction measures being implemented at the project site. The notification shall include a telephone number for local residents to call and submit complaints associated with construction noise.

N-3 Noise Control Plan. Construction contractors shall develop and implement a noise control plan that includes a noise control monitoring program to avoid construction noise levels exceeding 80 dBA Lmax at the nearest sensitive receivers. The plan may include the following requirements:

- Contractor shall turn off idling equipment.
- Contractor shall perform noisier operation during the times least sensitive to receptors.
- All diesel equipment shall be operated with closed engine doors and shall be equipped with factory- recommended mufflers.
- Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or security staff facilities.

Operational Noise

Offsite Traffic Noise Impacts. Traffic is the primary noise source that would be generated by operation of the proposed Project. As stated, existing noise levels were measured at the Project site on November 2, 2022. The highest Leq during the 15-minute monitoring period was 62.8 dBA at the northwest corner of the site along Ramona Expressway. The existing measured Leq at the northeast corner of the Project site equals the 65 dBA, the General Plan Noise Element policy for exterior noise exposure to transportation related noise at residences and other sensitive properties. The measured noise level near southern site boundary is 60.2 dBA which is below the 65 dBA standard. The measured noise levels near the center of the Project site is 52.1 dBA which approximates the sound levels at the interior mobile home spaces along Painted Canyon Street west of the site. As stated, the Noise Element sets 65 dBA CNEL for the outdoor areas and interior noise levels of less than 45 dBA CNEL as the "normally acceptable" level. Noise levels above 65 dBA CNEL are "conditionally acceptable" when interior noise standards

can be met and noise levels are dominated by traffic. Monitoring locations are shown in Figure 9.

The roadway network adjacent to the Project site, including the site driveway, was modeled using the Federal Highway Administration Traffic Noise Model (TNM) version 2.5 software. The model calculates traffic noise at receiver locations based on traffic volumes, travel speed, mix of vehicle types operating on the roadways (i.e., cars/trucks, medium trucks and heavy trucks) and related factors. The vehicle mix on Ramona Expressway and East Dawes Street is based on counts during noise monitoring. Baseline traffic volumes were obtained from counts during noise monitoring and cross-referenced with baseline data in the Local Transportation Assessment (Mizuta Traffic Consulting Inc., August 2023).

Hourly average baseline noise levels (Leq) were calculated at representative camping spaces and mobile homes located along Ramona Expressway East Dawes Street to establish baseline conditions. These are the closest receivers to the Project site and would experience the highest concentration of project-related traffic. The receiver locations are defined as follows and shown in Figure 10.

1. Manufactured home located at southwest corner of Polaris Street and Painted Canyon Street - northeast corner of the Park Place Mobile Home Park west of the site;
2. Camping sites located adjacent to Ramona Expressway in the Campers Resorts of America facility east of the site;
3. Manufactured home located at the northwest corner of East Dawes Street and Painted Canyon Street – southeast corner of Park Place Mobile Home Park west of the site;
4. Camping sites located adjacent to East Dawes Street in the Campers Resorts of America facility east of the site.

Noise level increases at nearby receiver locations resulting from the Project are evaluated based on the PVCCSP EIR thresholds of significance described below at nearby sensitive receiver locations. Further, CEQA requires that consideration be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant.

According to the PVCCSP EIR, there is no official “industry standard” of determining significance of noise impacts. However, typically, a jurisdiction will identify either 3 dBA or 5 dBA increase as being the threshold because these levels represent varying levels of perceived noise increases. The PVCCSP EIR indicates that a 5 dBA noise level increase is considered discernable to most people in an exterior environment when the existing noise levels are below 60 dBA. Further, it identifies a 3 dBA increase threshold when the existing ambient noise levels already exceed 60 dBA. In addition, according to the PVCCSP EIR, an increase of 5 dBA or more above without Project noise levels is considered a significant impact at all other sensitive land uses.

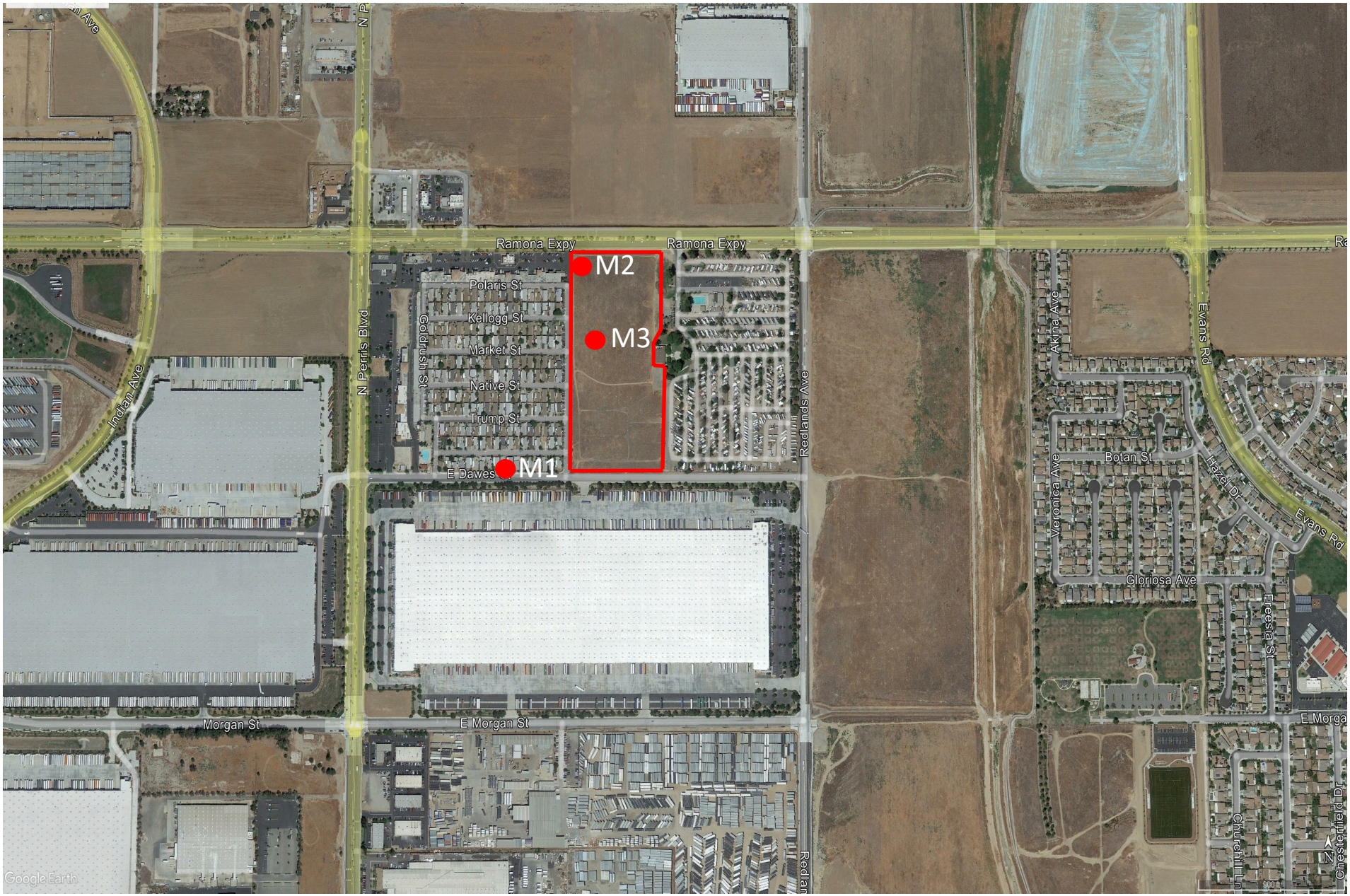

Figure 9—Noise Monitoring Locations **- Project Site**

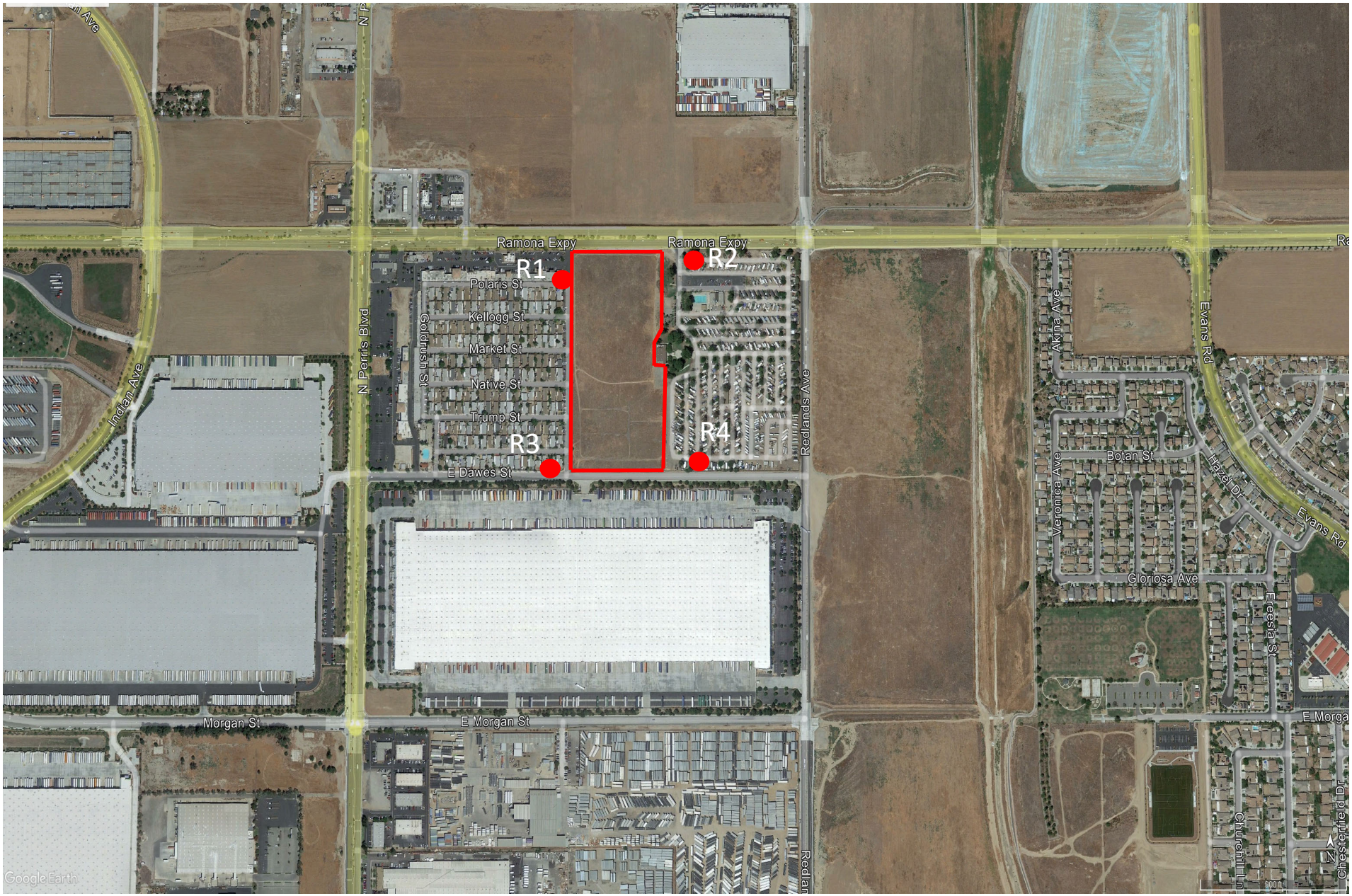

Figure 10—Noise Receivers **- Project Site**

To assess the off-site transportation CNEL noise level impacts associated with the Project, noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic based on the following PVCCSP EIR significance criteria:

- When the resulting noise levels at noise-sensitive land uses (e.g. residential, etc.):
  - are less than 60 dBA CNEL and the Project creates a 5 dBA CNEL or greater Project-related noise level increase; or
  - exceed 60 dBA CNEL and the Project creates a 3 dBA CNEL or greater Project-related noise level increase.

Noise levels associated with the project were calculated by distributing the 90 P.M. peak hour project trips associated with the hotel and restaurant uses into the baseline traffic volumes along Ramona Expressway. A total of 84 light cars and trucks and 47 heavy truck trips were added to East Dawes Street to simulate peak hour noise levels associated with warehouse truck trips. Volumes were concentrated in these areas for the purpose of evaluating worst case noise conditions. The receiver locations are shown in Figure 10 and the modeling results are shown in Table 5. As shown, the highest modeled increase would occur at Receivers 3 and 4 because the highest concentration of traffic would be associated with the industrial use along East Dawes Street. The 5.2 dBA CNEL increase at Receiver 4 would not be significant because the Camping Resorts of America is transient commercial use and the receptors (campers) are short-term guests who would not be exposed to the change from existing noise levels. The increase at all other locations would be less than 3 dBA CNEL and would not be significant. Impacts related to roadway traffic noise would be less than significant.

Table 5
Modeled Noise Levels

Receptor	Existing Ldn/CNEL	Cumulative With Project Ldn/CNEL	Decibel Change –	Significant Impact
Receiver 1	64.7	64.9	+0.2	No
Receiver 2	65.2	65.3	+0.1	No
Receiver 3	60.3	62.8	+2.5	No
Receiver 4	59.7	64.9	+5.2	No

On-Site Truck Movement. Trucks would move around the eastern portion of the Project site entering and exiting from/to East Dawes Street via the eastern entrance. Trucks would travel to/from Interstate 215 via Harley Knox Boulevard, Redlands Avenue and East Dawes Street. As stated, these streets are designated truck routes within the City of Perris. To quantify on-site truck movement noise exposure in terms of the CNEL/Ldn (24-hour average), individual truck movement sound exposure level (SEL) is used. The SEL is a measure of the total energy of a noise event, including consideration of event duration. The SEL is not actually heard, but is a derived value used for the calculation of energy-based noise exposure metrics such as the CNEL/Ldn. Because the SEL is normalized to one second, it is a more conservative

measurement of maximum noise levels than the Lmax metric. The average measured truck event movement SEL is 78.1 decibels (Birdseye Planning Group, 2022/WJVA Acoustics, 2017) which includes noise generated by diesel engines, air brakes and backup warning devices. As discussed, it is assumed that 470 truck events would occur each day and that the movements would be evenly distributed over a 24-hour day. The L_{dn} associated with truck movement is quantified using the following equation:

Ldn = *SEL + 10 log Neq – 49.4*

The SEL is the average SEL for a truck movement, Neq is the equivalent number of truck movements in a typical 24-hour period determined by adding 10 times the number of nighttime events (10 p.m. - 7 a.m.) to the actual number of daytime events (7 a.m. – 7 p.m.), and 49.4 is a time constant equal to 10 log the number of seconds in the day. Assuming 470 truck events per day, the resulting noise exposure on-site would be approximately 55.4 dBA Ldn or 56.4 dBA CNEL. Noise associated with on-site truck movement would not exceed the 60 dBA CNEL standard defined in the Noise Element for sensitive land uses. Further, truck movements would be screened by the warehouse building for mobile homes located west of the site. An 8-foot concrete screening wall would attenuate noise levels for the camping spaces located east of the site.

Loading Dock Operation. The reference loading dock activities are intended to describe the typical operational noise activities associated with the Project. This includes trucks maneuvering, truck loading, truck unloading, backup alarms or beepers, truck docking, a combination of tractor trailer semi-trucks, two-axle delivery trucks, and background forklift operations. To describe the warehouse loading dock activities, short-term reference noise level measurements were collected. The reference loading dock activity noise level measurement was taken over a fourteen-minute period and represents multiple noise sources taken from the center of activity generating a reference noise level of 71.2 dBA Lmax at a uniform reference distance of 50 feet. The measured Leq at a typical warehouse loading dock is 66.5 dBA at 25 feet (RECON, 2017). The noise sources at the measurement location included rattling and squeaking during normal door opening and closing operations, the access gate closure equipment, truck engines idling outside the entry gate, truck movements through the entry gate, and background truck court activities and forklift backup alarm noise. Truck operational noise is the dominant source. The Lmax would attenuate to 57.2 dBA Lmax at the eastern property line. This would be less than 80 dBA Lmax daytime and 60 dBA Lmax night time standard in Section 7.34.040 of the Perris Municipal Code. The Leq would attenuate to 46.5 Leq at the eastern property line. Because of the penalties for evening and nighttime noise levels, the Leq is higher than the CNEL. In this case, the 60 dBA standard referenced in the noise element would also be met.

Roof-Top Air Conditioning Units. The project would use commercial-sized HVAC units located on the rooftop of the building. Specific planning data for the future HVAC systems is not available at this stage of project design. To assess the noise levels created by the roof-top air conditioning units, reference noise level measurements from Lennox SCA120 series 10-ton model packaged air conditioning unit were used. At a uniform reference distance of 50 feet, the

roof-top air conditioning units generate a reference noise level of 57.7 dBA Lmax. If located proximal to the center of the building, noise levels from each unit would attenuate to below existing background noise levels approximately 100 feet from the source. Thus, HVAC system noise is not anticipated to be audible beyond the rooftop or at off-site receivers.

Combined Sources. As stated, noise from operation of the rooftop HVAC units is not expected to be audible beyond the building footprint. Loading dock activities would attenuate to approximately 57.2 Lmax and 46.5 Leq at the eastern property line. This would meet both the 80 dBA Lmax daytime and 60 dBA Lmax nighttime standards as well as the 60 dBA CNEL standard along the eastern property line for these sources.

As stated above, truck movement would generate an SEL of approximately 78.1 dBA and CNEL of 56.4 dBA. Operation of the loading dock would be 46.5 dBA Leq at the eastern property boundary. Addition of loading dock and HVAC noise would have no effect on overall noise levels at the property boundary assuming the three sources are operating simultaneously on the site. The overall noise level would be 56.8 dBA CNEL for truck movements and loading dock operation which is below the 60 dBA sensitive land usecompatibility standard identified in the General Plan Noise Element as shown in Table 3.

While the SEL (78.1 dBA) SEL associated with truck movement activities would be below the 80 dBA Lmax daytime standard, truck movement on the site could exceed the 60 dBA Lmax nighttime standard during individual events at the eastern property. As stated, the project would construct an 8-foot perimeter wall along the warehouse property boundary consistent with design standards. The typical noise source height for heavy trucks (i.e., the exhaust stack) is 11.5 feet above ground level. Assuming the source is approximately 40 feet (i.e., the length of a typical trailer) from the eastern property boundary and the nearest receiver is approximately 60 feet east of the property line, the perimeter wall would reduce the Lmax to approximately 63.8 dBA Lmax. With the reduction, this anticipated Lmax would still exceed the 60 dBA Lmax nighttime standard for residences and transient lodging land uses. This would be a significant impact related to on-site truck movement.

Trucks are often equipped with backup alarms that typically generate a noise level of 109.7 dBA at four feet at a single frequency of one (1) KHz. Backup alarms on trucks are commonly mounted on the back of the truck at a height of 3 feet above the ground. The proposed screening wall would reduce backup alarm noise to 64.3 dBA Lmax. The Lmax would exceed the 60 dBA Lmax nighttime standard for residences and transient lodging land uses. This would also be a significant impact related to on-site truck movement.

The proposed truck parking area along the eastern site boundary is separated north to south by an existing club house building located on the adjacent Camper Resorts of America property. The parking area proposed for the northeastern corner of the site is approximately 135 feet from the nearest camping space northeast of the existing club house building. Sound levels associated with truck movement would attenuate to approximately 59.4 dBA Lmax at this distance with an 8-foot perimeter wall. Alternatively, extending the perimeter wall height from 8 feet to 12 feet

above ground level along the eastern parking area south of the existing clubhouse building would attenuate truck operation noise to 59.4 dBA Lmax. Both options are provided as project-specific mitigation measure N-4. The proposed hotel is located approximately 250 feet northwest of the warehouse parking area. This distance would attenuate noise from truck operation along the northern portion of the warehouse site to less than 60 dBA Lmax. With implementation of project-specific Mitigation Measure N-4 and N-5, nighttime noise levels at the Camping Resorts of America property would be less than significant.

> **Mitigation Measure N-4**: Restrict nighttime (i.e., 10:00 p.m. to 7:00 a.m.) truck parking to the northeastern parking area and/or increase the perimeter wall height along the southern parking lot section from 8-feet to 12 feet above ground level.
>
> **Mitigation Measure N-5**. Restrict nighttime (10:00 p.m. to 7:00 a.m.) audible truck backup alarms use to daytime hours only (7:00 a.m. to 10:00 p.m.) for those trucks using on-site back-in parking along the eastern site boundary.

b) Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as vibration rapidly diminishes in amplitude with distance from the source. In the U.S., the ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB (i.e., vibration velocity of 0.01 inches per second). A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. There were no activities observed in the area during monitoring that generate perceptible groundborne vibration.

Construction activity on the Project site would be temporary and vibration events would be transitory occuring only during equipment pass bys. Using vibration levels associated with a large bulldozer, the piece of equipment with the highest vibration level, as a worst case scenario, typical groundborne vibration could reach 81 VdB at 50 feet, the distance between the property boundary and nearest receiver (Table 6). Vibration at this level can cause annoyance for brief periods of time during pass by events. Sustained equipment operation is not expected to occur proximal to this location nor would the PPV reach levels that may cause structural damage to the residential building.

Table 6
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	91	85	83	82	79
Loaded Trucks	90	84	82	81	78
Jackhammer	94	88	86	85	82
Loader	86	80	78	77	74

Source: FTA, 2018

As stated, vibration levels in excess of 75 VdB may be perceptible; thus, vibration may be perceptible at the nearest residences periodically during equipment pass by events. While there are no specific standards for use in quantifying excessive vibration levels, the PPV would not be high enough to damage buildings (i.e., 0.2 PPV) nor would construction activities generate vibration levels high enough to annoy people (i.e., 94 dBA). Methods utilized as part of PVCCSP Mitigation Measures MM Noise 1 through Noise 4, to reduce temporary construction noise, although not required to mitigate vibration impacts, would also minimize vibration associated with the project. Thus, temporary vibration impacts would be **less than significant**.

c) The Project site is located approximately 1.6 miles south of MARB/IPA and is located within the MARB/IPA Airport Influence Area Boundary, and the 2018 U.S. Air Force Final Air Installations Compatible Use Zone (AICUZ) Study. The Project site is not located within the noise contours shown in Figure 4-2, March ARB AICUZ (2018). Although impacts associated with aircraft activities would be less than significant, the proposed Project is required to comply with PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 5 as applicable, to reduce impacts associated with MARB/IPA operations.

The Perris Valley Airport is located approximately 5 miles south of the Project site. According to the Airport Land Use Compatibility Plan (ALUCP) for the Perris Valley Airport, the Project site is not located within the Airport Influence Area Boundary (Riverside County Airport Land Use Commission 2011). The proposed industrial and commercial uses do not include any uses that would be hazards to flight. Therefore, hazards associated with aircraft operations would be less than significant and no Project-specific mitigation would be required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. <u>POPULATION AND HOUSING</u> — 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?	☐	☐	☐	☒

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

a) The proposed Project concept would include a warehouse building, hotel and two restaurants. The proposed Project does not include residential development; thus, the project would not cause or contribute to population unplanned growth. The number of employees was estimated based on SCAG data which states that warehousing/industrial facilities have approximately 11.4 employees per acre. Based on the size of the warehouse, the tenants could be expected to employ approximately 73 people. The hotel and restaurant employment will vary based on the type of hotel and restaurant that leases the space. The warehouse may employ people from outside the area; however, there are no features that would directly or indirectly induce growth. Impacts would be **less than significant.**

b) The Project site is vacant. Project implementation would not result in the removal of any existing people or housing. No existing residents would be displaced. **No impact** would occur under this threshold.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Applicable PVCCSP Standards and Guidelines

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

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

Crime Prevention Measures. Development projects should take precautions by installing on-site security measures. Security and safety of future users of facilities constructed within the PVCCSP should be considered in the design concepts for each individual development proposal such as:

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

• Downward lighting through development site.

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

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

a) The proposed Project would include the construction and operation of a warehouse facility and future commercial uses that would require fire protection services; however, no new residential uses or other uses that would increase the City's population would be constructed. The City of Perris contracts with the Riverside County Fire Department to provide fire protection services within the City and has two fire stations within its boundaries that are served by 14 firefighters (City 2021). The two fire stations are located at 210 W. San Jacinto Avenue (Station No. 1) and 333 Placentia Avenue (Station No. 90) and are located approximately 4.0 and 1.3 miles from the Project site, respectively. As such, the nearest fire station and presumed first responder is Station No. 90. While the Project site is identified for commercial development and the proposed Project would allow for industrial and commercial uses, the Project would not induce unplanned growth that would require the construction of new or expanded fire protection facilities. However, the Project applicant would be required to pay a Development Impact Fee (DIF) for fire services that would support fire protection services at the Project site and throughout the City of Perris. Therefore, impacts would be **less than significant.** No mitigation would be required.

b) The proposed Project would include the construction and operation of a warehouse facility and future commercial use that would require police protection services; however, no new residential uses or other uses that would increase the City's population would be constructed as part of the project. The City contracts with the Riverside County Sheriff's Department to provide police protection services within the City and has a police station located at 137 North Perris Boulevard, approximately 3.7 miles south of the Project site. While the Project site is planned for commercial development and the proposed Project would allow for industrial and commercial uses, the Project would not induce growth in an unplanned manner that would place unexpected future demands on existing police protection services. The Project would also not represent a use that would require unique or expanded police protection services. As a result, the Project itself is not expected to require the construction of new or expanded police protection facilities; however, the Project applicant would be required to pay a Development Impact Fee (DIF) to support police protection services at the Project site. Therefore, impacts would be **less than significant.** No mitigation would be required.

c) The proposed Project would include the construction and operation of a new warehouse and commercial facilities. It would not directly induce growth within the project area that would increase the demand for school services. 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, would be assessed in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50) and paid to the Val Verde Unified School District.

Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services. With the payment of these fees, the potential impact would be **less than significant**.

d) The proposed Project would include the construction and operation of a warehouse facility and commercial uses. It would not directly increase the residential population of the City and increase the use of parks that would require the construction or expansion of additional park and recreational facilities. A **less than significant impact** would occur under this threshold. Additionally, the payment of development impact fees per Municipal Code Chapter 19.68 would further reduce any potential Project impacts related to parks.

f) Other public facilities include libraries, senior centers, community centers, and pools, all of which are intended to serve the general public. The proposed Project involves the construction and operation of a warehouse facility and commercial uses. These uses would not directly induce population growth or otherwise increase demand for these services. Thus, no construction or expansion of other public facilities would occur. A **less than significant impact** would occur under this threshold. 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.

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

Applicable PVCCSP Standards and Guidelines

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

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

Employee Break Areas and Amenities.

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

a) The proposed Project consists of the construction and operation of a warehouse facility and commercial uses. The Project would not directly increase the residential population of the City and increase the use of or create the need for new parks and recreational facilities. Similarly, the proposed Project would not result in physical deterioration of an existing open space area or any recreation facilities. A **less than significant impact** would occur under this threshold. Additionally, the payment of development impact fees per Municipal Code Chapter 19.68 would further reduce any potential Project impacts related to parks.

b) The proposed warehouse facility would provide recreational amenities for its employees as required by the PVCCSP. The impacts associated with the development and operation of the Project, including these recreational amenities, have largely been evaluated throughout this IS/MND and the identified PVCCSP EIR and Project mitigation measures would reduce most of these impacts to a **less than significant** level. The potential air quality and GHG impacts associated with the development of the project, including the required recreational facilities, will be evaluated in an EIR. A separate evaluation of recreational impacts in an EIR is not required.

	Potentially Significant Impact	**Less Than Significant With Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
XVII. <u>TRANSPORTATION</u> -- Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. <u>TRANSPORTATION</u> -- Would the project:				
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 use (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

The information provided in this section is summarized from the Vehicle Miles Traveled Analysis prepared for the *Distribution Park Project*, Mizuta Traffic Consulting, Inc., January 2023; (Appendix K).

Applicable PVCCSP Standards and Guidelines

The PVCCSP Standards and Guidelines summarized below relevant to the analysis of transportation/traffic presented in this Initial Study are incorporated as part of the proposed Project and assumed in the analysis presented in this section. Additionally, a Traffic Study was prepared by Mizuta Traffic Consulting, Inc., for the proposed Project (Appendix K). The information and recommended measures provided in that report are also incorporated into the analysis below.

Infrastructure Plan (Chapter 3.0 of the PVCCSP)

Circulation. The Circulation Plan provides Standards and Guidelines intended to ensure the safe and efficient movement of people and goods within the PVCCSP area, as well as meeting the future transportation needs City-wide.

Vehicular Circulation - Freeway Interstate-215 (North-South): Interstate-215 runs along the Western boundary of the PVCC. Existing Freeway on and off-ramps are located at Harley Knox Boulevard and Ramona Expressway. Placentia Avenue is a planned future interchange.

Expressways: An expressway is a limited access divided highway built to accommodate high-speed travel by automobiles within a 184-foot right-of-way. At least two traffic lanes in each direction are physically separated within a 134-foot curb-to-curb width.

Arterials: An arterial serves major traffic movements or major traffic corridors within 128-foot right-of-way. While they may provide access to abutting land, their primary function is to serve traffic moving through the area. Arterial streets generally have a curb-to-curb width of 94-feet. A secondary arterial is intended to carry local traffic between the local street system and the primary arterial system. Arterial streets generally vary from a curb-to-curb width of 64-feet to 70-feet and may have one or two lanes in each direction.

Truck Circulation. The PVCCSP area is primarily intended to accommodate commercial and industrial uses and as such, requires established truck routes to serve these uses. The City has adopted specific truck routes throughout the PVCC area to separate passenger and truck traffic and move truck traffic efficiently while avoiding residential communities to the extent possible. Existing truck routes consist of the following:

- Harley Knox Boulevard from Redlands Avenue to Interstate-215;
- Placentia Avenue from Perris Boulevard to Interstate-215;
- Perris Boulevard within the entire Specific Plan boundary;
- Morgan Street from Frontage Road to Redlands Avenue;
- Rider Street from Frontage Road to Perris Boulevard;
- Western Way from Harley Knox to northerly City limit Specific Plan Boundary;
- Indian Avenue from Placentia Avenue to Harley Knox Boulevard; and
- Redlands Avenue from Rider Street to Harley Knox Boulevard.

Off-Site Vehicular Circulation: Roadway Standards and Guidelines, Truck Route Standards and Guidelines. The PVCC Circulation Plan establishes the general alignments and right-of-way sections. The improvements required for development of individual projects along segments of roadways identified on the Circulation Plan are identified at the development stage. Mitigation measures from the PVCCSP EIR that are apply to this project are as follows:

> **MM Trans 1:** Future 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 development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading.
>
> **MM Trans 3:** Each development project shall participate in the phased construction of off-site traffic signals through payment of that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair

share mitigation fees which include TUMF (Transportation Uniform Mitigation Fee), DIF (Development Impact Fee), and the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.

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

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

MM Trans 6: Each development project 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: Project-level traffic 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 traffic studies shall identify specific project deficiencies and needed roadway improvements to be constructed as part of each 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 project applicant would 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 studies shall be coordinated with the North Perris Road and Bridge Benefit District (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 again the NPRBBD for construction of project level mitigation that is included in NPRBBD.

a) The following summarizes project impacts to existing bicycle/trail, transit and pedestrian facilities in proximity to the Project site.

Bicycle and Trail Facilities. There are no existing striped bicycle lanes on Ramona Expressway or East Dawes Street. No trails are located within or planned for construction within the project area. The project will not affect existing bicycle facilities, implementation of planned bicycle facilities or use of existing or planned trail facilities.

Transit Facilities. As stated, the Riverside Transit Agency (RTA) provides service to the general area with Routes 28. The nearest transit stop is located approximately one-quarter mile east along North Perris Boulevard. The project would not affect existing transit service along as currently provided.

Pedestrian Facilities. Sidewalks front the Project site on both sides of Ramona Expressway and East Dawes Street. Sidewalk, curb and gutter repair/improvements would be required for construction of the acceleration/deceleration lane on Ramona Expressway and access improvements along East Dawes Street. This would retain off-site connectivity for pedestrians. The project will have no adverse impacts to pedestrian facilities.

A **less than significant impact** would occur under this threshold.

b) Senate Bill 743 (SB 743) was approved in 2013 and revised the method for assessing transportation impacts under CEQA. The Office of Planning and Research (OPR) has recommended the use of vehicle miles travelled (VMT) as the required metric to replace the automobile delay-based Level of Service (LOS). The VMT assessment is required to satisfy CEQA guidelines that utilize VMT as the required metric to determine transportation impacts. The VMT assessment (Mizuta Traffic Consulting, Inc.) was based on the criteria outlined in the *City of Perris Traffic Impact Analysis Guidelines*, *May 2020.*

According to the *City's TIA Guidelines*, there are five screening criteria that can be applied to effectively screen projects from VMT project-level assessments. The purpose is to screen out projects that are presumed to have a non-significant transportation impact based on facts of a project and to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. The following lists the five screening criteria:

1. Is the project 100% affordable housing?
2. Is the project within one half (1/2) mile of qualifying transit?
3. Is the project a local serving land use?
4. Is the project in a low VMT area?
5. Are the project's net daily trips less than 500 ADT?

If the project meets any of the screening criteria above, they are presumed to not have a significant impact and are screened out from completing additional VMT analysis. Based on a review of the screening criteria, the most appropriate and applicable criterion is whether the project is located within ½ mile of qualifying transit. According to *City's TIA Guidelines*, projects located within ½ mile of an existing or major transit stop or an existing stop along a high-

quality transit corridor may be presumed to have a less than significant impact absent substantial evidence to the contrary.

The City's Transit Priority Area (TPA) exhibit shows that the Project site is located within the TPA. Additionally, WRCOG VMT Screening Tool was used to verify the determination. The Project is located in Traffic Analysis Zone (TAZ) 1819 and this is located inside a TPA. Thus, the project would meet criterion 2. Transportation impacts would be **less than significant** under this threshold.

c) Implementation of the Project would not introduce incompatible uses to the Project area. Improvements related to safety contained in the PVCCSP EIR mitigation measure MM Trans 2 would ensure that adequate site distance is provided at each Project access location. Additionally, prior to the issuance of final occupancy, City staff would ensure that signing/striping are implemented in conjunction with the detailed construction plans for the Project site and off-site improvement area.

Implementation of PVCCSP EIR mitigation measure MM Trans 3 requires signage be posted on-site directing truck drivers to use existing City truck routes on Redlands Avenue and Harley Knox Boulevard. to access Interstate 215. Signage information will be coordinated with City Planning and the City's Traffic Engineer during the plan check process. Additionally, as stated in the Project Description, the eastern access driveway would be designed with an extended or flaired, curb section or similar feature approved by the City of Perris, that discourages trucks from turning right when exiting; facilitating a left turn towards Redlands Avenue. Furthermore, the warehouse access driveways from East Dawes Street are not anticipated to warrant a traffic signal based on future projected daily traffic. The truck access driveway would be separated from the passenger car parking areas on the west side of the warehouse building to ensure the safety of vehicle occupants and pedestrians.

As stated, two access driveways would be provided from Ramona Expressway along the north side of the site to allow ingress/egress for the hotel and restaurant buildings. Acceleration and deceleration lanes would be provided along the south side of Ramona Expressway fronting the site. The driveway would align with the driveway anticipated for the project being proposed to the north of the project. This driveway would serve as the primary access point for the hotel and restaurant uses. All roadway improvements would be designed consistent with City of Perris (East Dawes Street) and California Department of Transportation (Ramona Expressway) standards. The project would not create dangerous curves or intersections. During construction, the proposed Project would comply with all local regulations regarding temporary road closures or/and/or one-way traffic controls. Impacts would be **less than significant** and no project-specific mitigation would be required.

d) A significant impact would occur if the design of the proposed Project would not satisfy emergency access requirements of the Riverside County Fire Department or in any other way threaten the ability of emergency vehicles to access and serve the Project site or adjacent uses. As discussed above, access to the site would be provided via two driveways on East Dawes

Street and Ramona Expressway. The driveways would be of standard size required to accommodate passenger cars. The truck entrance via East Dawes Street would be constructed per City of Perris standards to accommodate heavy trucks. All access features are subject to the City of Perris design requirements, including the Fire Department's requirement of a minimum 20-foot width for driveways. Because of this, emergency vehicles would be able to access the Project site. Impacts associated with this issue would be **less than significant** and no mitigation would be required.

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES -- Would the project:				
Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

Applicable PVCCSP Standards and Guidelines
There are no PVCCSP Standards and Guidelines or PVCCSP EIR mitigation measures related to the analysis of tribal cultural resources. The Cultural Resources Survey (PaleoWest, LLC; November 2022 Appendix D) was prepared for the Project in compliance with PVCCSP EIR mitigation measure MM Cult-1, provided in Section V, Cultural Resources. Additional PVCCSP EIR mitigation measures related to cultural resources have been replaced by the City of Perris as reflected in Project Mitigation Measures MM CR-1 and MM-CR-2.

a-b) Based on the results of the cultural resources survey conducted for the Project (PaleoWest, January 2023; Appendix D), no known tribal cultural resources are present on the Project site. However, there is the potential for previously undiscovered tribal cultural resources to occur at the Project site given the cultural significance of the area identified by tribes in the region. Ground disturbing activities could harm previously undiscovered subsurface resources which would be a potentially significant impact. The Cultural Resources Survey recommends that a Native American monitoring program be implemented. This would be implemented through Project mitigation measure MM CR-1. Project mitigation measure MM CR-1, provided in Section V, Cultural Resources, implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4, as subsequently revised by the City of Perris.

In the unlikely event that human remains are discovered during construction, 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 California Public Resources Code Section 5097.98. Project mitigation measure MM CR-2 shall be implemented to ensure impacts to potential Native American human remains are less than significant. Project mitigation measure MM CR-2 implements PVCCSP EIR mitigation measure MM Cultural 6, as subsequently revised by the City of Perris, and is provided in Section V, Cultural Resources.

Tribal consultation required per Assembly Bill (AB) 52 and Senate Bill (SB) 18 was initiated on January 21, 2023. The following Tribes were notified:

- Agua Caliente Band of Cahuilla Indians;
- Rincon Band of Luiseño Indians;
- Soboba Band of Luiseño Indians;
- Morongo Band of Mission Indians;
- Torres Martinez Band of Cahuilla Indians; and
- Pechanga Band of Luiseño Indians.

To date the Agua Caliente Band of Cahuilla Indians and the Pechanga Band of Luiseño Indians have responded with interest in the Project. The City has initiated consultation with these Tribes which remains ongoing. The tribes have been provided the Cultural Resource Report and proposed mitigation to review. With completion of consultation pursuant to AB 52 and implementation of Project mitigation measures MM CR-1 and MM CR-2, impacts to tribal cultural resources would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. <u>UTILITIES AND SERVICE SYSTEMS</u> -- Would the project:				
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
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?	☐	☐	☒	☐

Applicable PVCCSP Standards and Guidelines and Mitigation Measures
On-Site Design Standards and Guidelines (Chapter 4.0, PVCCSP)

General On-Site Project Development Standards and Guidelines

Trash and Recyclable Materials
Development of all PVCCSP sites shall contain enclosures (or compactors) for collection of trash and recyclable materials subject to water quality and best management practices. All trash enclosures shall comply with City of Perris Standards and with applicable City of Perris recycling requirements.

Waste Hauling
Construction and other waste disposal shall be hauled to a city approved facility.

Utilities

Utility Connections and Meters
All utility connections and meters shall be coordinated with the development of the site and should not be exposed, except where deemed appropriate or necessary by the building official. To the greatest extent possible, these utility connections should be integrated into the building or the architectural design.

Pad-Mounted Transformers and Meter Box Locations
Pad-mounted transformers and/or meter box locations shall be screened from view from surrounding properties and public rights-of-way. Utilities shall be located underground, unless waived by the City Engineer.

Electrical, Telephone, CATV and Similar Service Wires and Cables
All electrical, telephone, CATV and similar service wires and cables which provide direct service to the property being developed, within the exterior boundary lines of such property, shall be installed underground. Electrical Transmission Lines Electrical transmission lines 66kv and less shall be installed underground. All equipment shall be internalized into the building design to the greatest extent possible. When unfeasible, they shall be screened and not prominently visible from public rights-of-way.

a) Wastewater within the project area is collected and conveyed to one of two treatment plants operated by the Eastern Municipal Water District (EMWD). The EMWD provides wastewater services to approximately 239,000 customers within its service area and currently treats approximately 43 million gallons per day of wastewater at its four active regional water reclamation facilities through 1,813 miles of sewer pipelines. The facility closest to the project area is the Perris Valley Regional Water Reclamation Facilities (RWRF). The Perris Valley RWRF is the largest of the four treatment plants operated by the EMWD and has a daily treatment capacity of 22 million gallons per day (MGD) with a build out capacity of 100 MGD. Currently, the facility treats approximately 13.8 MGD. Assuming wastewater is approximately 60% of potable indoor water demand, the project would generate approximately 103,969 gallons per day. This is 0.007% of the daily treatment capacity of the Perris Valley RWRF. The EMWD has provided a will serve letter for wastewater. Impacts associated with wastewater treatment would be **less than significant.**

Water and sewer conveyance service would be provided by the EMWD as stated in a will serve letter dated October 25, 2023. The Project would connect to an existing 10-inch sewer line in East Dawes Street. An 8" sewer line would be extended from Painted Canyon Road east along Ramona Expressway to serve the hotel and restaurant uses. Existing 12-inch water lines would be extended within East Dawes Street and Ramona Expressway east from the Painted Canyon Road intersection. With the exception of the water and sewer line extensions, the project would not require relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, natural gas, or telecommunications facilities or expansion of existing facilities. No impacts associated with the construction or relocation of public utilities would occur. Impacts related to the provision of utility services would be **less than significant**.

b) The EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The EMWD is both a retail and wholesale agency, serving a retail and wholesale population of approximately 800,000. The majority of the EMWD's supplies are imported water purchased through the Metropolitan Water District of Southern California (MWD) from the State Water Project (SWP) and the Colorado River Aqueduct (CRA). Imported water is delivered to the EMWD either as potable water treated by the MWD, or as raw water that the EMWD can either treat at one of its two local filtration plants or deliver as raw water for non-potable uses. The EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. The EMWD owns and operates two desalination plants that convert brackish groundwater from

the West San Jacinto Basin into potable water. The EMWD also owns, operates, and maintains its own recycled water system that consists of four Regional Water Reclamation Facilities and several storage ponds spread throughout the EMWD's service area that are all connected through the recycled water system. Per the 2020 Urban Water Master Plan, the EMWD has a combined retail and wholesale demand and supply forecast of 208,899-acre feet in 2025 and 214,899-acre feet in 2030. Water supply is expected to meet demand forecast through the 2040 UWMP planning horizon.

Agencies were required to demonstrate compliance with the 2020 interim water use target provided in the 2015 UWMP. In 2015, the EMWD's gross water use was 78,937-acre feet. EMWD's retail population in 2015 was estimated at 546,146. Therefore, EMWD's actual 2015 per capita use was 129 GPCD, which is below the 2015 interim water use target of 187 GPCD. In the 2020 UWMP, agencies are required to demonstrate compliance with their confirmed 2020 Target GPCD. The EMWD estimated its gross water use and service area populations using the methods described for previous years. The EMWD did not make any optional adjustments to its 2020 gross water use. The actual 2020 GPCD was 125 GPCD; the target was 176 GPCD. Thus, the actual use was below the target.

CalEEMod 2022.1estimates the hotel and restaurants would use at approximately 4.0 million gallons of water annually (10,934 gallons per day)(assuming a reduction of 20% over business as usual). The industrial/warehouse building is estimated to use approximately 1.3 million gallons annually to support the office use. The warehouse/industrial portion is estimated to use 58 million gallons annually. Total water demand is estimated to be approximately 19 acre feet, or approximately 0.0008 percent of the annual demand projected by the EMWD in 2030. Further, the PVCCSP EIR, Section 4.11 (Table 4.11-D), shows the estimated commercial and industrial water demand would approximately 2,194 acre-feet annually. The Project would utilize approximately 0.08 percent of the anticipated demand for build out of the PVCCSP; and thus, would not exceed projected demand for the service area or necessitate expanding existing entitlements. A **less than significant** impact would occur under this threshold.

d) The proposed project would generate construction/demolition waste (CDW) as well as ongoing domestic waste. Solid waste generated in the City of Perris is transferred to the El Sobrante Landfill in Corona or the Badlands Landfill in Moreno Valley. These solid waste facilities serving Riverside County have a combined remaining capacity of 151,777,170 tons. The Badlands Landfill is expected to close in 2026 while the El Sobrante Landfill has the capacity to remain open until 2051 (CalRecycle 2022).

It is presumed that construction waste would be comprised of concrete, metals, wood, landscape and typical domestic material. The California Integrated Waste Management Act (CIWMA) of 1989 mandated that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50%. AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that no less than 75% of solid waste be generated be source-reduced, recycled, or composted by the year 2020 and annually thereafter. CDW associated with the

proposed project will be recycled to the extent practicable with the remainder sent to a landfill. The construction debris would be processed and recycled or sent to the landfill.

CalEEMod 2022.1 estimates the proposed Project would generate approximately 32 tons of solid annually (175 pounds daily) with operation of the hotel and restaurants. The industrial building would generate approximately 67 tons annually (368 pounds daily). These estimates assume 75% is recycled. Assuming the El Sobrante Landfill receives the waste, this would increase the total volumes going to landfill daily by less than 1 percent.

The amount of solid waste produced as a result of this Project is negligible compared to the capacity available at the two primary landfills. Compliance with County of Riverside waste reduction programs and policies would reduce the volume of solid waste entering landfills. Individual development projects would be required to comply with applicable state and local regulations; thus, reducing the amount of landfill waste by at least 75 percent. Therefore, because there would be adequate landfill capacity in the region to accommodate Project-generated waste, and the proposed Project is not expected to generate a substantial quantity of solid waste, the impact would be less than significant.

e) The applicant and project contractor would comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal as required by the CIWMA of 1989, AB 341 and AB 1896. Specifically, AB 1896 requires that businesses and multifamily residential developments of five or more units divert organic waste. This is defined as compostable paper, food waste and landscape trimmings. Thus, recycling infrastructure will be required for organic (AB 1896) and non-organic (AB 341) waste and would help ensure that at least 75% of the solid waste generated by the project is recycled. CR&R is the franchise hauler for the City of Perris and is responsible for providing collection cans, collecting the solid waste material, providing recycling services and disposing of the solid waste in a landfill. Per the franchise agreement with the City of Perris, it is presumed that CR&R would follow all applicable federal, state, and local management and reduction statutes and regulations related to solid waste. A **less than significant** impact would occur under this threshold.

XX.	**WILDFIRE –** If located in or near a state responsibility areas or lands classified as very high hazard severity zones, would the project:				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

XX.	**WILDFIRE –** If located in or near a state responsibility areas or lands classified as very high hazard severity zones, would the project:			
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?	☐	☐	☐	☒

Applicable PVCCSP Standards and Guidelines
There are no Standards and Guidelines or mitigation measures related to wildfire management included in the PVCCSP or its associated PVCCSP EIR.

a-d) According to Figure S-05, Wildfire Hazards, of the City of Perris General Plan Safety Element, the Project site is located within a Local Responsibility Area and is not located in or near an area identified as being a Very High Fire Hazard Severity Zone (Perris, 2022). The Project site is not within a State Responsibility Area. Therefore, the Project would have no impacts related to wildfires or the associated issues identified in thresholds a through d, above. No impact would occur per thresholds a-d.

		Potentially Significant Impact	**Less Than Significant With Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
XXI.	**<u>MANDATORY FINDINGS OF SIGNIFICANCE</u> —**				

a) Does the project have the potential to substantially degrade the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, 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) The project would be constructed on an undeveloped site. Removal of ruderal vegetation species would be required in some areas prior to construction particularly along the site perimeter. There are no threatened, endangered or sensitive plant or animal species occurring on the site. Implementation of Project Mitigation Measures related to Biological Resources would avoid potential impacts to nesting bird species and burrowing owls.

The Project site has a low sensitivity to cultural or paleontological resources. Implementation of PVCCPSP EIR Mitigation Measures related to Cultural and Paleontological Resources as well as implementation of Project specific Mitigation Measures MM CR-1, MM CR-2, MM GS-1, and MM GS-2 would avoid or minimize potentially significant impacts to previously undiscovered cultural, paleontological and tribal cultural resources. Impacts to cultural resources and paleontological resources would be **less than significant with mitigation incorporated**.

b) The proposed Project site is located within the PVCCSP planning area of the City of Perris. The impacts associated with development under the PVCCSP were evaluated in the PVCCSP

EIR. The analysis contained in the PVCCSP EIR determined that development within the PVCCSP planning area may have cumulatively significant impacts in the following areas:

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

As presented in the discussion of environmental checklist Sections I through XX, the project would have no impact, a less than significant impact, a less than significant impact with mitigation or significant unmitigable impacts with respect to all environmental issues. With implementation of Project Mitigation Measures MM A-1, MM BR-1, MM BR-2, MM CR-1, MM CR-2, MM GS-1, MM GS-2, N-1 and N-2, as well as applicable PVCCPSP EIR mitigation measures, potentially significant aesthetic, biological, cultural resources, paleontological, noise and tribal cultural resource impacts would be reduced to **less than significant.** Pursuant to the 2018 update to the State CEQA Guidelines, level of service (LOS) and congestion may no longer be used to evaluate traffic and transportation impacts under CEQA. However, the transportation impacts of the proposed Project would not exceed the current thresholds of significance. Based on the limited scope of direct physical impacts to the environment associated with the proposed project, the impacts are project-specific in nature. Consequently, the project along with other cumulative projects would result in a **less than significant** cumulative impact with respect to all environmental issues with mitigation incorporated with the exception of air quality and GHG. The cumulative impacts associated with air quality and GHG emissions will be evaluated in an EIR.

c) In general, impacts to human beings are associated with air quality, hazards and hazardous materials and noise. As presented in the environmental checklist discussions, the project may have a temporary air quality and noise impacts during construction that can be mitigated with implementation of Project Mitigation Measure MM N-1 and applicable measures from the PVCCPSP EIR. The impacts to humans associated with air quality and GHG emissions will be evaluated in an EIR. No significant or adverse impacts related to hazards or hazardous materials were identified.

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